



13. Bert Pond at the German Museum, under a Maxwell Bassett Miss Philadelphia IV replica.



14. A section on modeling history is featured at the Deutsches Museum. Curator Matthaus Weidner, Bert Pond, and wife at entrance to exhibit.



12. George Aldrich, famed control line flier, prefers his New Ruler . . . calls it the best model ever!



15. The English SAM 35 sparkplug, Dave Baker, with two twin pushers in honor of the visiting SCIF and SCAMPS chapters at Old Warden.

April issue of *Air Trails*.

Nominally rated a .569 cu. inches with a bore of .945 in. and a stroke of 13/16 inch, the Model A engine featured a hardened steel piston honed to a steel alloy cylinder. Using an aluminum alloy crankcase, the crankshaft bearing was a 1-3/8 inch long, self-oiling bronze bushing. Quite a bit of steel machined parts in the engine consisted of crankshaft, connecting rod (actually steel tubing), cam, prop, and drive washers. Weight checked out as advertised: eleven ounces.

With advertising costs mounting up and sales at a very low level, it was inevitable the engine would fail, not so much from poor performance, but rather from poor exposure to the modeler. Thus passed another post-war engine.

WESTERN NEW YORK CHAMPS

Received a most enthusiastic letter from Jack Brown, 1446 Red Jacket Road, Grand Island, NY 14072 about the Niagara Frontier Chapter SAM 48 Third Western New York SAM Champs held on August 17 and 18 at Grand Island, New York.

This meet features both R/C and F/F with six events from each category. One of the interesting highlights of this meet is the breakfast being served on the field; pancakes, sausage, juice, and coffee. Almost worth going to the meet for just the food. To top that off on Saturday night SAM 48 put on a steak roast with fresh corn, potatoes, tomatoes, and dessert.

SAM 48, ever eager to increase the fun,

also offered a hot air balloon contest on Saturday night. SAM 48 was to provide everything including the bottle of spirits to the winner. Can't beat that!

Jack reports the weather was just fantastic on Saturday with a temperature of 78 degrees and a wind of 2 mph. By eleven o'clock, thermals were thicker than fleas

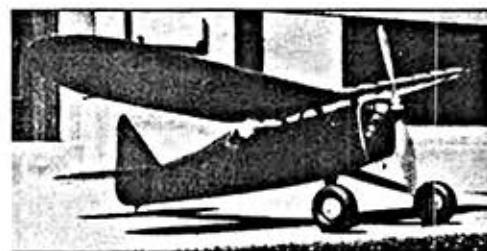
on a hound dog. As Jack said, it was an awesome sight to see a sky full of models both free flight and radio control. On the free flight side of things, thermals were so good, two hand launched gliders, one rubber scale and one 020 Replica, were

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OLD TIMER OF THE MONTH

Midget "CAVU"

