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MODEL AIRPLANE NEWS

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R/C NEWS IN ICELAND

GLOW TO IGNITION





• The more I travel, the more I recognize that R/C modeling is everywhere in this world—and everywhere in this world, modelers are the same. This statement was reinforced when I arrived in Iceland in early June at Keflavik (an international airport serving Reykjavik, the capital city) and was immediately greeted by local modelers with warmth, courtesy and enthusiasm—qualities common to modelers in every area I've visited over the years. None of this changed during my two-week visit, and I can truly say—I had a ball!

But why Iceland, an area that most do not recognize as a "hotbed" (word is used advisedly) of radio-control activity? Basically because the area met my major requirement for a visit—they invited me! I'll go anywhere to visit modelers—a characteristic of mine that is fairly well known. And I have yet to be disappointed

with the results. As I said, modelers are the same everywhere; "same" to be defined as truly enjoyable people to meet and with whom to spend time. Such has been true in Estonia, Finland, Sweden, England, America, Canada. No matter the geography, the common interest in flying R/C objects gives modelers a departure point for mutual understanding that is a genuine pleasure to see.

This trip to Iceland came as the result of the modeling group in Reykjavik contacting John Worth at AMA headquarters for the name of someone who might come to their country to work on upgrading modeling and flying skills. John, knowing of my past involvement with modelers in other countries, contacted me and the "wheels" were set in motion for a June visit. Whether my new Icelandic friends gained very much from my visit is not for me to say; that I gained a great deal is certain.

IN ICELAND





VELKOMIN TIL REYKJAVÍKUR

Sign leading into the capital city in Iceland says it all, "Welcome to Reykjavik"; the modelers really made this so.

Iceland is a country about which many Americans have some very incorrect ideas. It is not, as an example, a place of perpetual snow, ice and cold weather. Quite to the contrary, its climate—although variable to a degree I had never before seen—is not arctic-like; not at all as I expected with its proximity to the Arctic Circle. It is indeed fairly temperate and Reykjavik is never as warm as I might

Iceland! The country is one of incredible contrasts; not only because of weather variations but also because one finds glaciers (over 11% of the island is covered in perpetual snow), hot springs and active volcanos (none of which cooperated with a "show" for this writer—just as well!).

The basic plateau one sees driving from Keflavik Airport to the capital city is interrupted by high snow-capped mountains in the distance. Colors are muted tones of moss green, brown and yellow. Everywhere one sees the black that speaks of past volcanic activity, everywhere there are rocks, large and small, cliffs, mounds and mountains; evidence of earth-driven upheavals that brought Iceland to the ocean's surrounding surface millions of years ago. And nowhere could trees be seen—there just aren't any to speak of in Iceland. It was a fascinating scene to these eyes so accustomed to New York's vistas. The landscape was lit by 24-hour daylight. With those huge open areas I saw and round-the-clock daylight (and that lack of trees to snare models), this had to be a flier's paradise.

As I rode through the countryside, one of Iceland's basic industries was im-

mediately seen: sheep were everywhere! I, of course, immediately showed my ignorance and called them goats; but I learned in time!

Along with sheepherding, fishing is also a principal element in Iceland's economy, and well it should be; the island is located in the best fishing waters in the world. And if you happen to be a freshwater fisherman (along with your radio-control activities), you'll never find better inland waters than those that drain the island nation.

But lest you think that Iceland is a totally rural, agrarian land, let me hasten to say that Reykjavik is a very cosmopolitan, modern city with plenty to do for any visitor. You're not on the scene very long before you find out that all heating is done from geothermal energy, as is some of the generating of electricity. Most electricity is generated by hydro plants on the many swift rivers. That low-cost energy is a godsend in a country where imported oil commands prices sufficient to make any American think that gasoline at \$1.50 a gallon constitutes a real bargain.

It is also a boon to industrial growth,



Gudjon Olafsson and Editor with 1/2A WW II birds; HOB P-51, MRC's all-foam Me-109.

want but is also never as cold as one might think. Typically, temperatures rarely drop much below 25°F in winter or rise above 60°F in summer. It rains a good deal in spring (or so it seemed) and there were some pretty stiff winds. In fact, the weather changes so much that there is a saying, "If you don't like the weather, wait a minute!" Basically, Iceland has a typical oceanic climate moderated by the nearby warming Gulf Stream.

