

THE NATIONAL  
MODEL AIRPLANE MEET



In

*Pictures*



"AS you know, I have been interested in model aeronautical engineering from its early days, and I rejoice that the movement has spread far and wide. It is a science as well as a sport. Its practical value is everywhere recognized, proof being afforded by the fact that many of the early enthusiasts in model construction have since become famous designers and builders of the aeroplane. Some of the younger competitors — and I remember that the British team last year included some who were very young—may well prove to be leaders in this great industry ten or twenty years hence. I hope they will not have forgotten the friendships and kindness engendered by these competitions, where twelve or more nations meet in a rivalry which is pure enthusiasm and goodwill. In this respect the world wide model aeronautical movement has a value and importance which we shall do well to prize and preserve."

*Wakefield of Rythe*



*R. Friestad*  
*8/92*

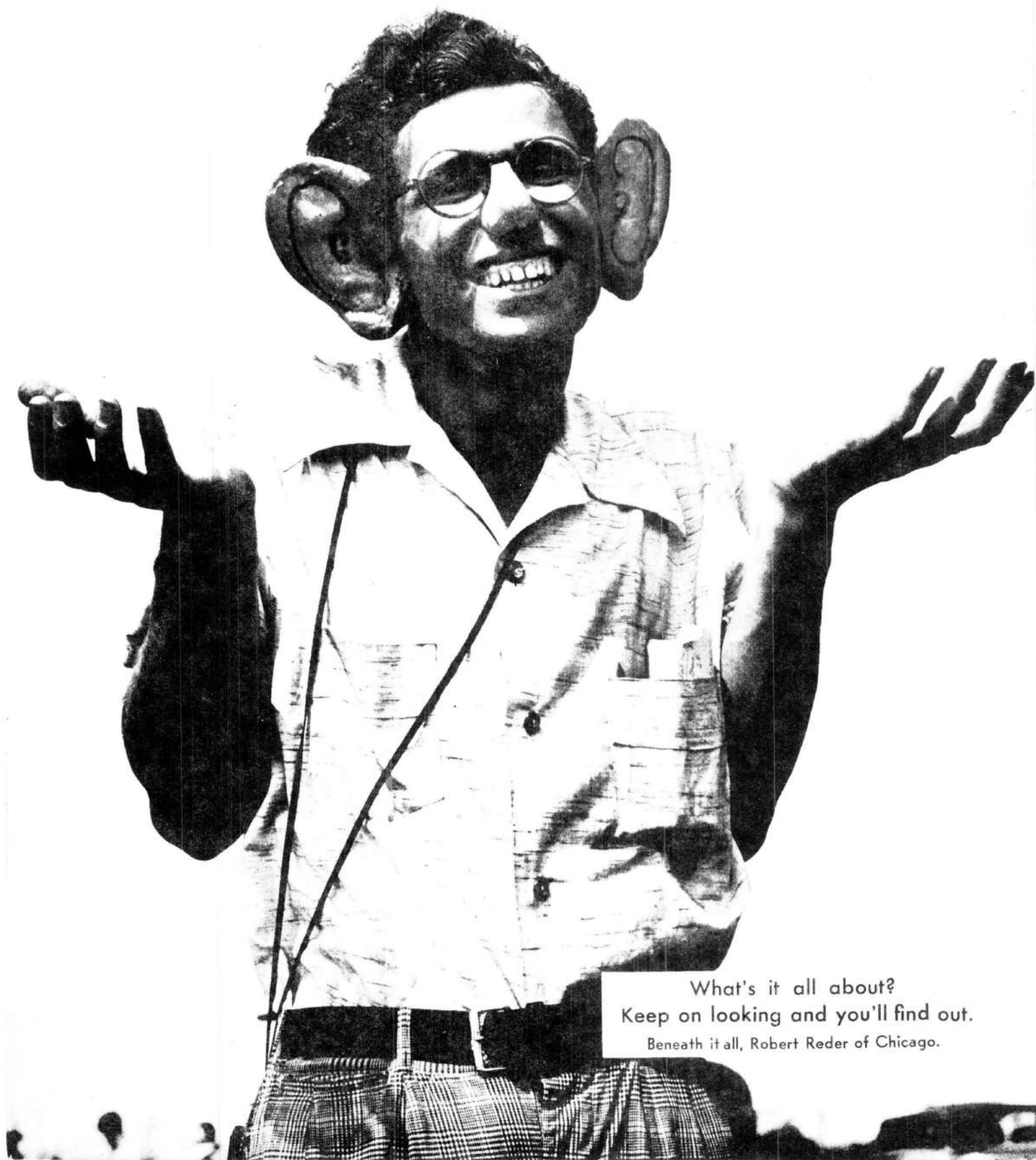
Excerpt from Lord Wakefield's letter read at the banquet which concluded the 1937 Wakefield International Competition held in London, August 1st, 1937.



# A PICTORIAL STORY

*by*  
Walter Farank and Frank Zaic

MODEL AERONAUTICS PUBLICATIONS  
NEW YORK 1939 DETROIT



What's it all about?  
Keep on looking and you'll find out.  
Beneath it all, Robert Reder of Chicago.





WE MADE IT!



"PENTHOUSE?"



HELLO, COUSIN!

12th NATIONAL  
MODEL AIRPLANE  
CHAMPIONSHIPS

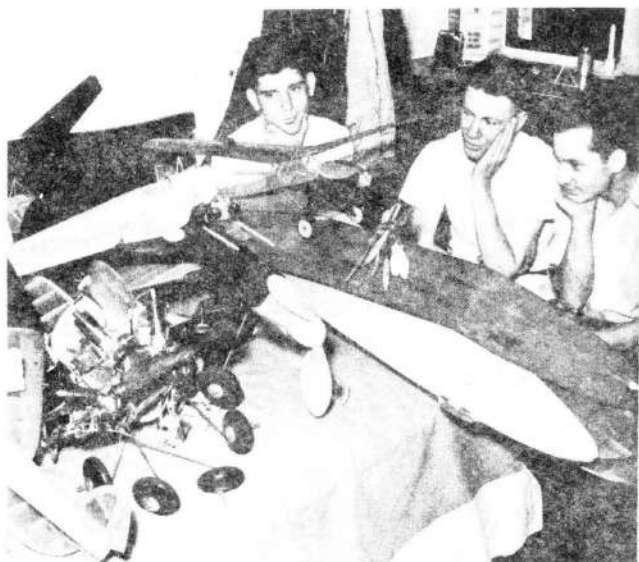
CONTESTANT

No 580

SPONSORED BY  
METROPOLITAN  
COUNCIL OF  
EXCHANGE CLUBS  
DETROIT  
— 1939 —



A. VHAY & I. POLK HARDWARE, Inc.



WHERE IS IT?



THE NATION'S AERONUTS.

# Night Life



It always rains on the registration day, no matter when and where the Nationals are held. 1939 was no exception. It poured! New comers hung out the 'DO NOT DISTURB' signs, and spent a feverish and sleepless night finishing both indoor and outdoor ships. Not so with the old timers. Wise to this climatic freak, they ignored the perplexing weather problem and went right ahead visiting their 'haven't-seen-you-for-a-year friends'. It was way after twelve before good nights were said. After final check up of the models, equipment and a look into the drizzling darkness, we called up the telephone operator to wake us up at the ungodly hour of six.

Ted Foti, New York, hanging up NAA 679 to make room for sleeping.

California Delegation: L. to R. Peter Bowers, H. Rice, Jack Simpkin, Irvin Ohlsson and Frank Knapton.

Morton Horowitz, Long Island City, trimming the film. John Ogilvie keeps him company.

All large crates shipped by Express were found in the workshop, top floor, of nearby garage.

Wallace Simmers, the enterprising Chicagoian, proved to be a godsend to the forgetfuls.

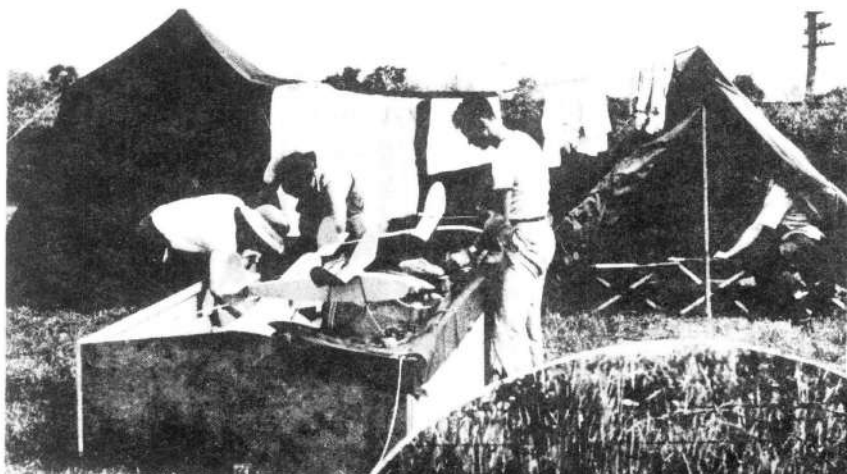


Will wonder why the boys like to run their motors in the rooms.

Irvin Leshner, Philadelphia, uses his emergency microfilm tank.

And so far into the night.





## Country Life

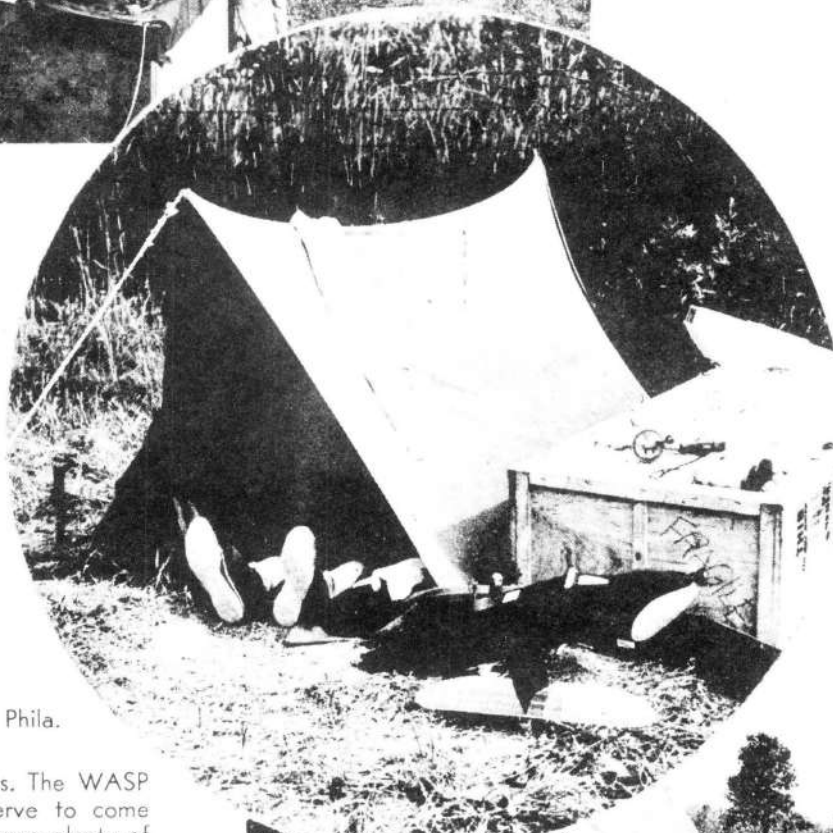
### Tail Spin Alley Tale

by William S. Berry, Phila.

CAMPING has its points. The WASP did not have the nerve to come out here. (Bet there were plenty of other insects, Ed.) Most of the full stall brains arrived July 4th, and went to town. It rained. In fact it poured. And it was foggy. Why, when we came home to our downy army cots we had to break out the spades and dig our way into the tent. And scrape the slime from our blankets with our trusty Scout knife. Such is Bliss??

The good old Wabash Line runs over track to rock you to sleep. And this year Pere Marquette is sharing the same track. And all blow for crossing at the end of the alley. And how they blow! Especially at 6:15 A. M. They blew so much that the wind got jealous and blew our tent over at 5:15. To finish the night, it rained.

But think of those optimists from Oklahoma who slept in their cots without a tent!



*The Day!* Wednesday, July 5th. Rain stopped during the night and the day dawned cool and clear. Promptly at eight, bus loads of eager, clear eyed, white skinned, clean shirted, crease-trousered and confident boys left Hotel Fort Shelby for the Wayne County Airport. (You should have seen them coming home!)



Irving Polk checking the first man up.

Aerial view of the field.





### WEST meets EAST

Bronzed and sun soaked Los Angeles lad, Andrew Petersen, 24, exchanges weather views with fair skinned and Hollywood profiled John Ogilvie, 22, from New York City.

1. Walter Fromm, Chicago

2. Wilfred Brumm, Libertyville, N. Y.

3. By Henry Thomas, Akron, Ohio

4. Ed Lidgard, Chicago

5. Roy Marquardt, now of Pasadena, Calif.

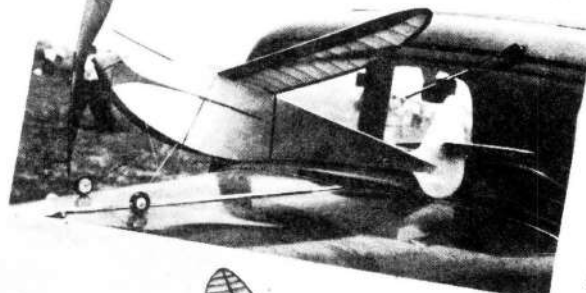
6. An impatient group watching Fromm's 50 min. test flight.