Designed by: Ken Willard
Text by: Bill Northrop



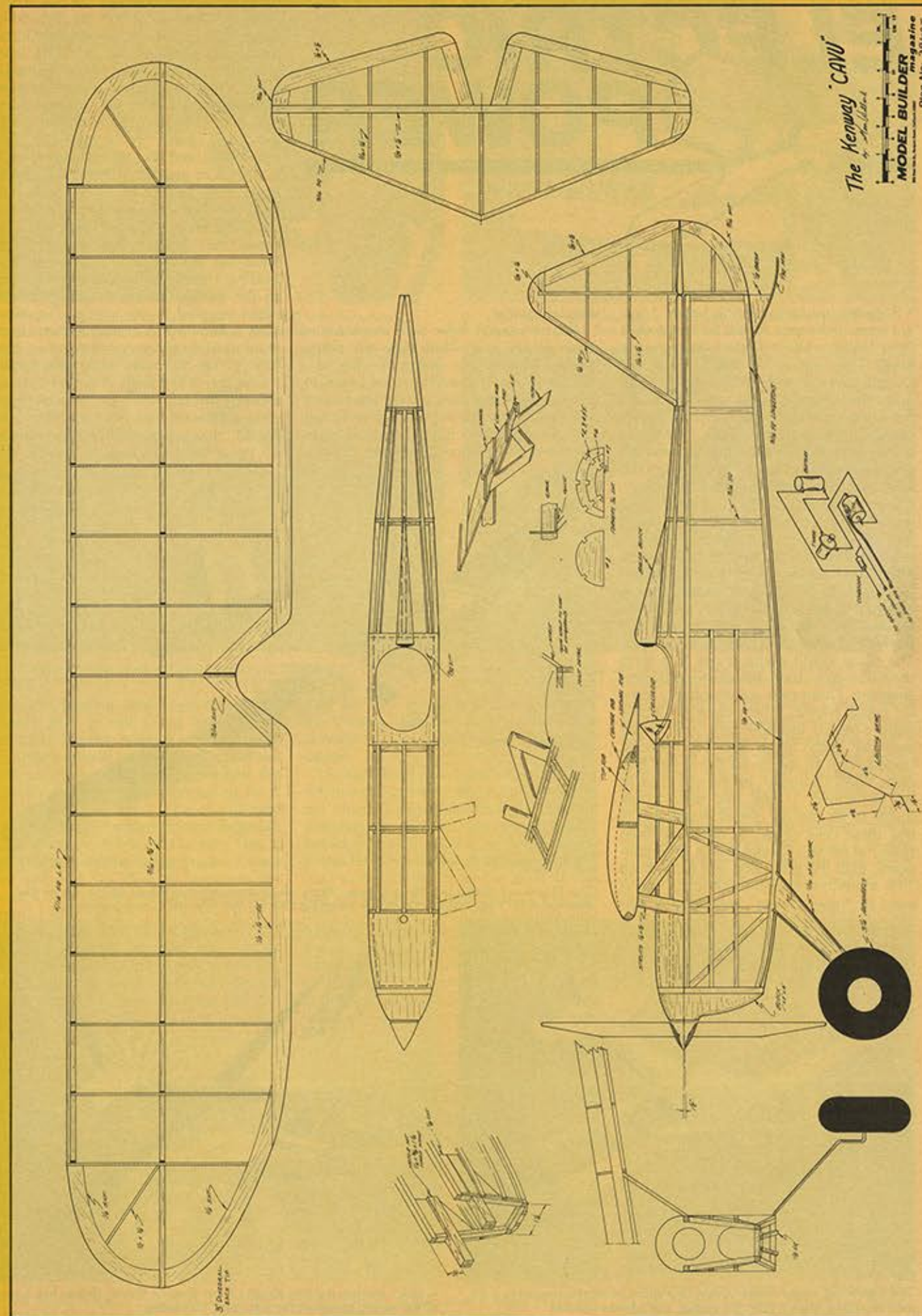
This cute little 44-inch span parasol may never wipe out the competition in a thermal soaring event, but it couldn't be any more suitable for plain and simple sport flying. In its original free flight configuration, it can provide hours of consistent, realistic small field short hops. Converted to R/C, for which it's a natural, it would be a perfect little one-piece aircraft for sport flying with three channels. An .09 to .15 engine should move it around in grand style.

The designer of "CAVU" should need no introduction to modern day modelers, and if he does it's because a few of you

may not realize that some catalogs also contain feature articles! And as Ken Willard stated in his original "CAVU" story in the April 1938 issue of M.A.N., the name is based on the standard aviation abbreviation "Ceiling and Visibility Unlimited," a weather condition appreciated by all aviators and model aircrafters!

Construction of CAVU is so basic as to need no clarifying to anyone who can scratchbuild. A few suggestions: to allow for an occasional ground loop or similar mismaneuver, it might be advantageous to

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The Kenway "CAVU"
MODEL BUILDER magazine
Plan No. 3860.07

CAVU *Continued from page 38*

mount skids on top of the cabane struts, permitting the wing to be attached with rubber bands. Instead of wrapping the landing gear to the bottom crosspieces and then trying to cover around the struts, run brass tubes through the fuselage, held in place with ply gussets, and plug in the strut halves after the covering is applied. Hot Stuff will keep the struts in place. The 3¼-inch wheels may seem oversize, but they add to the character of the model and help absorb shocks of those many touch-and-goes you'll want to shoot if you add R/C.

Believe it or not, Ken actually specified the balance point, this being in an age when such a thing was seldom mentioned in construction articles. It's at Station 3, where the diagonal cabane strut meets the fuselage.