The tiny island, about the size of our state of Virginia, has a total population of 220,000—less than the city of Tampa, Florida. Even so, there are more modelers on a percentage basis than in any place I've ever visited—modeling is alive and well in



Excellent Fokker being run up prior to flight; many children at flying sessions.

which I saw in good measure. Standard of living equals anything I've seen in this world. Reykjavik must be the cleanest city I've ever seen, bar none, since there is virtually no burning of fuels except in automobiles. Everywhere, I saw young people, free for the summer from scholastic pursuits, working at jobs calculated to keep the city and surrounding highways clean and attractive, not a half bad idea for summertime.

One feels very safe in Reykjavik; practically none of the crime and other problems that beset cities such as New York exists. Try this for a fact: You can drive your car right to Iceland's President's front door. No guards will stop you—none is needed!

Frankly, I found Iceland to be an ideal spot for a summer vacation for anyone—appealing, different and, for those with a bit of an adventuresome spirit, nearly ideal.

For a modeler, Iceland can hold the same positive qualities, and this I learned

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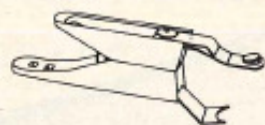
Olafur Sverrisson and his Carrera SB-10; Carrera gliders are popular in Iceland.

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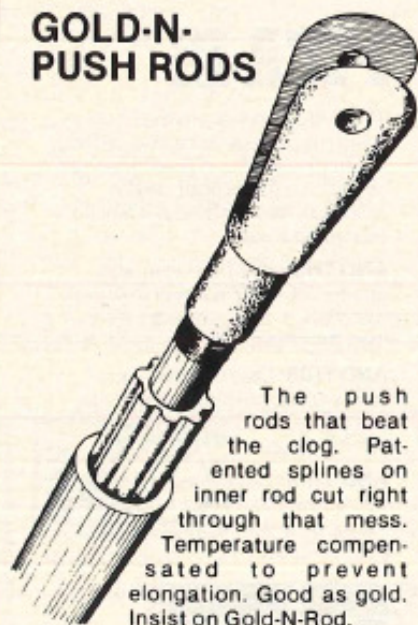
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stantially lower calorific value than kerosene, the theory, as put forward in the past, that a diesel fuel should therefore contain only enough ether to enable the engine to be started is not confirmed by results. It appears that ether's other properties, notably its ability (like methanol in a glow fuel or a water-injection boost in a gasoline engine) to absorb heat by evaporation and thereby reduce combustion temperature and raise volumetric efficiency, outweigh any possible losses due to the ether's lower calorific value.

Establishing the lubricant content at a 20 percent maximum and the ether content at, say, 35 percent leaves us with a kerosene content of approximately 45 percent to complete the basic mixture. To this can be added 2 percent of amyl-nitrate or isopropyl-nitrate. This amount will suit most engines, although there are a few high-speed diesels that may require 3, or even 4, percent. Remember that the more cetane improver you add to the fuel, the lower the compression setting required.

Diesel fuels are easy to blend and, provided that clean, pure materials are used, a clear pale gold mixture should be obtained that has no tendency to separate.

Don't forget to observe the usual precautions when mixing fuel and remember that ether, in particular, is highly volatile and highly inflammable.

RADIO CONTROL NEWS

(Continued from page 14)

soon after my arrival on Sandskeid, the flying field near Reykjavik. Sandskeid is an active full-scale glider base and there is a great deal of soaring activity, but the modelers have permission to use a sizable portion of the field and they move activities as glider towing dictates. I was frankly impressed by this ability to coexist with a full-scale operation. There is always someone to spot a launching or landing sailplane, and the fliers take utmost care to totally avoid full-scale airspace. They also limit the number of airborne models to three whenever full-scale sailplanes are airborne and they terminate flights whenever that seems advisable.

The field has acres and acres of space, which causes one problem with the locals flying: they aren't that precise in landing (a problem I've noted at other large fields). But they seem very capable at handling wind, a result of very frequent (and stiff) breezes; not unlike the skills I saw even with beginners in Hawaii (that island knows wind as well). And the Icelanders surely know how to handle the chilly temperatures that, at times, had this "soft" American sitting in a car. Not that it was that cold, but those winds sure made it seem so.

The take-off surface was quite smooth, covered with a short scrub grass, moss in places, and tundra flowers so delicate and colorful as to defy description. And from that surface departed the greatest variety of model types I've ever seen at one sport flying field; pattern, scale, sport, helicopters and hi-start gliders all had a place. No one design dominated—no follow-the-leader for Iceland's R/Cers. Most of the fliers have very general interests.