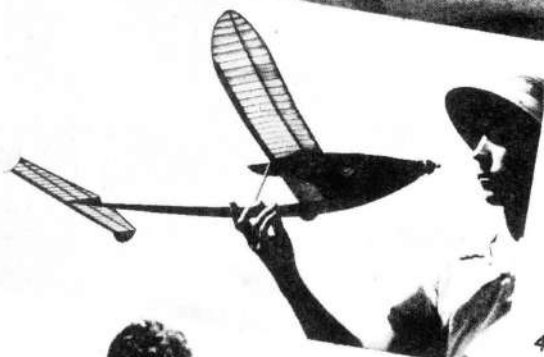
1.



2.



3.



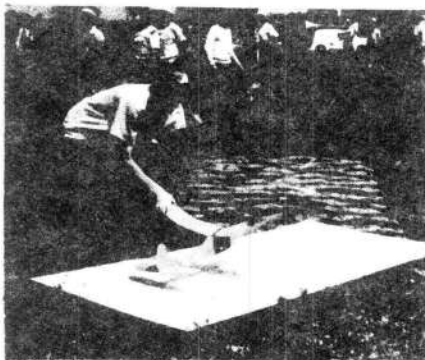
4.



6.

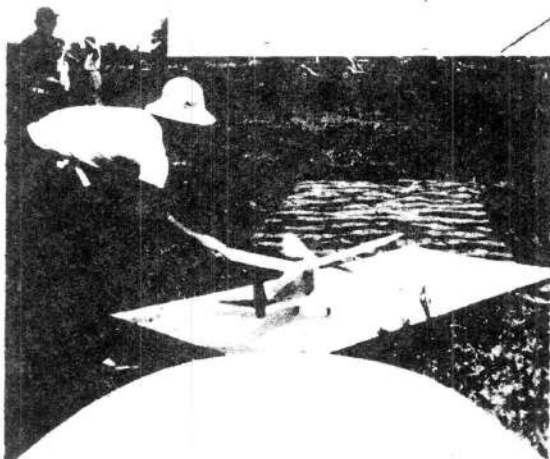


5.



John Kubilis came from Chicago for this 'Big Moment'.

Jeff Harris, Toronto, takes time out for a bit of "Cosacksky."



Lavalle Walters, Windsor, demonstrating his exclusive hypnotic model control.

## Luck?

Check the musty files. You'll find that in their time Dick Korda, George Reich, Robert Toft of Minneapolis, Edward Naudzius and other 1939 winners reached the top by gradual yearly spirals.



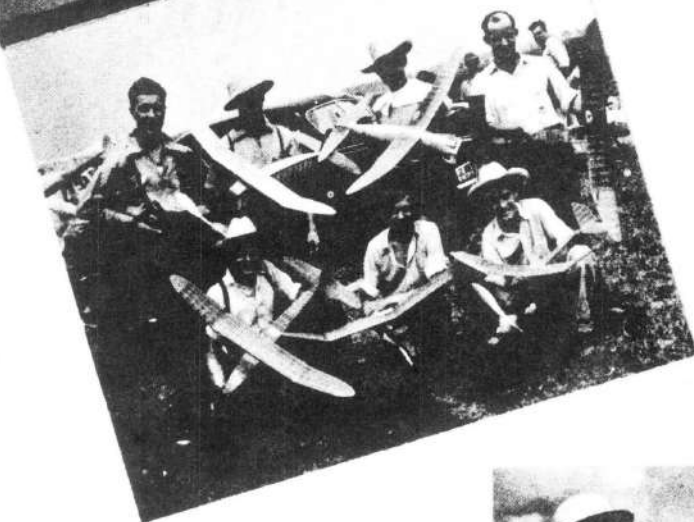
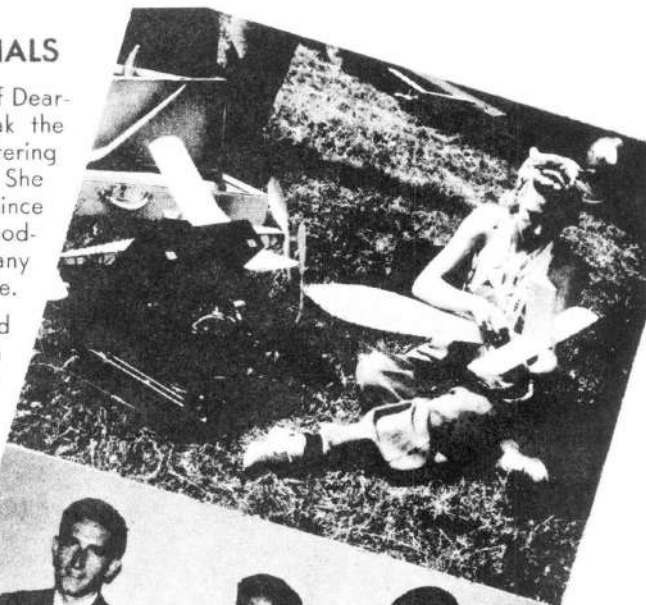
When you get the Moffet trophy in 2,000 A. D., you will find that Ed Naudzius preceded you by 61 years.



## GIRLS AT THE NATIONALS

Musically minded MARY ROLL of Dearborn was the first girl to break the only-for-boys tradition by entering the 1934 Nationals at Akron. She has built 50 odd models since 1931. Feels time spent on models well repaid by the many new friends she has made.

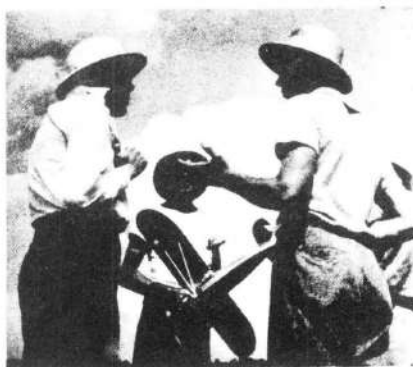
Lois Miller of Detroit, assisted by Jerry Hopf, has been building models for about a year, but she already talks model builder's language. Finds model building an exciting and yet profitable hobby.



### THE CANADIAN MOFFETT TEAM

Standing: left, Ray Smith, captain; Robert Milligan, Jeff Harris and Lavaller Walters.

Crouching: left, Roy Nelder, Harry Lucas and Charles Fairfield.



William Winter

Leo Bailey

Ed Lidgard

### THE AMERICAN WAKEFIELD TEAM

Standing: left, Jim Bohash, Dick Korda and Jim Cahill.

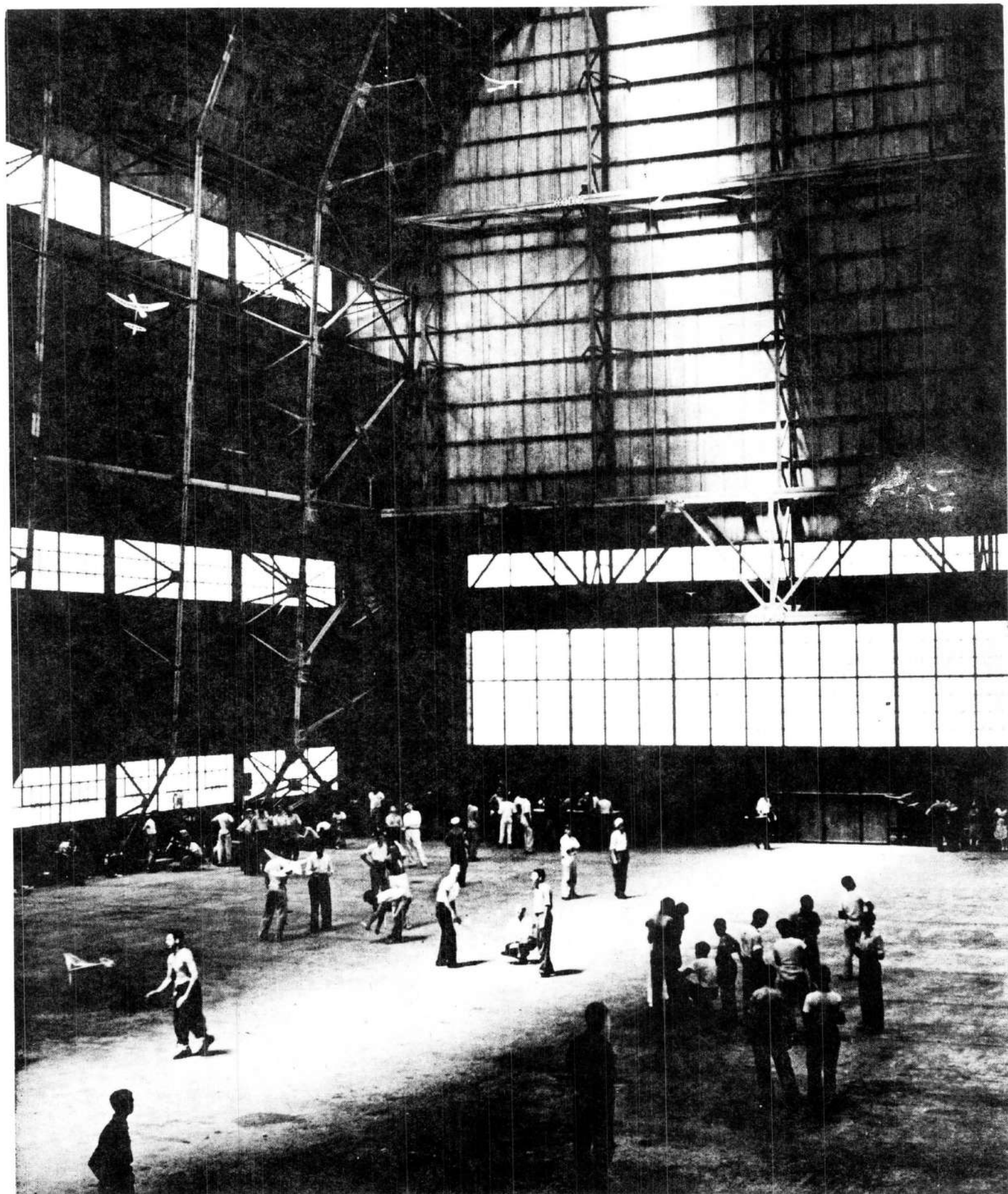
Sitting: Robert C. Chaille and Jack Thames.



Henry Thomas, 69.25 Pts. Open



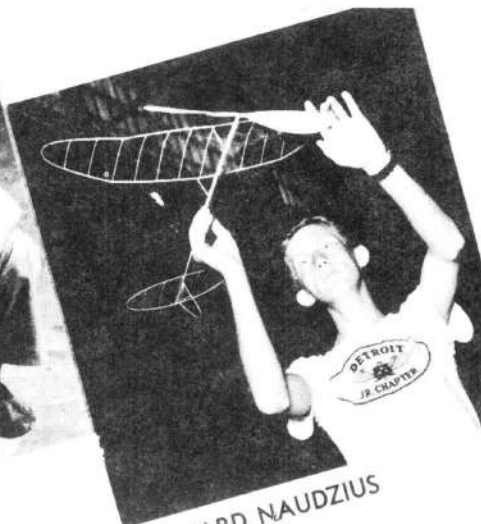
Henry Struck, 68.60 Pts. Open  
Roger Hammer, 60.38 Pts. Sr.







ALVIE DAGUE



EDWARD NAUDZIUS



JOHN STOKES

JOE MATULIS

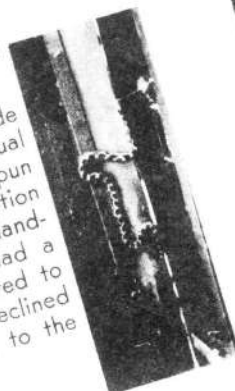


### "SHUT THE DOOR!"

Was the battle cry of the indoor fliers in the Grosse Ile Airship Dock. And the doors stayed shut all day long while the temperature mounted to a boiling point.

The smoothest running event of the meet began promptly on schedule, and kept going at high pitch without a break for lunch until late in the afternoon. Surprisingly, the rubber kept together and the boys turned out good individual flights. The average of three flights toned them down a bit for record.

Highlights: Merrick Andrews, Philadelphia, made two 24 minutes test flights. — A most unusual delay flight was granted when a model spun down from the very top and an examination showed that a wasp used the wing for a landing field. — Early in the morning we had a visit from "Hippy", the snake. He offered to retrieve girder stuck models, but we declined his offer because we promised the job to the Navy boys.



JIM CAHILL watching director GUNNER MUNNICK







Emilie Guth and Leon Doughty removing model from Syracuse trailer.

Harry C. Lorenzen, Jr., 16 year Detroiter, in a state of sustained emotions as he adjusts his motor to a screaming crescendo. Few seconds afterwards the model flew out of sight. This is his first gas attempt after many rubber jobs. He hopes and plans for an aeronautical career.



Peggy Snyder, Charles H. Grant and Barney Snyder. Mr. and Mrs. Snyder hail from Los Angeles.

"Just what do you see in gas models, Jim?"

Harvest time on Wayne County Airport.



