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LEADING MAGAZINE OF AIR-MODELING AND AERO PROGRESS

AIRCRAFT  
NEWS & PLANS  
RADIO CONTROL  
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HELP FOR  
BEGINNERS

SEPTEMBER 1961 • 35 CENTS

**Modeler's Award of Merit  
Goes To St. Louis County  
Park and Recreation Department  
For "Flying Site" Help**



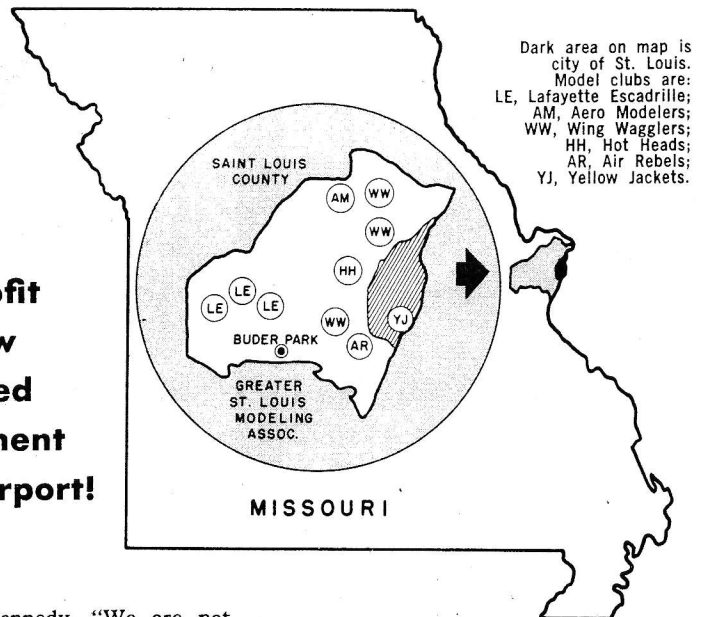
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# NEED FLYING SITE HELP?

**Air-modelers everywhere can profit from this stirring report on how the Greater St. Louis flyers worked with Recreation and Parks Department representatives to create a model airport!**



Have you and your fellow club members ever dreamed of a model airport with improvements tailored to your own needs? Naturally, you say.

So did the modelers in St. Louis County, Missouri. And, what is more, thanks to the leadership of Wayne Kennedy, superintendent of recreation in St. Louis County, their own work and the Greater St. Louis Modeling Association, their dreams are coming true.

During 1960, the newly organized association, with its six member clubs, was given the use of a flying site at Buder Park, an area centrally located within the county and not too heavily populated. The site itself is relatively flat, but the surrounding topography acts as a natural shield for engine noise.

The noise factor had been a problem with most of these clubs which had been looking for a permanent flying place. Also, some groups that already had flying facilities were not able to make any improvements on their sites.

At Buder Park they all found both a permanent site and the opportunity to make improvements. As soon as the set-up was approved, they immediately set to work, with the encouragement of Mr. Kennedy, to raise funds for fixing up the flying area. The park department also gave them assistance.

Within six months the U-control flyers had completed: Three graded flying circles, one of them oiled and rolled for speed events; a small shelter; a low fence around the entire area containing the flying circles; a rocked entrance road; a mowed and leveled parking space and temporary restroom facilities.

Any club or group of clubs can reserve these flying circles for contest purposes, otherwise the space is available at all times for use by individuals for practice. The park department has requested that all contests be under the direction of leader members of the Academy of Model Aeronautics.

These improvements were made with donations solicited by the association and volunteer labor given by the club members, except for the grading and some other things done with park department employees and equipment. All of the work was done with the approval and under the supervision of the park department. The cost of hiring a contractor to oil and roll the speed circle was paid by the association.

The park department's basic philosophy was summarized early for the

group by Mr. Kennedy. "We are not going to spend taxpayers' money," he said, "on a venture with a special interest group until such time as the group itself shows sufficient interest to do some of the work."

The way the modelers pitched in to improve the site and the extensive work they made of the facilities during the first season of operation impressed the department so favorably that much more extensive improvements have already been planned. In fact, the park department has \$2,800 in the 1961 budget for modeling facilities at Buder Park. And, again, the members of the association have pledged volunteer labor to do what they can of the necessary work.