Take Einar Einarsson, or "Palli," as he is called. He flies a full bore pattern bird, Arrow with piped Webra, a couple of slope gliders and hi-start sailplanes, a sport New Era, and a high-wing Graupner Taxi; and he is deeply engrossed in building two quarter-scale birds, a Super-Fli of original design and a PT-19. Palli has all the skills for very high FAI competition but lacks sufficient exposure to top-level contests. This is not an unusual problem for nationals from small countries where extensive travel to FAI meets would be required. But Palli would be great if he lived in Ohio or Europe.

In any event, it is the variety of models and flying forms that gives Iceland an exciting quality. These fellows will fly anything and they enjoy everything. I can't recall when I last saw a flyable Taurus—there was at least one at Sandskeid and it was brand-new. Phil Kraft's Kwik-Fli is also a popular subject in Iceland. But don't think the Icelanders are only into nostalgic subjects. I saw at least two examples of M.A.N.'s Jim Kimbro designed Deception. Carrera's glider line is very popular and for good reason; they fly very well and that

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DEPT. MA

Carrera Sagitta is one potent slope machine. I had never really flown a top-grade aerobatic slope machine and I found Sagitta to be a real challenge. It maneuvers with any powered pattern bird, in some respects even better, and under proper conditions it's as fast or faster. When that sleek bird comes whistling by and you throw a four-point roll at it—you'll flip! You might want to check with Jim Martin at Hobby Lobby on this one (they handle Carrera's glider line in America)—I will. Add to this such up-to-date airplanes as Byron's F-16 and Pitts Special, and numerous magazine projects—thankfully, M.A.N. had its share.

Modeling is, at best, expensive in Iceland; certainly more so than in America. Without a domestic model industry, everything must be imported and this, of course, contributes to higher costs, as does a high duty tax. Easing many problems for modelers is a well-equipped hobby shop in Reykjavik, Tomstundahusid. The shop is run by Jon Petursson in association with his father, an Iceland modeling pioneer. Modelers in the country are fortunate in having Jon as proprietor of the only full-service hobby operation in Iceland because he is an active modeler and, even though he holds a virtual monopoly on modeling goods distribution, his pricing is as low as possible! He spends his spare time at Sandskeid, helping all who need help and flying his own birds.

Jon had a fine original pattern airplane called, appropriately enough, Hagar the Horrible. There is, after all, a strong Viking influence in the Mid-Atlantic island nation, hence the name. But "horrible" it isn't; the 60-powered machine started life years ago as a Kwik-Fli and went through a series of modifications to a point that only Kwik-Fli's moments and wingspan remain. The ship has an equal taper wing and very attractive fuselage lines. So what's new? The bird is so honest, it took a matter of minutes for me to get timing accurate enough to go through a full FAI pattern. Rolls were absolutely linear, the rudder produced a precise yaw and pitch was soft but positive. Perfect? Hardly, but Jon has come very close to an ideal

airplane for low time pattern fliers aspiring to competition. Hagar has no bad characteristics and a raft of good ones, and you can bet M.A.N. will carry plans in the near future. The easy timing is a credit to Jon's accurate building skills, but a lot of that must be tied up in a good solid design. It all goes to prove that a series of purpose-directed modifications—one at a time and calculated to improve one characteristic—will ultimately bring any design to peak performance.

Most modeling goods come to Iceland through Jon's shop and import business with Germany, Japan, the U.S., and England as the principal suppliers. Jon has a policy of confining radio imports to Futaba and most engines to O.S. to ease problems of spare-parts stocking—a sensible procedure for a relatively small modeling market.

In Iceland, craftsmanship is very high and equal to that of most active modeling groups. One of the best is Hinrik Einarsson, an electrician by trade and a truly dedicated R/Cer. Hinrik had that Taurus I spoke of earlier and a beautifully built Chipmunk. Building is done in winter months in small shops at home. Clearly, long Icelandic winters are ideal for building, although some of the harder types do fly in winter. But that far north, daylight hours are somewhat limited.

That's the payoff for near 24-hour daylight in summer months. Typically, while I was visiting, flying started in late evening and ran through midnight to early morning. I'll never get used to starting a flight on Tuesday and finishing on Wednesday. I had a similar experience in Oulu, Finland; but in Iceland, there was the added attraction of snow-capped mountains and a full moon. "Hey, diddle, diddle"...the Pulsar jumped over the moon!

Yep, it was the trusty, world-traveling Pulsar that went with me on Icelandair to Reykjavik. This biplane from Cass Engineering has flown in no less than six countries in the past four years and it's still going strong. Its many-hour O.S. 60 finally gave up in Iceland; but, fortunately, Jon

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POXY POINTERS

THAT SUPER PAINT JOB

Why is it that while practically everybody gets terrific paint jobs with **Hobbypoxy epoxy enamels**, there are a couple of guys who seem to have a bit of trouble getting that flawless finish that they're looking for. Is there some kind of magic involved? Do they need a zillion dollars worth of fancy spray equipment? The answer, in a word, is "no."