Chester Wasy, Gary, Indiana



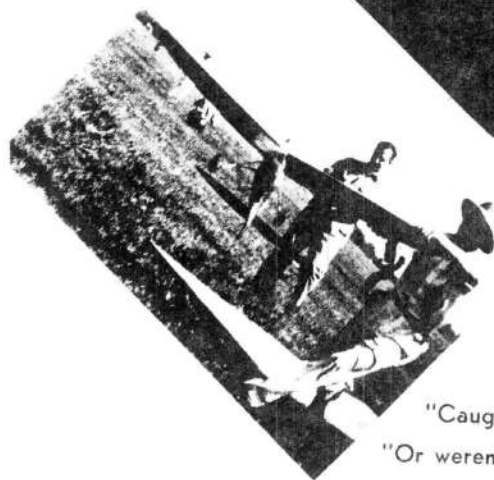
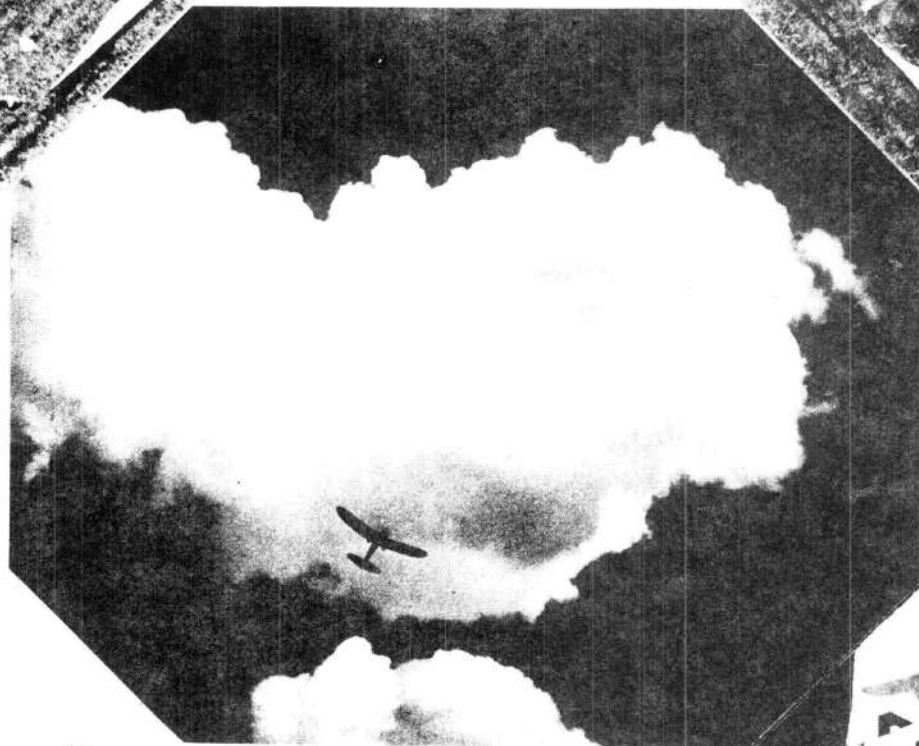
Old timer W. Dean, 67 with his 1912 twin pusher, and Joe Bashore, 10, and his model.





"Bet he couldn't do it again!"

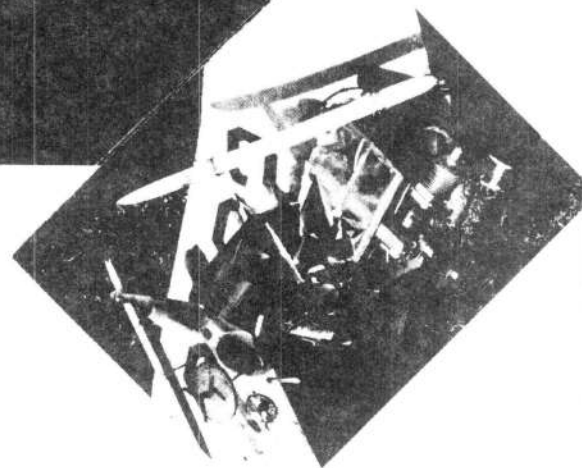
"Oh! I forgot the timer!"



"Caught red handed."

"Or weren't you ready?"

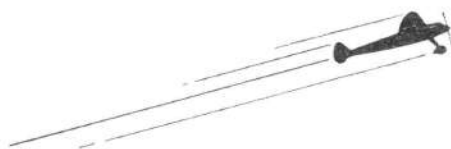
Perhaps the ship was too fast for him, and he couldn't take his hands off in time.



"If there only had been a big hole where this model landed."



The Cooling H<sub>2</sub>O.



Remember her?



Reason for the high scratch rate.



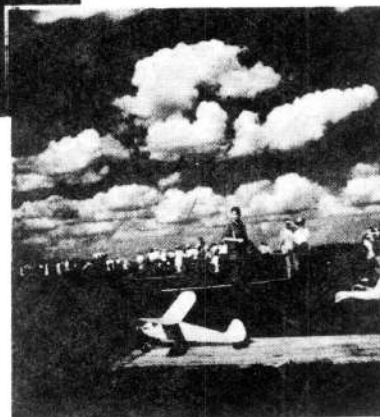
Emilie Guth is a clever girl.

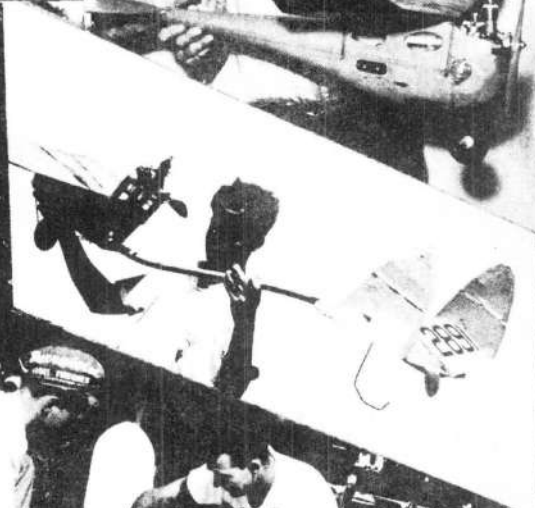
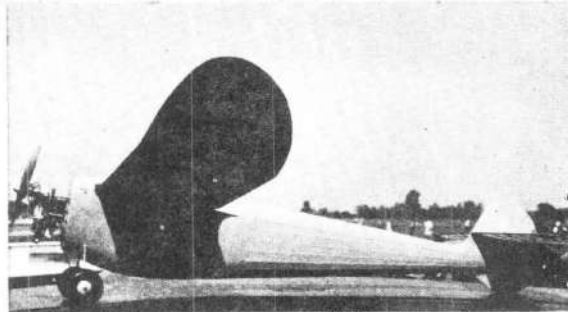


Mr. Samuel Block drove his son, Arthur, to the Nationals with avowed intentions of taking his ease during the meet. When it was all over, he rushed back to his business for a much needed rest. Betrayed by his obliging nature, he was deputized as Chief Recorder, and unanimously elected Chief of the Information, and Lost and Found Departments.

Andrew Petersen

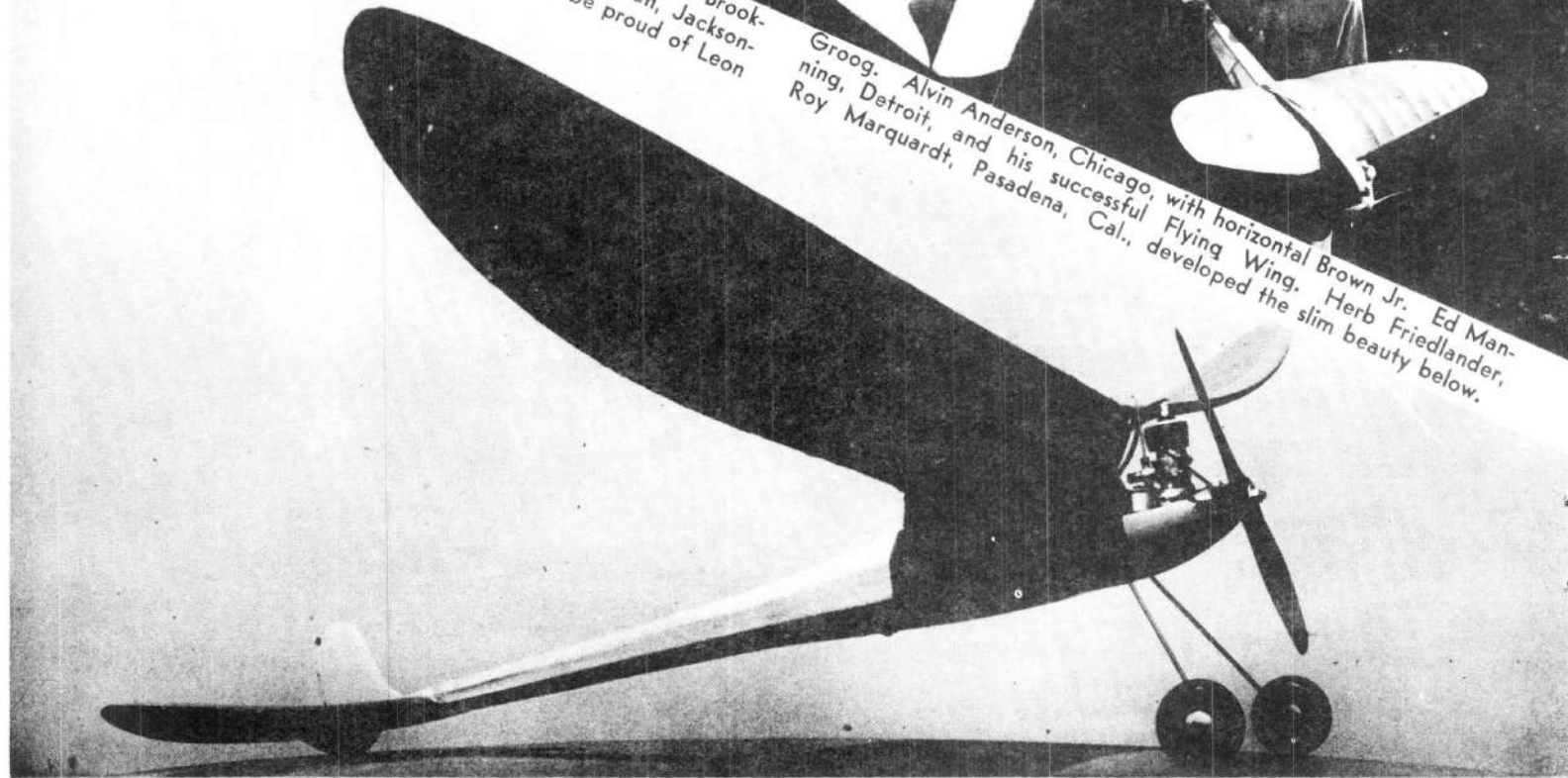
Peggy Snyder





NAA 748, a Quaker City G. M. A. A. design. Leon Shulman, Brooklyn, 'caught' the flash. Nice job unknown. Elmer Wasman, Jacksonville, Fla., and his Geodetic. Pontiac, Mich., will yet be proud of Leon

Groog. Alvin Anderson, Chicago, with horizontal Brown Jr. Ed Manning, Detroit, and his successful Flying Wing. Herb Friedlander, Roy Marquardt, Pasadena, Cal., developed the slim beauty below.



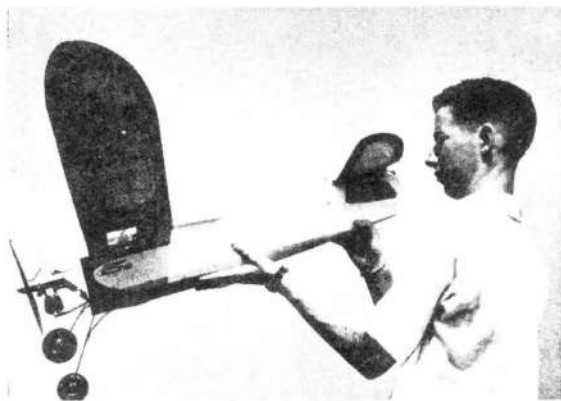




GORDON "SCOTTY" MURRAY, Brooklyn, outstanding "Ritz" wing exponent.



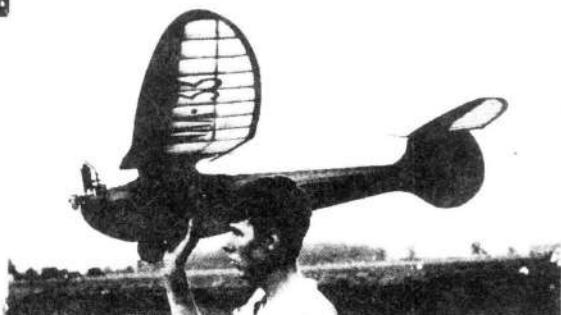
CARL GOLDBERG'S stairway to the clouds.



CARLTON COOPER, Syracuse, looking for bugs.



LOUIS GARAMI, Jackson Heights, N. Y., talking it over with his 'baby'.



GENE BAKER, Seattle, builds ships we like to see win.



EDWIN SHUNKE machines his own. Insert shows his third job, 2-cycle twin ap posed.



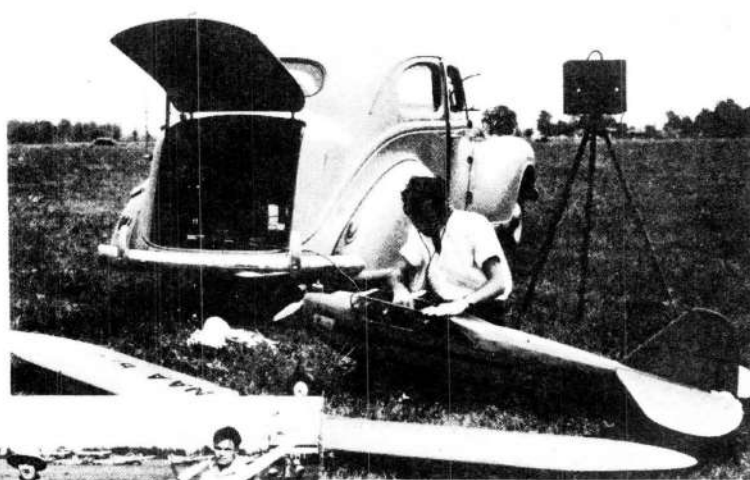
STEVEN THOMAS, Akron, struggling with a terrific thermal!

BOB JEFFERY, FINDLAY, OHIO does things in a big way.





Jesse Bieberman and Ervin Leshner



Joe Raspante placed 2nd in R. C.