The ten projects, now getting underway, are: (1) Planting trees around perimeter of the field to eventually furnish shade for spectators; (2) Grading and seeding of three new circles; (3) Running concrete for the center of speed circle and installing a yoke; (4) Erecting control tower; (5) Building a carrier deck runway; (6) Re-oiling and rolling of speed circle; (7) Completing new road directly to highway; (8) Erecting

new restroom facilities; (9) Improving the parking lot; (10) Clearing picnic area and installing tables.

Radio control modelers also were included in the project by the park department, being allowed the use of a large flat area located near-by. There are, however, two baseball diamonds located in this area, and a permit must be submitted and approved before any flying is permitted. The proximity of the Meramec River and several highways makes the flying of free flight planes at Buder Park impossible.

A little over a year ago the situation in St. Louis County was much the same as in many other places—people were complaining. In this instance, the park maintenance superintendents felt that the flying practices then in force at the various parks were both potentially dangerous and a noise nuisance.

They discussed the matter with Mr. Kennedy and he dug back into his files to unearth a letter written by the Manchester Double Cola club asking for a flying site.



Concrete for center of carrier deck circle is finished off by Charles Eschmann, head of Greater St. Louis Modelers Association. A real working prexy!

## Monthly Award of Merit Goes To Recreation Leader Wayne Kennedy

Mr. Wayne C. Kennedy, Superintendent of Recreation in St. Louis County, is starting his fourth year at this position. Mr. Kennedy inaugurated the St. Louis County Recreation Program, which in 1961 will have over 17,000 participants. He was the founder of the R-9 Community Center, a "Do-it-yourself" project. Its buildings and grounds now have an estimated value of \$90,000. Mr. Kennedy is 37, married, has three children. A native of northwestern Iowa, he received his B.S. degree from the University of South Dakota and his masters degree from St. Louis University. Mr. Kennedy was a junior high school principal and teacher for eleven years. He has been a Y.M.C.A. instructor and Physical Education director of a Turner Hall.



Upon contacting the Double Colas (now the Lafayette Esquadrilles) Mr. Kennedy found that a number of clubs were in need of sites for U-control flying. So he called together representatives of the various model airplane clubs, and offered them a permanent place to fly at Buder Park, with a ban on flying at all other public parks.

Also, out of this meeting was born, two months later, the Greater St. Louis Modeling Association, the advisory group for the development and supervision of the site. In addition, the association was charged with the responsibility for volunteer labor.

It was agreed, and written into the constitution of the association, that the representative sent to the group by each club should be an "open" member (over 20 years of age).

The association, at present represents the interests of the following six clubs: St. Louis Yellow Jackets M.A.A.; Lafayette Esquadrilles (formerly Manchester Double Cola Club); Hazelwood Aero Modelers Association; Hot Heads; Wing Wagglers and Afton Air Rebels.

Charles Eschmann of the Yellow Jackets is currently serving as association president. New officers are elected an-

nually. The association is not empowered to levy a special assessment on any club except by a 75 per cent vote of all member clubs, and there are no dues charged for association membership.

Any model club in the St. Louis area is eligible for membership in the association as long as they are an A.M.A. chartered club and are voted in by a two-thirds majority. The association endeavors to aid the national A.M.A. program as much as possible and to help advance model aviation in all its phases.

Each month, or whenever business matters require, the association meets with Mr. Kennedy and with Harold Gravatt, parkkeeper at Buder Park. These joint sessions give both groups a chance to improve their public relations and to keep cooperation at its peak.

Needless to say, the modelers are already completely sold on Mr. Kennedy and the park department. As a member of the Lafayette Esquadrille says, "We believe our club would have disbanded except for the wonderful cooperation of Mr. Kennedy, Mr. Gravatt and Charles Skow, commissioner of the St. Louis County parks and recreation department. We are looking forward to a great future for model flying in this area."

