C/L BILL BOSS
General Correspondent
SPORT and SCALE

Slo-Moe: This all-purpose plane was designed by Bob Sylvia, for use in slow combat, balloon busting, and as a stunt trainer. With a little extra work on the control system and an engine change, it also could be used in the Profile Carrier event. The plane has been flown by Bob and several of his fellow club members (Suffolk Wings, Long Island, N.Y.) since 1966. An excellent flyer, it has garnered many awards in slow combat and balloon busting at local contests. It even has been successful against the fast combat jobs.

Bob's plane features two innovations: a diamond-shaped airfoil and a two-piece fuselage. Both of these make for easy construction and great strength at the wing-fuselage joint. In addition, the plane can be built with standard sizes of balsa. The list of materials is simple: leading edge, 1/2" sq.; two wing spars, 3/16 x 3/8"; trailing edge, 1/16 x 1 1/2" sheet; tail assembly, wing ribs, and wing tips, 1/8" sheet; 3/32" plywood doublers; and a 3/8" or 1/2" plank for the fuselage; 1/16" sheeting for center wing planking. Miscellaneous items for landing gear, control system, hardwood engine mounts, plywood bellcrank mount, etc., also are required.

The diamond-shaped ribs (12 required), because of their long flat bottoms, can be pinned to any smooth flat surface. Therefore, alignment of all ribs, spars, etc., is easy. Space the two center ribs in relation to the fuselage thickness, since the fuselage halves must fit in properly between them.

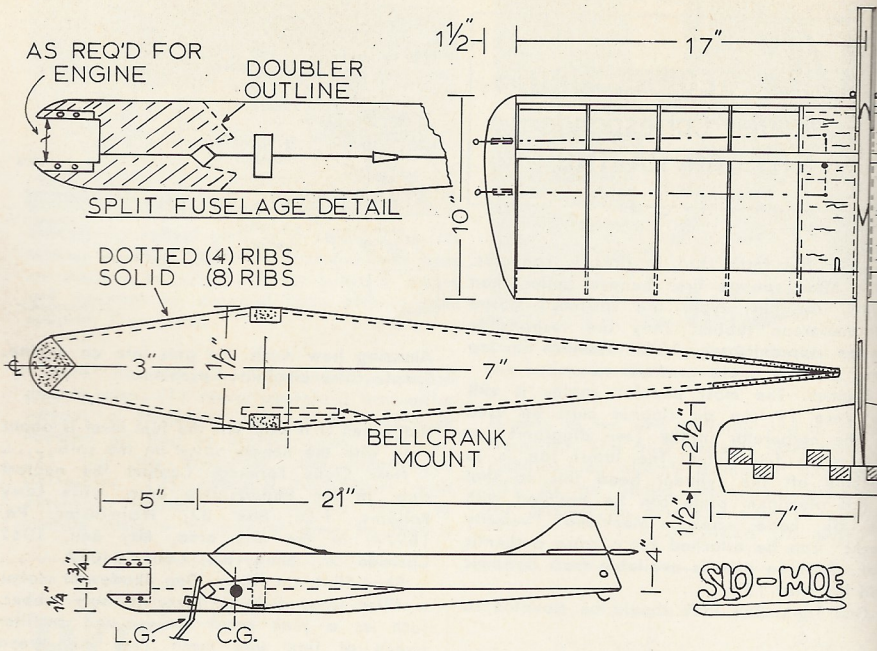
After the wing is constructed, cut out fuselage halves and notch both halves at the proper locations to accept the wing's leading and trailing edges, and top and bottom wing spars. Cut the nose of the fuselage to size for the chosen engine (19 to 35).

Next, cement fuselage halves into place between the two center wing ribs. Install nose doublers and engine mounts. Cut out and install rudder, stabilizer and elevator assemblies. Install bellcrank mount (1/8" plywood) in inboard wing sections. Landing gear, outboard wing weight, and tail skid complete the basic construction. Sand, cover and paint.

The Sloe-Moe has great stability, maneuvers well, and will take rugged handling from the novice. In the hands of the more experienced flier, it gives an excellent performance.