The unofficial Stick Event, managed by Wallace Simmers. Prizes: A. W. Courtial Trophy, \$5.00 cash and \$10.00 in merchandise, and loads of fun mixing up with gas jobs.

**BERRYLOID WINNERS:**  
Joe Raspante, Brooklyn,  
C. H. Siegfried, Wichita, Kans.  
Michael J. Roll, Detroit.

**DAILY BLURB** is one paper Joe Kubilis has no trouble circulating. Its free, but you have to come to The Nationals to get it. Above scene after the banquet tables were cleared.

The smiling Boston group: Standing left to right: Martin Phillips, Ralph Brown, Gordon Cain, Edward Domohouski and Gunner Munnick, their director. Sitting L. to R.: Stanley Stanwick, John Stokes and Harry Lerman.



Which one did you get?





## EVENTS FOR MODELS POWERED WITH GASOLINE ENGINES

### Class B—Jr. Sr.

|    |                                      |    |       |
|----|--------------------------------------|----|-------|
| 1  | M. Wassem, 16, New Philadelphia, O.  | 8m | 55.3s |
| 2  | H. Friedlander, 17, Brooklyn, N. Y.  | 6m | 17.4s |
| 3  | Robert Hoffmeyer, 20, Akron, Ohio    | 1m | 43.4s |
| 4  | Leon Shulman, 18, Brooklyn, N. Y.    | 1m | 42.7s |
| 5  | Jim Galt, 18, Jackson, Mich.         | 1m | 35.9s |
| 6  | Gordon Murray, 19, Brooklyn, N. Y.   | 1m | 32.1s |
| 7  | Paul Girtenter, 15, Milwaukee, Wisc. | 1m | 16.1s |
| 8  | Henry Lipstine, 19, Cincinnati, O.   | 1m | 1.1s  |
| 9  | Ed. Naudzius, 20, Detroit, Mich.     | 1m | .7s   |
| 10 | Geo. Gerphide, 16, Kalamazoo, Mich.  |    | 59.0s |

### Class B—Open

|    |   |    |       |
|----|---|----|-------|
| 1  | Robert Besse, 21, Cleveland, O.           | 3m | 36.1s |
| 2  | Henry Thomas, Jr., 23, Akron, O.          | 1m | 53.0s |
| 3  | Dick Korda, 24, Cleveland, O.             | 1m | 41.1s |
| 4  | Andrew Petersen, 24, Los Angeles, Cal.    | 1m | 39.4s |
| 5  | George W. Meyer, 23, Overland, Mo.        | 1m | 30.5s |
| 6  | W. H. Gowan, Jr., 21, N. Philadelphia, O. | 1m | 26.8s |
| 7  | Ray Minett, 22, Ames, Iowa                | 1m | 19.1s |
| 8  | W. B. Billett, 26, Minneapolis, Minn.     | 1m | 14.2s |
| 9  | Ed. Manning, 40, Detroit, Mich.           | 1m | 10.6s |
| 10 | Harold E. Covert, 25, Cleveland, O.       | 1m | 9.9s  |

### Unlimited Category—Jr. Sr.

|    |   |    |       |
|----|---|----|-------|
| 1  | Bob Wright, 15, Topeka, Kans.           | 1m | 54.0s |
| 2  | V. E. Krehbiel, 20, Williamsburg, N. Y. | 3m | 42.3s |
| 3  | Henry Velkoff, 18, Fort Wayne, Ind.     | 3m | 41.6s |
| 4  | Henry Lorenzen, 16, Detroit, Mich.      | 3m | 38.2s |
| 5  | A. Gordon Wheeler, 18, Syracuse, N. Y.  | 2m | 39.9s |
| 6  | Bill Redeker, 15, Cincinnati, O.        | 2m | 30.7s |
| 7  | Dean Allen, 16, Detroit, Mich.          | 1m | 57.6s |
| 8  | Robert Jacobsen, 19, Philadelphia, Pa.  | 1m | 50.5s |
| 9  | Jack Dietz, 19, Cincinnati, O.          | 1m | 40.4s |
| 10 | Bob Grams, 17, Wyandotte, Mich.         | 1m | 24.0s |

### Unlimited Category—Open

|    |   |     |       |
|----|---|-----|-------|
| 1  | Bub McClullan, 21, Detroit, Mich.         | 12m | 47.7s |
| 2  | Edwin Schunke, 25, Milwaukee, Wisc.       | 5m  | 29.3s |
| 3  | Norman A. Cross, 23, Detroit, Mich.       | 3m  | 47.7s |
| 4  | Charles C. Hinkle, 22, Janesville, Wisc.  | 3m  | 41.1s |
| 5  | John L. Ogilvie, 22, New York City, N. Y. | 3m  | 7.9s  |
| 6  | Louis B. Mander, 35, Swissvale, Pa.       | 3m  | 1.3s  |
| 7  | Dick Korda, 24, Cleveland, O.             | 2m  | 55.4s |
| 8  | Chester D. Lanza, 25, Cleveland, O.       | 2m  | 14.7s |
| 9  | Walter Good, 23, Kalamazoo, Mich.         | 2m  | 10.1s |
| 10 | George W. Meyer, 23, Overland, Mo.        | 2m  | 9.1s  |

### Class A—Jr. Sr.

|   |                                       |    |        |
|---|---------------------------------------|----|--------|
| 1 | John Findra, 17, New Brunswick, N. J. | 1m | 6.86s  |
| 2 | Leon Shulman, 18, Brooklyn, N. Y.     |    | 28.83s |
| 3 | Arthur Block, 17, New York, N. Y.     |    | 23.53s |
| 4 | Howard Melin, 18, Galesburg, Ill.     |    | 20.46s |

### Class A—Open

|   |  |       |
|---|--|-------|
| 1 | Frank Young, 24, Lansing, Mich.        | 7.06s |
| 2 | Charles Guarnieri, 23, New York, N. Y. | 1.40s |

### Class C—Jr. Sr.

|    |  |    |       |
|----|--|----|-------|
| 1  | Roy Roush, 17, Ferndale, Mich.           | 7m | 45.0s |
| 2  | Earl Barron, Jr., 19, Grayslake, Ill.    | 4m | 1.1s  |
| 3  | Frank J. Lorenz, 19, St. Louis, Mo.      | 3m | 41.3s |
| 4  | Milton Specter, 17, Cincinnati, O.       | 3m | 28.9s |
| 5  | Frank Burgert, 18, St. Louis, Mo.        | 2m | 53.4s |
| 6  | Robert E. Hoffmeyer, Jr., 20, Akron, O.  | 2m | 47.5s |
| 7  | Fred D. Page, Jr., 17, Williamsport, Pa. | 2m | 17.9s |
| 8  | Ceylon Frazer, 19, Little Rock, Ark.     | 2m | 17.7s |
| 9  | Oliver Pfeil, 19, San Antonio, Tex.      | 2m | 15.0s |
| 10 | Frank Vollrath, 19, Indianapolis, Ind.   | 2m | 14.0s |

Top down left to right: Edward Naudzius runner-up for Championship. — Max Wassem, Herb Friedlander and Robert Hoffmeyer. — Robert Besse, Vernon Krehbiel, Bob Wright and Henry Velkoff. Below left to right: Robert Toft, Dick Everett and George Reich. —

## WINNERS OF THE

Models flown under the 1939 N. A. A. competition rules. Specifically: Minimum wing loading for rubber powered models 3 oz. per 100 sq. in. Exception: Wake-field Eliminations Event.

For gasoline engine powered ships min. wing loading was 8 oz. per 1 sq. ft. Gas powered models divided into three wing area classes based on the cubic displacement of the motor.

### Class C—Open

|    |  |    |       |
|----|--|----|-------|
| 1  | Dick Everett, 21, Elm Grove, W. Va.    | 4m | 55.1s |
| 2  | William J. Allsopp, 21, Detroit, Mich. | 3m | 51.0s |
| 3  | Frank Draper, 35, Charleston, W. Va.   | 3m | 20.6s |
| 4  | George Meyer, 23, Overland, Mo.        | 3m | 11.3s |
| 5  | Alfred Towle, 24, Syracuse, N. Y.      | 3m | 1.1s  |
| 6  | W. R. Cruthirds, 46, Little Rock, Ark. | 2m | 51.3s |
| 7  | Henry Gibbard, 46, Milwaukee, Wisc.    | 2m | 23.8s |
| 8  | Walter Good, 23, Kalamazoo, Mich.      | 2m | 11.8s |
| 9  | Robert G. Gable, 23, Reading, Pa.      | 2m | 5.7s  |
| 10 | Edwin Schunke, 25, Milwaukee, Wisc.    | 2m | 2.8s  |

### Berryloid Finish Contest

|   |                                     |  |  |
|---|-------------------------------------|--|--|
| 1 | C. H. Siegfried, 42, Wichita, Kans. |  |  |
| 2 | Michael J. Roll, 25, Detroit, Mich. |  |  |
| 3 | Joe Raspanie, 20, Brooklyn, N. Y.   |  |  |
| 4 | Walter Skeele, 19, Hamtramck, Mich. |  |  |

### Radio Controlled Power Model Event

|    |  |    |        |
|----|--|----|--------|
| 1  | Walter Good, 23, Kalamazoo, Mich.        | 89 | points |
| 2  | Joe Raspanie, 29, Brooklyn, N. Y.        | 11 | points |
| 3  | Elmer Wasman, 30, Jacksonville, Fla.     | 9  | points |
| 4  | Phillip Sonheim, 27, Neillsville, Wisc.  | 8  | points |
| 5  | C. H. Siegfried, 42, Wichita, Kans.      | 8  | points |
| 6  | Robert Mende, 22, Flint, Mich.           | 8  | points |
| 7  | Erwin Leshner, 20, Philadelphia, Pa.     | 6  | points |
| 8  | Jesse Bieberman, 34, Philadelphia, Pa.   | 6  | points |
| 9  | Howard Flanigan, 54, Detroit, Mich.      | 1  | point  |
| 10 | Chester Lanza, 25, Cleveland, O.         | 1  | point  |
| 11 | Robert W. Rose, 19, Highland Park, Mich. | 0  | points |

## MOFFETT INTERNATIONAL COMPETITION

### 1939 Winner

|                                 |    |      |
|---------------------------------|----|------|
| Edward Naudzius, Detroit, Mich. | 3m | 2.8s |
|---------------------------------|----|------|

### Runners-up

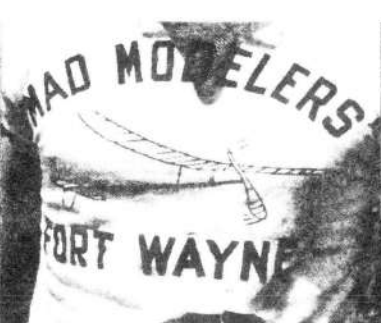
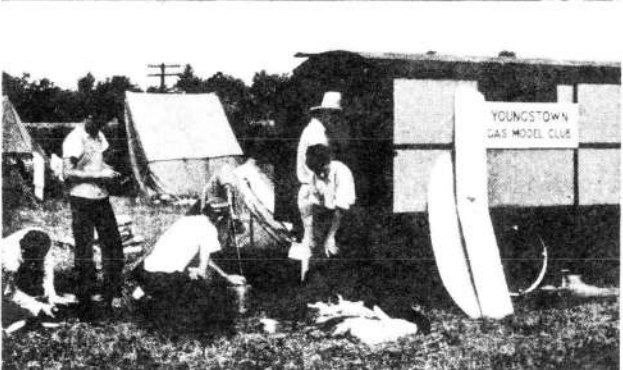
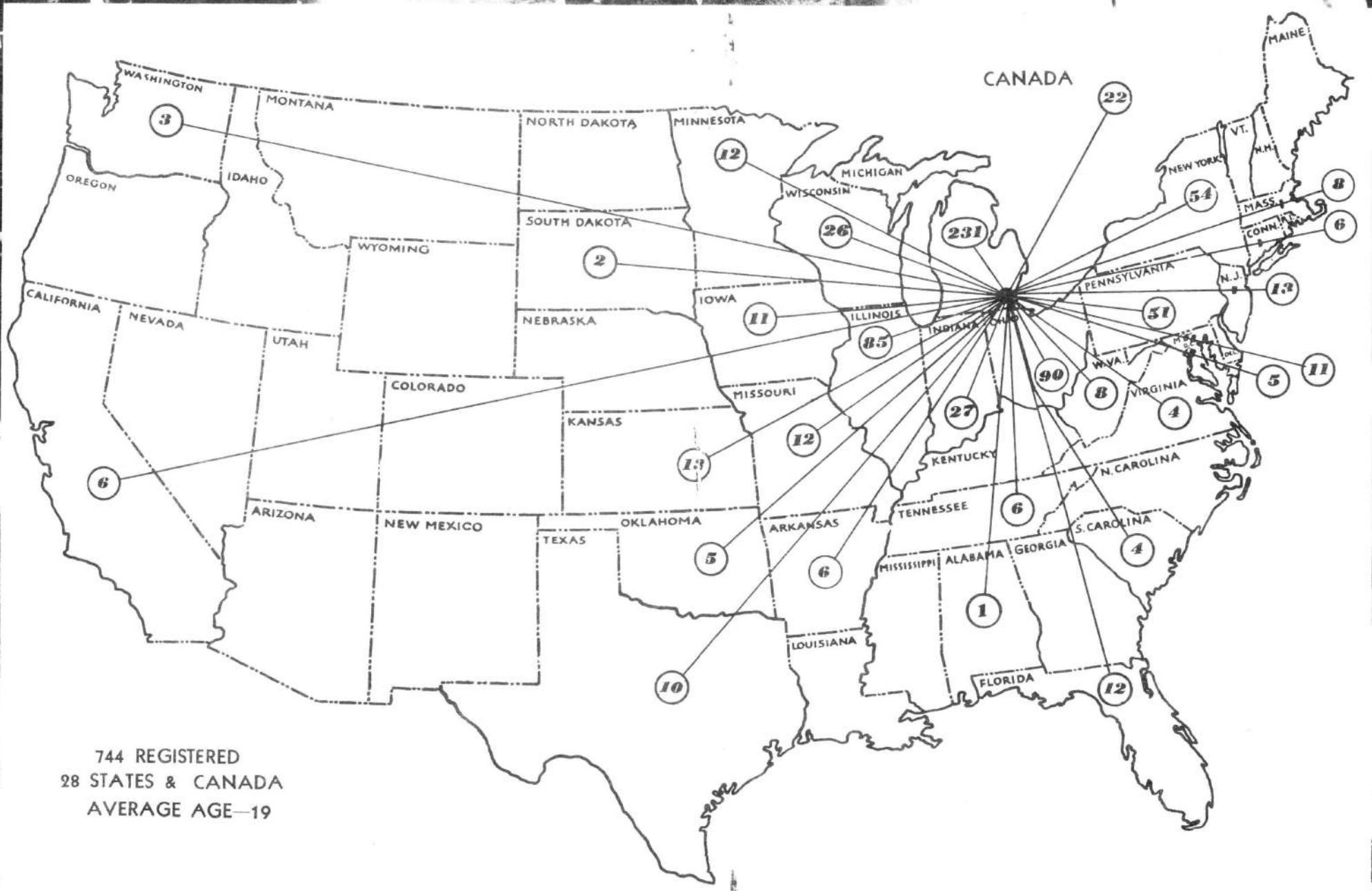
|   |                                   |    |       |
|---|-----------------------------------|----|-------|
| 1 | George Reich, Cleveland, O.       | 2m | 9.2s  |
| 2 | Robert Toft, Minneapolis, Minn.   | 1m | 16.7s |
| 3 | Walter Dickinson, Newark, N. J.   | 1m | 12.3s |
| 4 | Lavelle Walters, Windsor, Ontario | 1m | 11.3s |
| 5 | Robert Milligan, Toronto, Ontario | 1m | 0.9s  |

