

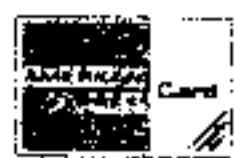
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Mount the tank and connect the tubes as required. If you choose to use the uniflow system discussed last month, hook it up as you see in the pictures: i.e., the uniflow pipe connected to the fuse-mounted filler tube, and the overflow tube capped with a piece of sealed tubing. The cap will be removed to fill the tank and then replaced.

Final weight of your modified Twister can be anywhere from 35 to 40 oz. Mine came out at 38, and it balanced between three-quarters and one inch forward of the spot shown on the plan CG using the Merco .40 with a spinner and muffler or the OS .40 with only the stock muffler. Even if you choose not to use the longer tail, this more-forward CG will provide a more sedate first flight with more positive line tension.

Very little wing tip ballast is necessary on a profile, since the weight of the engine, tank, and controls is all outboard of the centerline. I forgot that and had to cut into my wing tip to remove some of my ballast. If I were you, I would start out with none and only add it if flight tests show it to be necessary. If you pick the model up by the crankshaft and the tail, the outboard wing should drop softly to the ground. Betcha it does.

See you at the field.

Ted Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

### CL Scale/Boss

Continued from page 71

along with the subject model as a unit for static judging. Proper documentation for the model, towing system, and the towed object must be provided within the specified number of pages of allowable data.

Please note that this rule interpretation is a *personal interpretation* by Dave, and he has indicated to Michaels that if there is a need for further (or a more official) consideration of this question that he (Michaels) should ask for a full Scale Contest Board interpretation.

I would like to close this discussion on rules with two thoughts. First, a reminder to you that the members of the Scale Contest Board have already cast their Final Vote on the current set of rules-change proposals.

Second, if any of you have a particular section of the rules that you believe needs discussion here in the column, I would be only too glad to hear from you.

Something new—from Bell Rock Industries (BRI) helps to make building easier with its *Grate-Shapes* and *Weight-Mates*. The *Grate-Shapes* are a series of sanding blocks about 10 in.

long and in a number of shapes that will fit almost all our model sanding chores.

These silicon carbide grit sanding tools are made with work surfaces suitable for shaping round, flat, square, V, and concave surfaces and are offered in a number of sizes in each shape style. These sanding tools are excellent for doing much of the rough sanding of such parts as leading and trailing edges of wings and tail surfaces and those long straight edges.

A word of caution is offered by BRI, in that they recommend these tools be used only on balsa wood, foam, and other soft materials. They are not recommended for use on hard or gummy woods or metal, as these materials will greatly shorten their useful lives.

Prices of *Grate-Shapes* range from \$4.95 for a set of three squares (sized from 1/2 in. to one inch) to \$21.95 for a six-pack combination.

The other item I mentioned, *Weight-Mates*, are four- by six-inch canvas-like bags which, when filled with lead shot or sand, weigh approximately five pounds and can be used to hold model parts firmly in place during construction. The bags can also be used as tie-downs for your model during transportation.

The bags come five to a pack and sell for \$6.95. For complete details on sizes, shapes, and pricing write to BRI, 6486 Hwy. 179—Suite 108, Sedona, AZ 86336.

**Contest activity.** On September 20, 1987 the Garden State Circle Burners (GSCB) will be hosting its annual Bendix/Teterboro Scale rally. Precision, Sport, and Profile classes are being offered with awards, in the form of trophies and merchandise, to fifth place in each event. George Gaydos is the CD and is hoping that this year's entries will surpass the 23 of last year.

The meet is held in the Bendix Co. parking lot adjacent to the west side of Teterboro airport. The all-blacktop parking lot makes for good Scale flying. AMA rules apply to the Precision and Sport classes, while the Profile event will be flown according to GSCB's own rules. For full contest details and a copy of the Profile Scale rules write to G. Gaydos, 8 Dapp Court, Elmwood Park, NJ 07407.

Please send all correspondence—especially photos—relating to CL Scale to Bill Boss, 77-06 269th Street, New Hyde Park, NY 11040.

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### CL Speed/Hempel

Continued from page 72

envelope (SASE) to me at the address given at the end of the column.

Another hot item that is related to Speed is the upcoming 1/4-scale NHRA (National Hot Rod Association) drag-racing funny cars. Since Texas is a hotbed of racing activity in the Southwest for full-size racing cars (as well as model cars), I recently had the opportunity to work on some of these wild little machines. The speeds attained by these model cars reach over 100 mph!

Some technical notes concerning these model cars are as follows: The frame is constructed from aircraft-grade tubular steel, heli-arc welded and with a rigid, built-in roll cage. A beautiful, hand-laid fiberglass body covers the frame. These are sold ready to paint in any racing decor. A centrifugal clutch in the drive train permits easy starting of the engine, smooth idling, and fast acceleration. Dual, inboard rear disc brakes combined with a real, working drag parachute provide the means for slowing down after that fast run down the track.

There are several types of engines used in these cars. The engine used by the manufacturer of the cars in this month's photos is a Zenoah 140 two-cycle with chromed cylinder bore. These engines have plenty of space in the cylinder to experiment with port timing. The engine is coupled to the rear wheels by a fully enclosed, three-stage gearbox. Different gear ratios are available for the rear drive axle.

The participation in these model racing events averages 25 to 30 entrants every weekend at the race track. It's very exciting! For more information, mail a SASE to Discount R/C Hobbies, 605 South Sherman St., Richardson, TX 75081. Their telephone number is (214) 669-3705.

Gene Hempel, 301 N. Yale Dr., Garland, TX 75042.

### CL Racing/Ballard

Continued from page 73

these engines will be a dominant force at the Nationals, since they seem to overpower almost any K&B or OS presently in existence. Slow Rat times all averaged under six minutes, which was good for the first major meet of the '87 Midwest season.

Engine modification to the K&B .15. I am  
Continued on page 158