Bob will provide detailed construction drawings to those that want them. Write Bill Boss, care of AAM. . . .

Pacifier-Type Fuel Tanks: This item appeared in "Modeling's Liveliest Monthly Fishwrapper" (newsletter of the San Jose Aero Modelers). Marv Wentz, Technical Editor, describes the simple construction technique. Secure some gum rubber baby pacifiers and pull out the plastic ring and insert. Discard these parts. Next, cut some short lengths of 1/8" brass tubing, about 1/2" to 3/4" long. Insert the brass tubing into a length of black Veco fuel tubing which will reach from the spray bar of the engine to wherever the tank outlet is to be located on the particular plane. Insert the brass-tubed end of the black fuel tubing into the pacifier and bind off securely with a small rubber band. That's all there is to it. Make up several of them because they don't last forever. The big advantage of this type of fuel system over the usual metal-tank type is that the pacifier-type provides a more positive fuel flow, no matter what position the plane may assume during flight. . . .



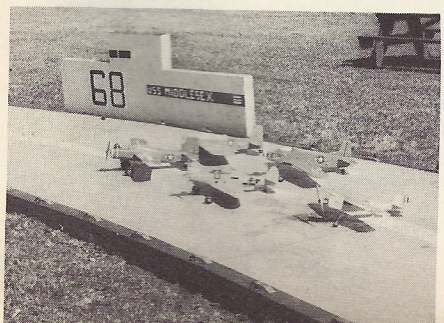
Bob Silva's all-purpose Slo-Moe is about easy to build as any 19- to 35-engined plane. plane. Diamond airfoil builds on flat board. For larger drawings write AAM.

Salute to Middlesex: Middlesex Modelers Inc. (Middlesex, N.J.) has 42 members, three of whom are girls and, with 21 adults and 21 Juniors, there's no lack of Junior participation here. The club maintains a minimum o four training ships for use by newcomers an those that can't afford a plane. On top o this, it pays all AMA membership fees fo Junior club members.

Promotional activities of the Middlese organization include static displays, clu movies, and flying demonstrations for loca orphanages, Boy Scouts, Lions and Jaycees This civic interest has put them in a favor able position with local townfolk and ha enabled the club to obtain a flying site tha now has three 60-ft. circles, two of which have blacktop doughnuts. Two smaller circle are for 049-type flying.

Those who wonder how to promote a club, obtain flying sites, or encourage junio membership, might take note of how it ha been done by the Middlesex Club—hard work, well-organized promotional activities and some special attention to the newcomer. To the Middlesex Modelers, "Thanks for a job well done."

U.S.S. Middlesex is pride of N. J. club. Group has excellent community relations.



C/L JOHN BLUM
Specialist Correspondent
CARRIER and STUNT

Stunt or Precision Acrobatics: This column has provoked a welcome response from modelers who have flown aerobatic models. It is always surprising that so many build great stunt models, yet are not interested in competition. However, reasons for this attitude are not hard to understand! Rules changes are only part of the solution. By presenting ideas and theories received from all levels of interest, we hope to spark concern and reaction toward bettering the event.

By this time, a rules change may have eliminated appearance points. Al Sugar comments that "in the Chicago area, the appearance of the ship was the only determining factor." He and four other stunt flyers will not participate in the event until it is run under FAI Stunt rules.

Bill Noyes, in the SCCA Newsletter, suggests that all Southern California contests go straight FAI rules in Stunt. Certain elements in the St. Louis area promote the same philosophy. It's your event; consequently, it'll be what you make it. . . .

California Stunt Model: Jim Mayfield's new stunt model incorporates ideas evolved from his wide experience. It also meets coming muffler requirements—thus the exposed engine head and muffler, since muffled engines run somewhat hotter.

Other design characteristics, based on careful observation of what produces a winning combination of appearance and flyability, are: (1) swept-back rudders, which make inside corners appear round, while vertical rudders combined with straight fuselage make corners appear square; (2) the placement of the bubble canopy, which creates the illusion of the plane's pivoting around corners; (3) the straight fuselage, which emphasizes the straight sides of square maneuvers and level flight; and (4) a color scheme