## American Team and the Eliminations Flights

|   |                                  |     |       |
|---|----------------------------------|-----|-------|
| 1 | Robert Toft, Minneapolis, Minn.  | 12m | 45.3s |
| 2 | V. C. Davis, Jr., Houston, Tex.  | 8m  | 47.1s |
| 3 | George Reich, Cleveland, O.      | 8m  | 35.5s |
| 4 | Kenwood Carter, Nashville, Tenn. | 8m  | 23.7s |
| 5 | Edward Naudzius, Detroit, Mich.  | 7m  | 24.7s |
| 6 | Walter Dickinson, Newark, N. J.  | 7m  | 20.5s |





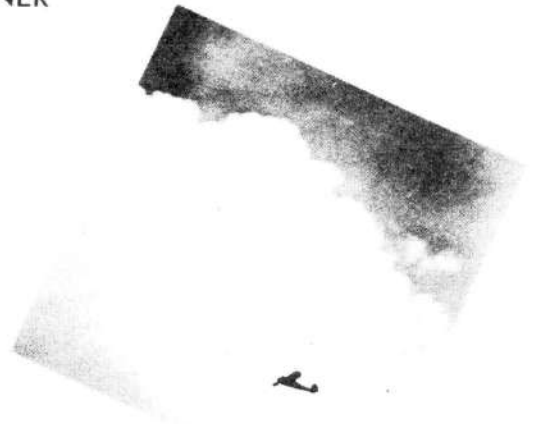


## 1939 RADIO CONTROL WINNER

"Was it under control?" Sure was! From the moment it took off until it glided back to its master, Walter Good. It was worth coming to the Nationals just to see this historic performance.

Both brothers (Bill is holding the switch), began building models in 1927. Bill became W8IFD in 1932. Walter kept on with models. They combined to make first R. C. flights early in 1937. Placed 4th that year, and 1st in 1938 and 1939.

P. S.—Both are 23 years old.





# 1939 NATIONALS

**Class A: Max. area 225 sq. in.—Max. Dis. .20 cu. in.**

**Class B: Area 226 to 450 sq. in.—Max. Dis. .30 cu. in.**

**Class C: Area 456 sq. in. and up—Max. Dis. 1.25 cu. in.**

(100/L)<sup>2</sup> cross section rule for fuselage models. The average time of three flights to be considered for contest performance or record listing.

## Canadian Team and Elimination Flight Time

|  |          |
|--|----------|
| 1 Lavelle Walters, Windsor, Ontario.....   | 1m 33.9s |
| 2 Robert Milligan, Toronto, Ontario.....   | 1m 6.7s  |
| 3 Jeff Harris, Toronto, Ontario.....       | 51.1s    |
| 4 Roy Nelder, Toronto, Ontario.....        | 49.1s    |
| 5 Charles Fairfield, Toronto, Ontario..... | 34.7s    |
| 6 Harry Lucas, Toronto, Ontario.....       | 30.1s    |

## Outdoor Cabin—Open

|  |          |
|--|----------|
| 1 V. C. Davis, Jr., 24, Houston, Tex.....        | 8m 47.1s |
| 2 Kenwood Carter, 29, Nashville, Tenn.....       | 8m 23.7s |
| 3 Kenneth Carpenter, 21, Akron, O.....           | 4m 54.5s |
| 4 Robert Redder, 21, Chicago, Ill.....           | 4m 22.8s |
| 5 Henry Thomas, Jr., 23, Akron, O.....           | 3m 24.8s |
| 6 H. Struck, 22, Jackson Hgts., L. I., N. Y..... | 3m 5.6s  |
| 7 Dick Korda, 24, Cleveland, O.....              | 3m 3.5s  |
| 8 Stephen Thomas, 23, Akron, O.....              | 2m 56.1s |
| 9 Frank Plachy, 23, Chicago, Ill.....            | 2m 40.0s |
| 10 Steve Herchuck, 21, Bridgeport, Conn.....     | 2m 14.3s |

## Outdoor Cabin—Jr. Sr.

|   |           |
|---|-----------|
| 1 Robert Toft, 19, Minneapolis, Minn.....     | 12m 45.3s |
| 2 George Reich, 18, Cleveland, O.....         | 8m 35.5s  |
| 3 Edward Naudzius, 20, Detroit, Mich.....     | 7m 24.7s  |
| 4 Walter Dickinson, 20, Newark, N. J.....     | 7m 20.5s  |
| 5 Robert Lichten, 17, Philadelphia, Pa.....   | 7m 19.5s  |
| 6 Earl Stahl, 20, Johnstown, Pa.....          | 6m 32.5s  |
| 7 Robert Romeisen, 15, Indianapolis, Ind..... | 5m 52.7s  |
| 8 Lawrence Cowell, 15, Pontiac, Mich.....     | 5m 8.1s   |
| 9 Joseph Vermoch, 20, Chicago, Ill.....       | 5m 4s     |
| 10 Abraham Adler, 17, Philadelphia, Pa.....   | 4m 54.7s  |

## Wakefield Elimination—Open

|  |          |
|--|----------|
| 1 Dick Korda, 24, Cleveland, O.....                  | 4m 33.7s |
| 2 James Cahill, 21, Indianapolis, Ind.....           | 3m 7s    |
| 3 Fred Mees, 24, Columbus, O.....                    | 2m 36.5s |
| 4 James Noonan, 22, Milwaukee, Wisc.....             | 2m 21.3s |
| 5 Walter March, 21, Chicago, Ill.....                | 1m 56.3s |
| 6 John Kubila, 21, Chicago, Ill.....                 | 1m 54.1s |
| 7 Conrad Renning, 28, Minneapolis, Minn.....         | 1m 46.1s |
| 8 Henry Thomas, Jr., 23, Akron, O.....               | 1m 29.7s |
| 9 M. Andersen, 21, Staten Island, N. Y.....          | 1m 27.4s |
| 10 Henry Struck, 22, Jackson Hgts., L. I., N. Y..... | 1m 25.0s |

## Wakefield Elimination—Jr. Sr.

|  |          |
|--|----------|
| 1 Robert Chaille, 16, Miami, Fla.....        | 8m 9.2s  |
| 2 Jack Thomas, 18, Pittsburgh, Pa.....       | 6m 34.3s |
| 3 James Bohash, 20, Detroit, Mich.....       | 4m 35.7s |
| 4 Arthur Beckington, 16, Rockford, Ill.....  | 3m 33.5s |
| 5 Earl Stahl, 20, Johnstown, Pa.....         | 3m 10.6s |
| 6 Alvie Dague, Jr., 19, Tulsa, Okla.....     | 2m 50.9s |
| 7 George Johnson, 17, Minneapolis, Minn..... | 2m 47.6s |
| 8 Edward Lidgard, 20, Chicago, Ill.....      | 2m 45.3s |
| 9 Ray Beaumont, 15, Philadelphia, Pa.....    | 2m 40.4s |
| 10 Tony Carrara, 19, Cincinnati, O.....      | 2m 21.5s |

## Outdoor Flying Scale—Open

|  |              |
|--|--------------|
| 1 Henry Thomas, 23, Akron, O.....        | 69.25 points |
| 2 Henry Struck, 22, New York City.....   | 68.60 points |
| 3 John Ogilvie, 22, New York City.....   | 67.69 points |
| 4 Herbert Wise, 21, Akron, O.....        | 52.37 points |
| 5 James Noonan, 22, Milwaukee, Wisc..... | 32.40 points |

## Outdoor Flying Scale—Jr. Sr. Age

|  |              |
|--|--------------|
| 1 Roger Hammer, 18, Newark, N. J.....      | 60.38 points |
| 2 Anthony Kaslowskas, 18, Akron, O.....    | 60.28 points |
| 3 Rancil Hill, 18, Akron, O.....           | 54.50 points |
| 4 Ted Just, 17, Johnstown, Pa.....         | 52.78 points |
| 5 Martin Phillips, 15, Boston, Mass.....   | 33.99 points |
| 6 Harry Lerman, 17, Boston, Mass.....      | 32.95 points |
| 7 William Hammer, 17, Milwaukee, Wisc..... | 27.75 points |
| 8 Leonard Baer, 15, Milwaukee, Wisc.....   | 11.75 points |

## Indoor Stick—Open

|  |           |
|--|-----------|
| 1 Ed Fulmer, 23, McKees Rocks, Pa.....       | 14m 34.6s |
| 2 M. S. Andrews, 25, Philadelphia, Pa.....   | 14m 32.5s |
| 3 Andrew Petersen, 24, Los Angeles, Cal..... | 13m 31.5s |
| 4 James Cahill, 21, Indianapolis, Ind.....   | 13m 31.5s |
| 5 Joseph Matulis, 25, Chicago, Ill.....      | 12m 52.5s |
| 6 George T. Bailey, 21, Akron, O.....        | 10m 59.5s |
| 7 Ed Levy, 21, St. Louis, Mo.....            | 10m 54.5s |
| 8 Roger Hammer, 21, Newark, N. J.....        | 10m 47.5s |
| 9 Jesse Bieberman, 34, Philadelphia, Pa..... | 10m 38.5s |
| 10 John Zaic, 25, New York City.....         | 10m 34.5s |

## Indoor Stick—Jr. Sr.

|   |           |
|---|-----------|
| 1 Edward Naudzius, 20, Detroit, Mich.....     | 17m 51.6s |
| 2 Alvie Dague, Jr., 19, Tulsa, Okla.....      | 17m 29.3s |
| 3 John Stokes, 18, Huntingdon Valley, Pa..... | 17m 7.3s  |
| 4 Milton Huquelet, 17, Chicago, Ill.....      | 16m       |
| 5 Robert Jacobson, 19, Philadelphia, Pa.....  | 15m       |
| 6 Ted Just, 17, Johnstown, Pa.....            | 15m 4.3s  |
| 7 Gilbert Shurman, 17, New York City.....     | 14m 35.5s |
| 8 Charles Belsky, 20, Chicago, Ill.....       | 14m 33.2s |
| 9 Alfred Bobier, 15, Detroit, Mich.....       | 14m 10.5s |
| 10 Matthew Smith, 18, Washington, D. C.....   | 14m 5s    |

## Indoor Cabin—Open

|   |         |
|---|---------|
| 1 Joseph Matulis, 26, Chicago, Ill.....         | 10m 55s |
| 2 Andrew Petersen, 24, Los Angeles, Cal.....    | 10m 24s |
| 3 James Cahill, 21, Indianapolis, Ind.....      | 8m 37s  |
| 4 Merrick S. Andrews, 25, Philadelphia, Pa..... | 5m 26s  |
| 5 Roy Wriston, 25, Tulsa, Okla.....             | 4m 13s  |
| 6 Ed Fulmer, 23, McKees Rocks, Pa.....          | 4m 11s  |
| 7 T. Jeff Harris, 23, Toronto, Ontario.....     | 3m 35s  |
| 8 Roger Hammer, 21, Newark, N. J.....           | 2m 32s  |
| 9 Henry Struck, 22, Jackson Hgts., N. Y.....    | 0m 59s  |
| 10 Ira J. Fralick, 24, Syracuse, N. Y.....      | 0m 15s  |

## Indoor Cabin—Jr. Sr.

|   |         |
|---|---------|
| 1 John Stokes, 18, Huntingdon Valley, Pa..... | 14m 12s |
| 2 Stanley Stanwick, 17, Boston, Mass.....     | 12m 17s |
| 3 Harry Lerman, 17, Boston, Mass.....         | 11m 25s |
| 4 Matthew Smith, 17, Washington, D. C.....    | 11m 17s |
| 5 Ted Just, 17, Johnstown, Pa.....            | 9m 58s  |
| 6 Maurice V. Arnold, 20, Columbus, O.....     | 6m 51s  |
| 7 Alvie Dague, Jr., 19, Tulsa, Okla.....      | 6m 35s  |
| 8 Walter Hartung, 19, Detroit, Mich.....      | 6m 00s  |
| 9 Erwin Leshner, 20, Philadelphia, Pa.....    | 4m 26s  |
| 10 Ralph W. Brown, 17, Boston, Mass.....      | 3m 46s  |

## American Wakefield Team and Flights

|                                      |          |
|--------------------------------------|----------|
| 1 Robert C. Chaille, Miami, Fla..... | 8m 9.2s  |
| 2 Jack Thomas, Pittsburgh, Pa.....   | 6m 34.3s |
| 3 James Bohash, Detroit, Mich.....   | 4m 35.7s |
| 4 Dick Korda, Cleveland, O.....      | 4m 33.7s |

## Runners-up

|   |          |
|---|----------|
| 1 Arthur Beckington, Rockford, Ill..... | 3m 33.5s |
| 2 Earl Stahl, Johnstown, Pa.....        | 3m 10.6s |

E. Barron, Jr. and Roy Roush. — Ed. Fulmer and John Stokes. — Bud McLellan. — Walter Good, Joe Raspani and Elmer Wasman. — John Findra, Leon Shulman and Arthur Block.