You can get great results with just about any of the popular brands of sprayguns (airbrushes) normally sold in hobby shops. Badger, Wren, and Paasche external-mix airbrushes, with "medium" nozzles, all work very well. Even the inexpensive plastic siphon-type guns will do the job.

The most important thing to have is a compressor that will deliver about 30 to 35 psi, and has a water trap to keep moisture from messing up your finish. Insufficient air pressure is the biggest cause of a poor paint job, usually causing spattering, orange-peel, and the need to hold the gun too close to the model, which means it takes forever to get the paint job done. It also forces you to add a lot of thinner to the paint, which can cause drips and runs and other nasty things.

Speaking of thinning, just how much thinner should you add? The correct answer is to add as much thinner as you need for the spray equipment you're using. If you're getting orange-peel, add more thinner. If your paint drips and runs, use less thinner. You'll also find that some colors require more thinner than other colors, which I think has something to do with the paint pigment. As an "average" I've been using about 50% thinner (that is, one part A, one part B, and two parts thinner) with a Wren "B" airbrush and 35 psi air pressure.

As to technique, set your gun to give you good coverage at a spraying distance of about 12 inches from the model, then apply a light-to-medium first coat. Wait 10 to 15 minutes for the solvent in this first coat to "flash off," then apply a fairly heavy "wet" coat. Note: By "wet" coat I don't mean that you lay the paint on heavy by moving the gun closer to the surface, or by slowing down the speed of your passes. I mean that you spray from a normal distance in normal passes, but that you continue to apply enough paint so it flows out into a nice smooth "wet" look. The trick is to maintain a balance between applying the paint heavily enough so it flows out, but not so heavy that it sags or runs.

With a reasonable amount of care and a halfway decent spray outfit, you should get excellent results. Just remember these simple rules: Use adequate air pressure, 30-35 psi. Use a water trap. Thin the paint enough to get good flow-out. Try to keep your spraying area as dust free as possible, and wipe the model with a tack rag prior to spraying. And please wear a good quality mask over your nose and mouth, and be sure to provide adequate ventilation.

Happy painting!

John E. Poxey

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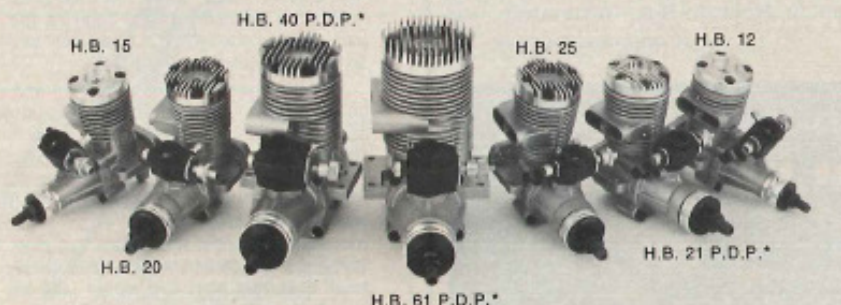
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came to the rescue with a replacement O.S. 60VSR-ABC engine. With that powerplant, Pulsar really came to life.

For strictly pattern demos I brought along the Candy from a recent M.A.N. Field & Bench. The small pattern ship from Playtron was powered with an O.S. 40 and proved to be ideal for my purposes. It will do anything in the book and a few things not yet reduced to writing. But—it almost didn't make the trip!

When it came time to stuff it in the Pulsar box at 4:00 in the morning—I seem to always be up at 4:00 a.m. prior to contests and trips—it didn't fit. One frustrating hour later, I slit Candy's throat; a much better idea than a similar act to my own. Actually, I band-sawed Candy's nose from the fuselage; then she fit fine. A bit of epoxy when I arrived set things right, but I don't recommend the procedure as a normal course of events.

The balance of space in my boxes was taken up by MRC's Messerschmitt Me-109. This all-foam beauty has provided more fun over recent months for me, so I took it along. I'm happy I did, for the Icelanders enjoyed the little bird—so much so that it's still in Reykjavik. I did a Field & Bench on this one a while back and now, after so much flying, I can say that my recommendation was right on the money.

Unlike in other countries I've visited, the club program in Iceland receives no government support and is, in most respects, the same as those found in America. The usual field problems, contest organization and socializing take place at meetings held in a beautiful meeting room in a clothing factory.