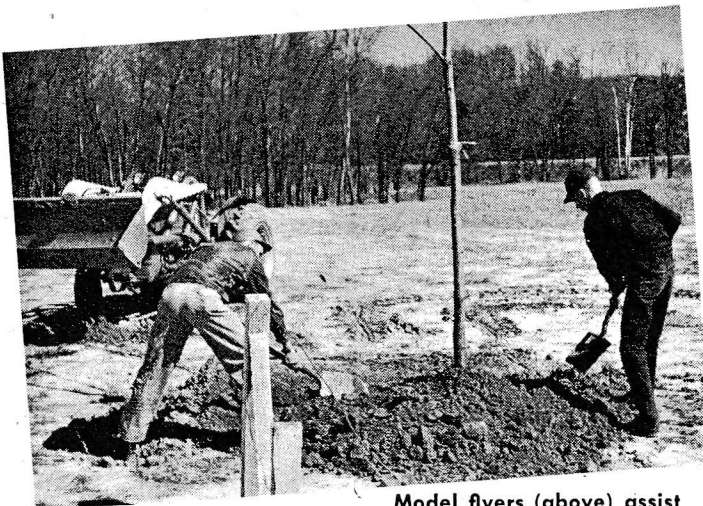
And Mr. Kennedy, in his turn, allows that the respect is mutual. In his words, "I thoroughly enjoy working with these groups. Their hobby is one that inspires great efforts on their part and on the part of others. They are sincere, competitive, cooperative and above all, they are good sportsmen."

And just how did the association and its member clubs go about the job of securing the cash donations for the 1960 improvements and signing up volunteer workers.

First, the financial contact work was done by members of the association. They estimate that about 60 per cent of the \$542 for improvements was covered by individual donations. The other 40 per cent, plus a quantity of materials, they add, came from the local hobby dealers and distributors who feel that the facilities at Buder Park are a big step ahead for model aviation in St. Louis County, and will produce many potential model builders.

Secondly, on the matter of the labor force required. This was handled on a strictly voluntary basis. Times and dates were set by the chairmen and everyone was asked to come out and help.

(Continued on page 51)



Model flyers (above) assist improvement program by planting trees.



Many hours of volunteer labor are contributed by flyers from six GStLMA member clubs. Landing strip is smoothed above.

# SINGLE CHANNEL OR MULTI - - YOUR BEST BET IS LIVE WIRE!

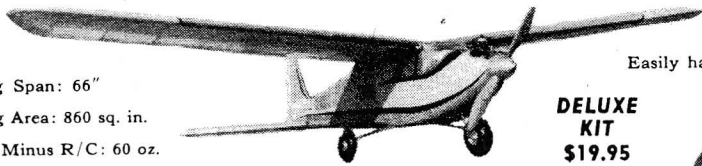
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Wt., Minus R/C: 60 oz.  
Power: .19 to .49 Eng.

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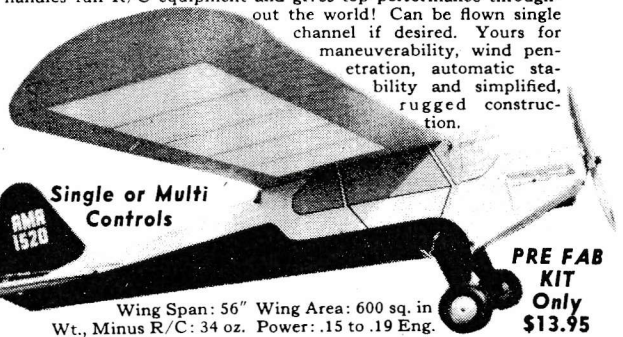
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Single or Multi Controls

Wing Span: 56" Wing Area: 600 sq. in.  
Wt., Minus R/C: 34 oz. Power: .15 to .19 Eng.

**PRE FAB KIT**  
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# CONTEST WINNING R/C MODELS BY DMECO

Wing Span: 66" Wing Area: 860 sq. in.  
Wt., Minus R/C: 60 oz. Power: .29 to .49 Eng.

## LIVE WIRE PURSUIT

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Inherent stability means championship performance for average flyers! Low wing design with built-in maneuverability for looping, rolling, taxiing and inverted flight.

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Premium materials, full size plans, dural landing gear, all hardware plus simplified assembly, check-out, flying and R/C installation instructions.