At right: Henry Thomas, the Grand Champion of the 1939 Nationals.





# 1939 NATIONALS

"Life without the Nationals is of no importance."

*Daily Blurb*

1939 Nationals will be remembered for the heat wave, radio control flying by Good brothers and the dodging of timers during the gasoline powered event.



Many a stout heart was broken by the wicked combination of high temperature and humidity. So you readers who were not there look at the weather chart before reproaching your local representing champ for not bringing home the bacon. Also remember that the ideal crisp summer day sports a temperature of about 80° and humidity, or moisture content in the air, of 35%. There was no lack of competitive spirit, but with rubber practically melting in our hands, we simply had to forget the maximum safe turns and be thankful for whatever we got.

## Effects of High Temperature and Humidity

We do not know just why rubber goes bad under these particular conditions. According to John Zaic, who did a bit of research work on the subject, it seems that there is a theory that the sun turns the sulphur in rubber into sulphur dioxide which in turn becomes sulphurous acid when it contacts the moisture in the air. With acid being manufactured right on the rubber, we should not expect it to perform miracles.

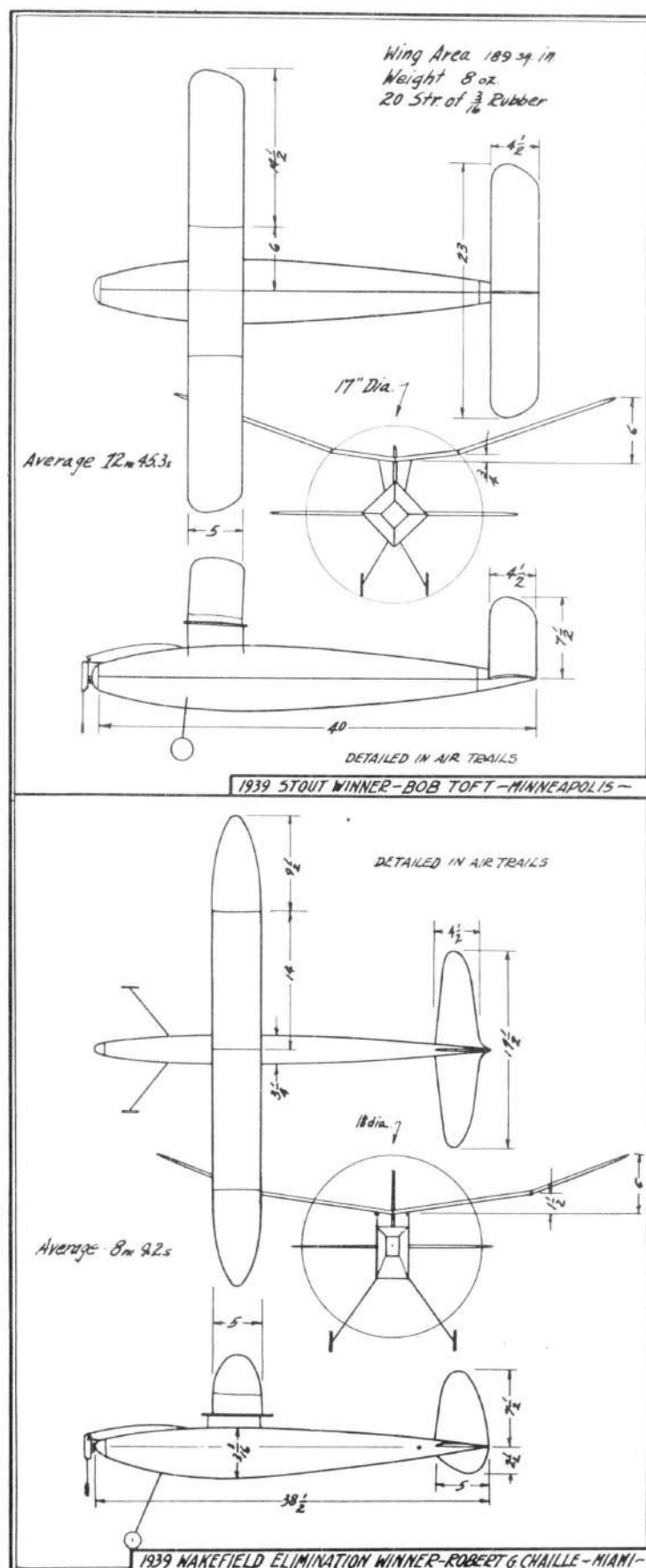
There are several personal observations which seem to indicate that something must be happening to the rubber. On the first day we shared fate with others in trying to get near capacity turns. On the following day we practiced what we preached by covering the fuselage with a wet towel. The results were definitely beneficial. Motor took more turn and the breakage was in single strands rather than in sudden clean cut of all. This same idea was tried by others during the Canadian Nationals with similar results.

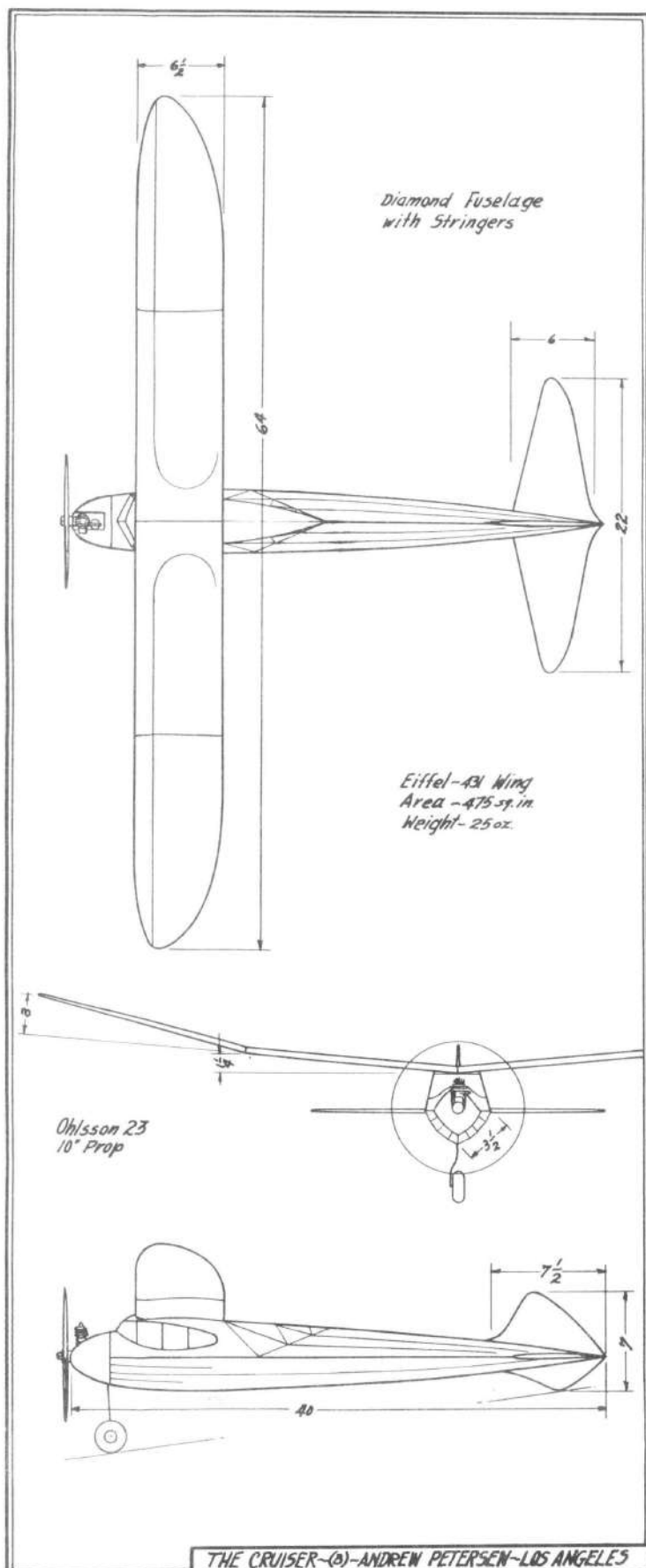
Another illustration of the effect of sun on rubber is the comparatively low rubber mortality during the indoor meet. Although the conditions inside of the hanger closely resembled Turkish baths, the boys were able to get capacity turns with the average breakage when the "just one more turn" period came up.

It was also noted that fresh rubber suffered most. Boys with a year old rubber reported low breakage. This fact seems to agree with a thought that rubber should be aged for several months before using. Under present distribution system you are sure of getting almost factory fresh rubber. Such rubber is quite likely still in the process of becoming rubber.

## Thermals and High T&H

High T&H combination produces comparatively weak currents after the initial morning build up. At sunrise ground and air are cool. Since air is a poor "storage" of heat it lets most of the sun's heat through to warm up the ground. As the ground becomes warmer





it raises the temperature of the adjacent air. This air then expands and forms bubbles of lighter air which cling to the ground until they assume proportions large enough to break the inertia of the colder upper air. It then moves upward and makes many model builders experts' as it carries their models into the clouds.

On normal or low humidity days (when there is a small amount of water vapor present in the air) this building up of thermals keeps on almost all day because the dry air simply does not have enough substance to retain the heat. While on high humidity days, the water vapor absorbs the heat radiated from the sun. Now with both ground and air warm, we can expect very little in way of thermal activity. The comparatively few out of sight flights during the 1939 Nationals were more of a distance type than those of straight up. This seems to bear out the above ideas of light thermal activity. The currents which were present were produced by the heated ground warming up the air above it, but because of comparatively high temperature of the air, the thermal activity was near the ground.

### What To Do About High T & H?

Aerodynamically, the answer is still the achievement of highest possible altitude. Gas jobs with their dependable power plants can climb vertically if power is high in comparison to the weight of the model. The only factor we need to worry about is the rubber which holds the surfaces. Large sectioned and medium stretched rubber does the trick. It is of course assumed that you bring the model well tested beforehand because high T&H simply drags you into inactivity and chains you to the pop stand.



It is the rubber design which needs our sympathy. The weak link being the rubber. From the above explanations of how rubber might be suffering sunstrokes, we can design a model which would minimize the dangers. The model should be very light so that we can load it up with long, relatively small cross sectioned and tensioned motor. This will assure us of fairly large number of winds without being perpetually on the edge for a break. Single blade folder just fits this bill of many turns and low power. We will of course miss the spectacular "American" climb, but don't you think that a model in the air is worth more than one-half in right hand and the other half in the left?

So far we assumed that we did nothing to protect rubber. If we could keep it in an air conditioned box throughout the day we may expect almost normal performance. Using a motor stick seems the logical solution for fast transfers from the box to the model. Briefly, the design for high T&H conditions should be made so that the rubber will be protected from sun and kept cool at all times. How to do it is the problem for the coming months.

### Summary of 1939 Designs

The rubber models were almost all of original design; boxes and diamonds most numerous, compromised streamliners in good evidence, pure streamliners a rarity. The T&H conditions made choice by inherent or potential possibilities impossible. We can say that light models had the upper hand. However, if we were to check up old records we will find that the winners have been on way up for several years.