Modelers come from such diverse occupations, there always seems to be someone who can help out with a meeting room or solution to some given problem. Active R/Cer Asbjorn Bjornsson was a director at the clothing factory and it was he who secured permission for the meeting place.

The club, Pytur, has a large membership and almost all members are very active. Many young people are found in the club, usually in association with their fathers. Indeed, father and son teams was one of the most charming aspects of Icelandic modeling for me.

There is a rapidly emerging interest in giant scale and big airplanes in Iceland. I suspect there will be a dozen or more projects ready for flying next spring at Sandskeid. And I believe that Sandskeid would be a near ideal spot for an international gathering of big model buffs. Iceland is exactly halfway between North America and Europe, airfares are very low (Icelandair has the lowest fares to Europe), Sandskeid is a fine flying site with plenty of room (and no one will bother neighbors with noise—those sheep paid no attention at all), there is much to do for any family in Reykjavik, hotel ac-

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commodations are reasonable—there just isn't any element missing. IMAA, please copy, and let's get the word "International" to a level of real meaning. Any reader interested in attending such an international fly-in, perhaps in 1982, should drop a line to me at *M.A.N.*

My home in Iceland was in the city of Hafnarfjörður at the home of the parents of Gudjon Olafsson. Gudjon is a young man with very obvious modeling talents and a dedication to the hobby/sport that seems limitless. The variety of interest was present in Gudjon's stable of airplanes that ranged from a House of Balsa 1/2A P-51 through a Graupner Piper J-3 to an *M.A.N.* Deception. Currently, he is building a Pica Cessna. His English is impeccable; in fact, he is planning to be a teacher of English when university studies are completed next spring.

Gudjon and his parents treated me with true Icelandic hospitality—I felt as if I were home from the first moment. And this hospitality was repeated time and time again at so many dinners and parties throughout my stay. I can only say, thank you to so many new friends—Runi, Gunnar, Nani, Oli, Asi, Jon, Palli, Hinrik, Gudjon and so many more. You and your lovely families made this entire trip worth every minute for me! Because, after all, it is really the people that make modeling such a fascinating hobby/sport, and in Ice-

land I met some of the nicest people I have ever had the pleasure of being with. I hope I'll see you again!

So it's off to San Antonio, Texas, for the next running of AMA's road show—the Nationals; should be quite a change from Reykjavik! Full details next month. ■

ON THIS HEADING

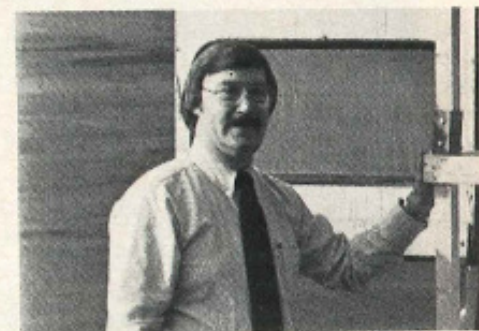
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Army Band, lots of travel, a near-championship status on the pool table (if you can believe that!), and marriage to his lovely (and very understanding) wife, Sally. Don still spends much of his time with the "girls," as he has two daughters, Kiley Ann and Kristen Lee. The only male support for Don around the Godfrey home comes from the family Lhasa apso. But Don does all right; he is clearly a happy guy!

Some of this must come from a re-entry into modeling in 1971 as a pattern flier. He carried his "rocket ships" up to wins in Class "B" when, in 1977, the "big bird bug bit!" Don Godfrey designed his Stearman that year. That the design is successful can be seen at almost any giant scale meeting—one will invariably see one of those Stearmans flown by someone.

Mr. Giant Steps is a man of nearly boundless energy—his level of correspondence with *Model Airplane News* gives testimony to that. But also consider this: Since 1977 he has, along with that retail music business, built 6 Stearmans, a J-3, and smaller models

including a Royal B-25, P-38 and Pitts Special. That might be enough for most modelers, but not Uncle Don. Last November he started on a 1/6 scale, 12 1/2 ft wingspan B-25 and he finished it just five months later. It first flew in May this year (see story, September 1981, *M.A.N.*); a remarkable achievement, to say the least. Still, Don had "time on his hands," and in December 1980 he started



"Giant Steps" as a monthly column! We at *Model Airplane News* are not certain, but we suspect there may be two Dons up there in Binghamton.

Don Godfrey has been called the "spark plug" of IMAA; that certainly seems to be the case. One thing is certain, we are pleased to have this knowledgeable giant airplane pioneer presenting material each month to our readers, and your mail to these offices backs that feeling.

As much as Don enjoys his big airplanes, his real enjoyment in the hobby/sport comes

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