## LIVE WIRE "Rebel"

Single Channel R/C Flying At Its Best!

More performance and action than you ever dreamed of with a single channel radio and only an .09 engine!

Engineered for finer wind penetration, take-off and maneuverability. Removable R/C unit for easy maintenance and interchangeability. Simplified assembly DeLuxe Kit

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Wing Span: 48"  
Wing Area: 432 sq. in.  
Wt., Minus R/C: 21 oz. Power: .09 to .15 Eng.



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via a single bolt.

Engine starting is not unlike Herkimer's aircraft powerplant. A healthy prime directly into the exhaust, needle valve set at approximately 3 turns open and a good spin of the drive wheels results in fast starts every time. The use of a reed valve type engine is the only point that can puzzle you. In its aircraft application the engine's ability to run backwards is easily detected by the propeller blast. In the kart, however, it is almost impossible to tell in which direction the wheels are turning. This can prove a little embarrassing when the kart takes off backwards! However, with practice in the starting procedure, this should not prove too troublesome.

An .038 music wire bridle is supplied as is a 20-pound test braided nylon tether and a double-headed spike equipped with a swivel hook to act as a center post. If a circular course is to be run, fashion a weighted platform into which the spike can be secured. The instruction sheet supplied suggests an 8" x 12" board with a piece of 2 x 4 nailed to it. The spike is driven into the 2 x 4 until the swivel hook is approximately 5" above the ground. At top speed—about 20 mph and on a 6' tether the Cub-Kart only develops 3½ pounds pull so a building brick on each side of the 2 x 4 is sufficient weight to hold the center post in position.

A circular track to handle more than one kart at a time will require accurate handicapping; even to run single karts against the clock means you need a stop watch. Straight line running for karts in actual competition against each other demands neither. So this would

be our choice for a more exciting and far simpler "track" to regulate . . . providing space is available.

All that would be necessary is a 100' (minimum) length of 20-pound test braided nylon fishing line for each car to be run in a heat. Say up to four per heat. The lines could be fastened to two weighted 2 x 4's allowing 12" between lines. About 10' from one board a finish line is drawn. Immediately behind the finish line a loosely rolled blanket is laid across the lines to act as a safety barrier. At the starting line, the karts are "threaded" to the line through lugs provided on the front and rear of each chassis. With all engines running—and

with their front wheels on the ground indicating the drivers are ready—the operators at a signal from the official starter drop the rear wheels onto the track. No pushing is allowed! Each driver is responsible for maintaining tension on his own line to prevent accidents on the track. The only other requirement: keen-eyed judges at the finish line to declare the winner.

Sounds like great fun to us, how about you?

Specifications: Model tested—Cub-Kart . . . wheelbase, 5"; height, 2-5/16"; tread, 4"; overall length, 6-1/2"; weight, 10 oz.; engine, .024 O.K. Cub racing plant; scale speed, over 100 mph.

## Flying Site

(Continued from page 13)

Of course, as all you club members everywhere might guess, some came and donated many hours of work, and others just didn't show up.

However, those who did the work feel the greatest pride in their model airport, and whenever they fly from its for the time and labor which they excellent facilities they feel well repaid pended.

Some of the clubs involved live some distance from Buder Park. For instance, most of the Yellow Jackets of South St. Louis, the club of Ronald O'Toole, Missouri's 1960 A.Y.S.C. winner, live about 20 miles from the park. They have the use of the parade grounds at Jefferson Barracks for flying by permission of the Missouri Air National Guard. However,

they consider the Buder Park model airport a valuable addition to their flying resources and have been behind it from the beginning giving their full share or more of the work required.

The Hazelwood Aero Modelers also have a long drive to the park, which is a handicap to the junior and young senior members. However, they feel that all small clubs in an area must pool their numbers in order to justify their use of public recreation areas. Also, they hope that the success of the site at Buder Park may eventually help them in getting some additional facilities closer home.

It is this full united front of the modelers and the willingness of the individuals to subordinate their own interests to work for the common good which have impressed the officials of the park and recreation department and made possible the excellent improvements of the model airport at Buder Park.