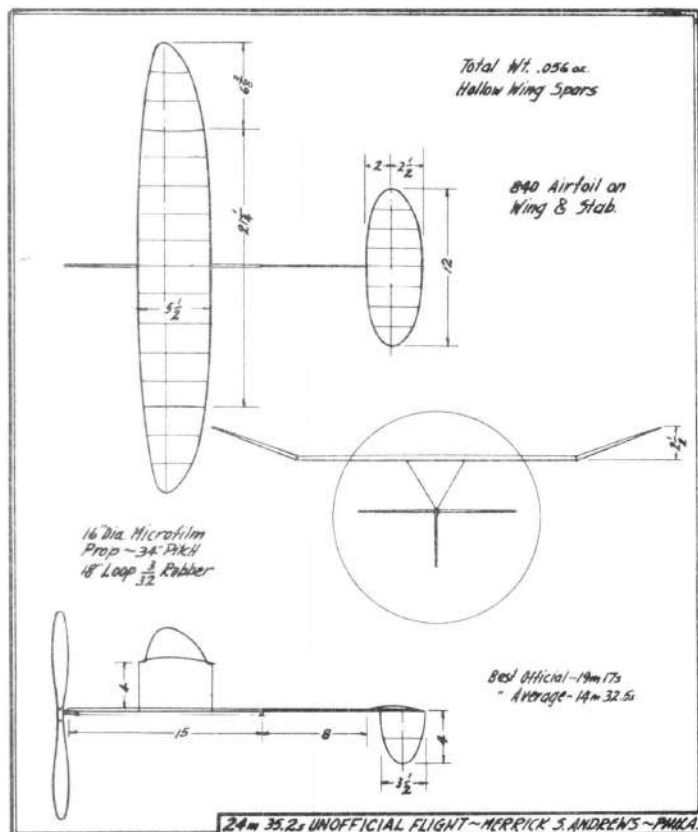
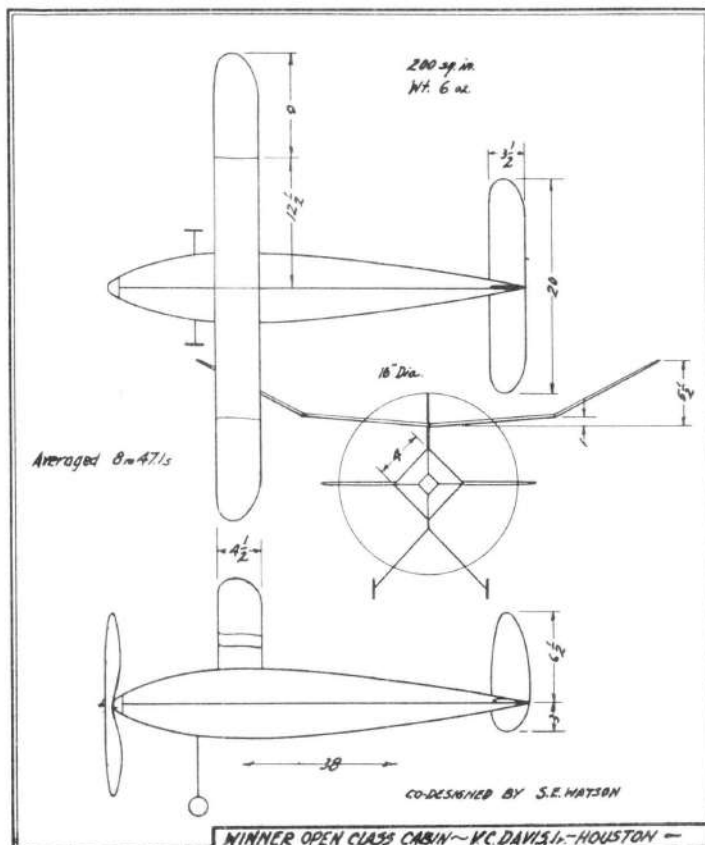


In the gas field: Light models with screaming motors were the rule. Large dihedral and small rudders saved many from destruction. Kit models more than equalled the number of original designs. Tight steep climbs were so common that it was a relief to see a design of old

school fly its majestic way. Twenty second motor run seemed adequate to fulfill its purpose of keeping the models within the boundaries. Considering the overabundance of power on small and light models, we are doing quite well in keeping them under control. We still feel that more models could achieve perfect straight up climb if the forces were concentrated on one point. There is still too much tail chasing. Our final impression of the gas event was that it has developed into a spectacular exhibition, rather than a friendly competition of one design against another. And that your chances of placing depends on how big motor you can mount on a minimum allowable plane.

#### TEMPERATURE and HUMIDITY CHART

| Hours    | Wednesday | Thursday              | Friday     | Saturday |
|----------|-----------|-----------------------|------------|----------|
| 8 A. M.  | 71° 89%   | 77° 82%               | 84° 79%    | 72° 94%  |
| 10 A. M. | 79°       | 83°                   | 86°        | 80°      |
| 12 noon  | 82°       | 86°                   | 90°        | 84°      |
| 2 P. M.  | 84° 64%   | 90° 64%               | 92° 61%    | 86° 54%  |
| 4 P. M.  | 85°       | 90°                   | 93°        | 87°      |
| Events   | Cabin     | Moffett and Wakefield | Indoor Gas | Gas      |



#### HERE, THERE AND EVERYWHERE

Henry Sobieski from Wyandotte, Mich., was the youngest contestant of the six thirteen year olds. He was born on July 22nd, 1926. We almost gave the honors to Wayne Ziegelmiller of St. Charles, Ill., because he was born on January 10th, 1926.

Mr. John J. Marty of St. Louis, was the oldest. He writes, "At 60 years I sure get a lot of fun out of building and flying gas models. I think that it is the greatest hobby for anyone at any age from 6 to



60. I expect to keep on building and flying as long as I can hobble out on the field." He designs and builds his own, and expects to make all meets from now on.

Mr. Howard T. Flanigan, a 54 year old Detroiter, replied, "Being one of the oldest contestants in age does not prevent one from



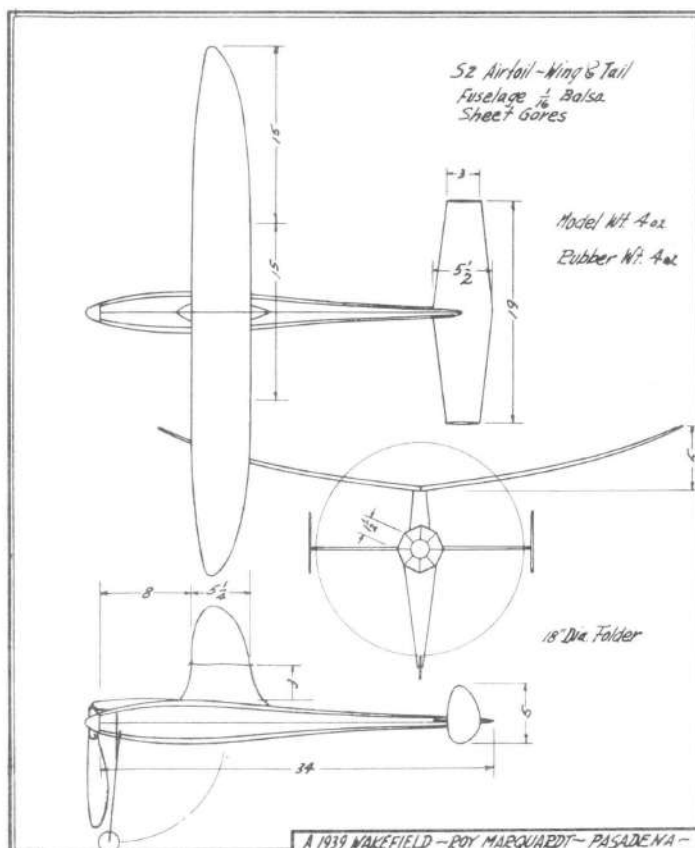


Earl Popp

Milwaukee, Wisc.

being young in heart and spirit. I thoroughly enjoy building and chasing both large and small models. I know of no other sport which tends to develop character and good sportsmanship in youth, and furnish hours of excellent training along mechanical lines as does the building and flying of model planes." Mr. Flanigan started building about eight years ago while his son was still in high school. Made three cylinder carbon dioxide radial. Also built three radio control ships. Next year he hopes to show the "Good Bros." how it is done.

Alvin Anderson, Chicago, actually tried what many of us wanted to do for a long time. He mounted his \$21.50 Brown in a horizontal position. He writes that the motor runs perfectly at all flight altitudes, and starts with a choke and a flip of the prop. He is more than satisfied with the performance. The advantages of such mounting are many. It permits firewall only slightly larger than crankcase. The plug and cylinder are completely out of danger in event of a crash. The thrust line may be high with C. G. neutral. And it also permits freedom of fuselage design which we have not had in the past. The model itself is a fine piece of work. It has turned in 103 flights without a crash. Used up only three sets of Penlites and four props. Mighty surprising in view of the fact that the full retracting gear was used at all times.



## ABOUT THE RADIO CONTROL

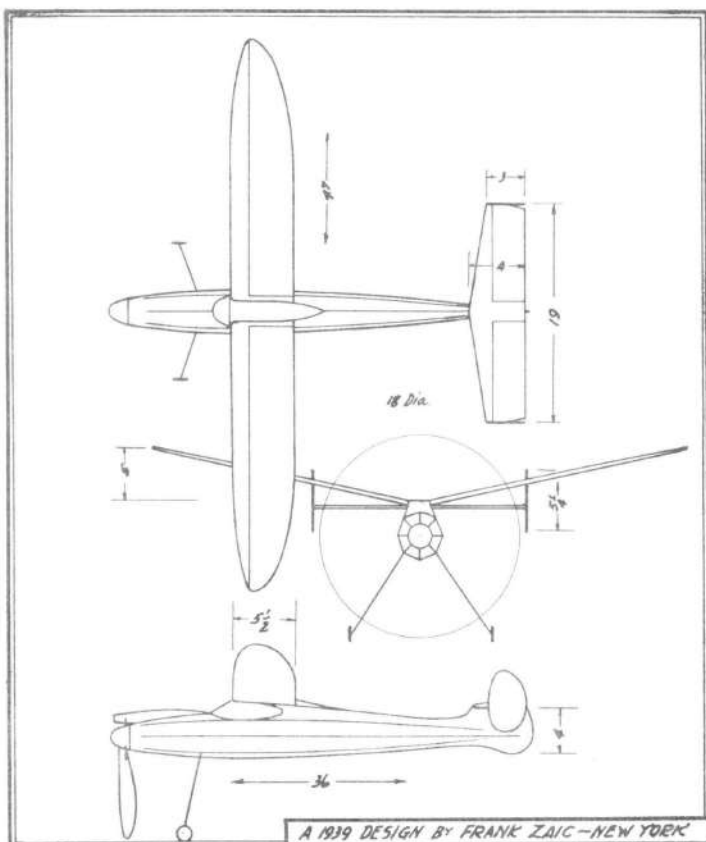
Just before the meet, the R. C. boys met the district radio inspector. We now know that the operator of the transmitter must be licensed. If you are not a ham, you will have to bring a licensed transmitter with credentials so that the local assisting ham can do the operating. The local radio club might cooperate by furnishing an operator and a transmitter, but this means that you will have to reset your receiver to suit the new set-up. Don't expect any special consideration from the radio board because you are a model builder. The international radio law requires that you pass the various examinations set up to show whether or not you are to be trusted with a radio transmitter. So get busy on your do-di-ah-dahs.



## Specifications of Good Bros. R. C.

|                           |                          |
|---------------------------|--------------------------|
| Wing—8 ft.                | Weight of model—6 lbs.   |
| Wing area—10 sq. ft.      | Weight of R. C.—2 lbs.   |
| Fuselage Length—5 1/2 ft. | Power—Brown or Dennyrite |

Receiving equipment consists of two 1 tube, type 30, super-regenerative receivers, one for rudder and the other for the elevator. Rubber escapement for control. Transmitter: 3 tubes for two frequencies. 25 watt input.





The Three Blurbers—Avrum Zier, John Kubilis and Al Lewis



"No kidding, Frank!" exclaim Dick Korda, John Dilly and Jeff Harris. (Setting designed by Jim Bohash's Ma.)

## "WHAT THE MODELPLANE BUILDER THINKS"

(The following chart was compiled by the Society for the Investigation of Abnormal Groups after an exhaustive survey of the Modelplane Builders of America. Presented exclusively and for the first time in the 1939 DAILY BLURB.)

| As a Beginner  | As a Junior Flyer-                                     | As a Senior   | As an Open-Class-Man                                   |
|--|--|---|--|
| "Model building" makes many friends.                   | Friends are important in model building.               | Friends are very important.                                 | Friends frequently put you up over night.              |
| Model Airplanes are difficult to build.                | Model airplanes are difficult to build and fly.        | Model airplanes are difficult to fly.                       | Model Airplanes rarely fly.                            |
| It is very easy to capture a record.                   | It is easy to capture a record.                        | A record can be captured.                                   | Records are not easily captured.                       |
| The principle of aerodynamics is involved.             | Aerodynamics is involved.                              | There is nothing so involved as aerodynamics.               | Aerodynamics is the most involved thing there is.      |
| Carl Goldberg is the name of an indoor builder.        | Carl Goldberg is an outstanding indoor builder.        | No one has been able to beat Goldberg as an indoor builder. | Can't anybody beat Goldberg                            |
| The landing gear should support the model.             | The landing gear is supposed to support the model.     | The landing gear supports the model but infrequently.       | Hand-launched events are the best.                     |
| A banquet is something after a national meet.          | No national meet is complete without a banquet.        | No meet is complete without a banquet.                      | Nothing is complete without a banquet.                 |
| A scientific design is something special.              | A scientific design is something.                      | There is such a thing as a scientific design.               | There is no such thing as a scientific design.         |
| A contestant should build his own model.               | A contestant should build his entry.                   | A contestant should do some building.                       | A contestant should borrow.                            |
| A model builder is an odd person.                      | A model builder is odd.                                | A model builder is eccentric.                               | A model builder is "nuts."                             |
| Those who do not build models are bores.               | Beginners are a bore.                                  | Junior contestants are bores.                               | All model builders are bores.                          |
| You need money if you make models.                     | You can't make money with models.                      | You can't make money.                                       | You can't make models.                                 |
| The National Contest is rather important.              | The National Contest is important.                     | The importance of the Nationals cannot be overstressed.     | Life without the Nationals is of no importance.        |
| 20 minutes with an indoor model is good time.          | 20 minutes with an indoor model is very good time.     | 20 minutes with an indoor model is miraculous.              | 20 minutes with an indoor model is impossible.         |
| He was robbed! The judges should have given him first. | He was robbed! The judges should have given him first. | He was robbed! The judges should have given him first.      | He was robbed! The judges should have given him first. |







## 12th WAKEFIELD INTERNATIONAL COMPETITION

THE very first flight of the day proved to be the winning one at the 1939 Wakefield International Contest, held at New York City on August 6th. It was made by Dick Korda of Cleveland, and meant the retention of the Lord Wakefield Trophy by the United States for another year.

Canada placed second, its best showing ever, by virtue of a 13 m 35s flight — the second flight of the day — by Fred Bowers of Toronto.

A French model, flown by an American proxy, placed third, and highly regarded Bob Copland gave England fourth. The other two participating countries, South Africa and New Zealand, were presented by proxy finished 5th and 6th respectively.

Everyone agreed that Korda's first flight was one of the most remarkable ever recorded. The model had just the right climb — not too slow and long nor steep and short. After a run of about 60 seconds, which took the model up to about 200 feet, the propeller folded back and the ship went into an exceptionally flat glide. Losing height almost imperceptibly it drifted toward the bottom end of the golf course (Aviation Golf Club, Bendix, N. J.), where at an altitude of about 100 feet it was taken gently in hand by a riser.

*Top Left:* Peter Riedel of the German Embassy and Edward F. H. Cosh. *Across:* British Team: Ronald Hill, Eddie Cosh, manager, Reginald Parham, Bob Copland Leonard Stott and Norman Lees. — Bob Copland and one of the finest models on the world. — *Down Left:* Bob congratulates Dick while Eddie looks on. — Roy Nelder and his entry. — *View of models during the checking process.* *Below:* Contest activity. Lawrence Smith-line and Herbert Weiss protecting the fuselage. Stooping lad is John You g. Gordon Light, with hands on hips watches Fred Bowers wind up his model which placed 2nd.



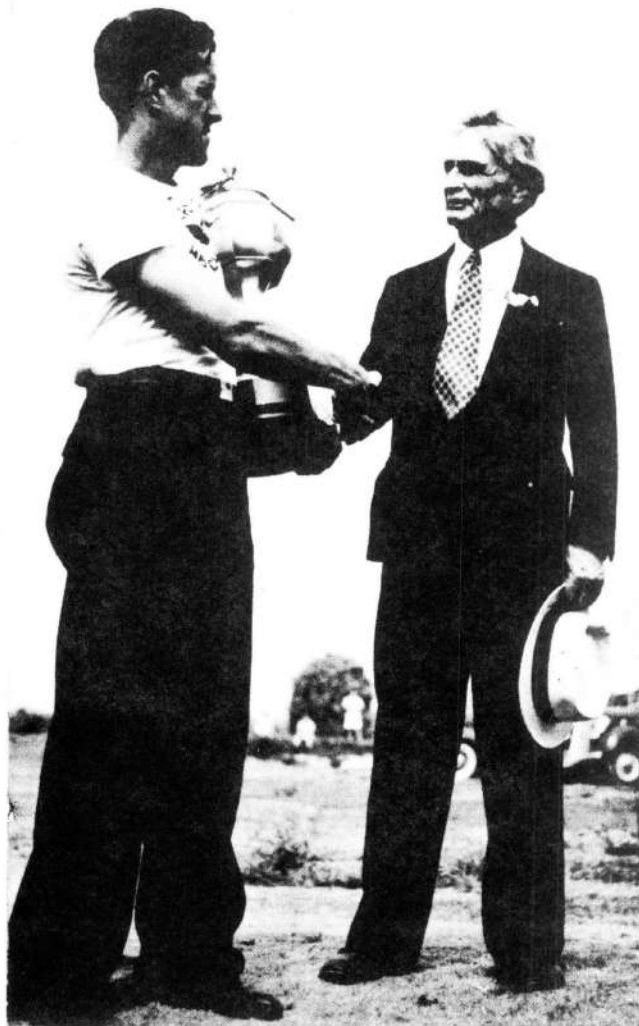


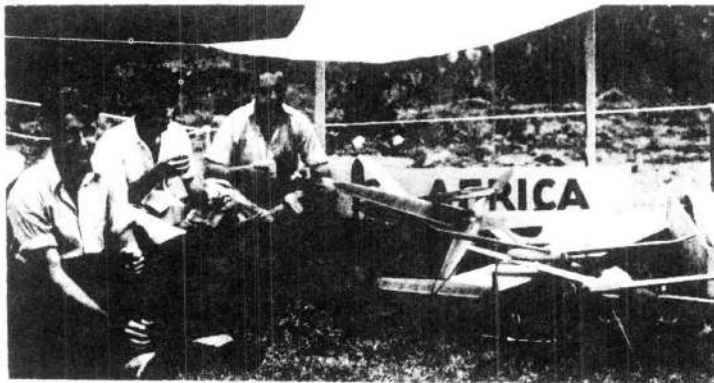
Ten minutes or so later the model had reached a height of possibly 1,500 feet, where it circled for minutes on end directly above the take-off point, clearly visible against the blue of the sky and thin white clouds. Then it drifted again past the far end of the course, gliding very slowly downward and finally landing after an officially timed duration of 43m 49s. Two other short flights made in the afternoon brought Korda's average to 15m 50s.

The model itself was well constructed and was a typical Korda design. Fuselage was rectangular, wing and stabilizer of constant chord with swept-forward elliptical tips. Three breaks in the wing, one at the centre and one about half way out each panel, provided dihedral. Each leg of the landing gear consisted of a single wire strut, similar to Cahill's .938 winner, cemented to a sheet balsa bulkhead; this bulkhead was drilled so that the rubber motor could pass through it and unwind without slapping around inside the fuselage.

The ship was covered entirely with red Jap tissue, with blue dope painted around the nose for decoration. Power was comparatively low. Korda remarked that the model flew better with reduced power than with the power he had formerly been using. Propeller was of the balanced single blade folding type. Simplicity, which makes for dependability, and perfect adjustments of a studied design, were the key notes of the model's success.

When the day's work was done. — The Model. — Johnny Zaic is the brave man. — On its way up. — Bernard McFadden shakes the hand that made the model. Below: The American Team. Standing: Robert Chaille, Ted Just proxying for Earl Stahl and James Thames. Watching the Cup: James Bohash, Dick Korda and Ralph Baker.





**South Africa Proxies: Murray, Manasian and Ogilvie**

About five minutes after Korda's ship took off, Fred Bower got his away for its first flight. It went up fast, apparently in a different thermal from Korda's since it drifted in the opposite direction. After reaching a height of nearly 1,000 feet it started to come down, landing well within sight of the timers after 13m 35s. Bower's model was out of adjustment on the next two flights, but its one long flight was good enough to give it the second highest average time of the meet.

Until noon the weather was perfect, with no wind and risers in abundance. In the afternoon a fair breeze came up along with a slight cloud haze, which put long flights out of the question. Bob Copland made the only really good flight of the afternoon, and even it was less than five minutes.

Apart from Korda's flight, the most surprising feature of the meet was the unsuccessful showing of the English team members. Serious, intent, and strongly regarded, they were expected to provide the strongest competition. Their school of thought — using long motor run and slow climb — was evidently not working right. Possibly the heat reduced the power of their motors more than they realized, but in any case they were not gaining sufficient altitude for long flights.

Altogether there were 30 models entered in the finals, of which about half were flown by proxy. No team was consistent. The French models, or at least two or three of them, flew well. The South African jobs, as beautifully built as one could find anywhere, had very little climbing ability. Some models were sent from Australia — too late, since they were still on the high seas when the meet took place.

*By Edward S. (Ted) Booth in CANADIAN AVIATION.*

**Bruno Marchi — John Zaic and Henry Struck preparing Vincere's model— It's flight—Double Timers on Korda & Bower flights.**



**Bob winding while team shades the rubber**

### THE WAKEFIELD INTERNATIONAL TROPHY

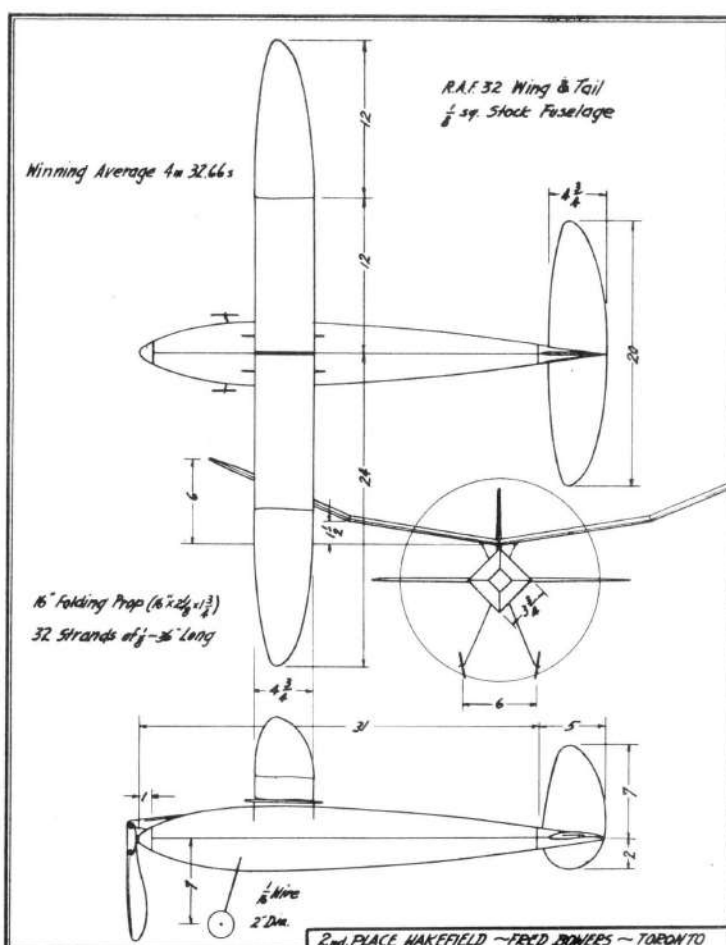
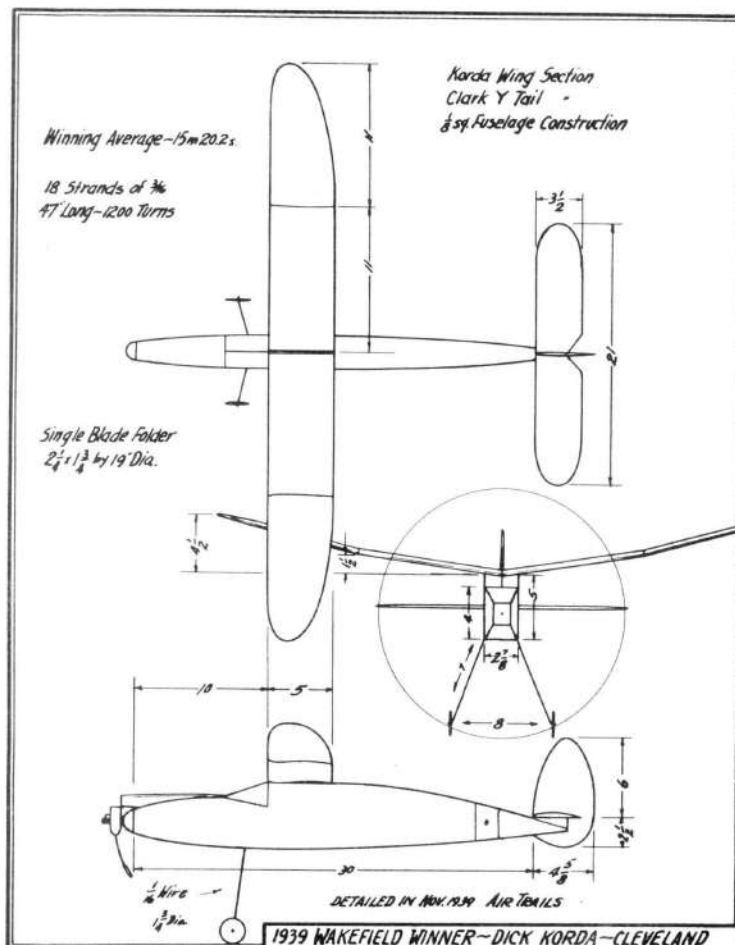
The Wakefield trophy was presented by Sir Charles Wakefield in 1927 to the Society of Model Aeronautical Engineers, the official body governing Model Aeronautics in Great Britain. (Apparently the trophy does not 'belong' to the S. M. A. E. Rather that body is its official 'trustee'.)

The Wakefield competition is held annually in the country which holds the trophy and is one of the most important international model plane contest. Each country may enter a team of six. Each model is allowed three flights and is timed by observers who, under S. M. A. E. rules, do not follow the model. Prior to 1934 the best flight of the three permitted was taken as the flight time but during that year and subsequently, the average time of three flights was been taken.

The influence of the Wakefield Competition on model aeronautics cannot be overestimated. During the time the trophy has been in competition many nations received their first impetus for competitive model building through the glowing reports of their observers. In its early days, the competition was between Great Britain and United States. Now it is among many nations: Thirteen countries being represented at 1938 meet in Paris.







### COMPLETE LIST OF THE OFFICIAL 1939 FLIGHTS

|                                      | 1st       | 2nd      | 3rd      | Average   |
|--------------------------------------|-----------|----------|----------|-----------|
| 1. Dick Korda, U. S. A.              | 43m 29s   | 2m 29.8s | 1m 31.8s | 15m 50.2s |
| 2. Fred Bowers, Canada               | 13m 32.5s | 5.5s     |          | 4m 32.66s |
| 3. M. Giovanni, Fr. (Schoenbrun)     | 8m 15s    | 1m 28s   | 1m 9.0s  | 3m 37.55s |
| 4. Robert Copland, England           | 2m 45.4s  | 5m 8.5s  | 2m 40s   | 3m 31.3s  |
| 5. Norman Lees, England              | 3m 31s    | 1m 40.2s | 3m 15.4s | 2m 46.87s |
| 6. Robert Chaille, U. S. A.          | 7m 1.5s   | 58s      |          | 2m 39.83s |
| 7. Leonard Stott, England            | 2m 39.75s | 3m 31.5s | 1m 26s   | 2m 32.41s |
| 8. Lavelle Walters, Canada           | 7m 7.2s   | 13.3s    | 12s      | 2m 30.83s |
| 9. Vincere, Fr. (J. Zaic)            | 2m 10s    | 1m 59.6s | 2m 9.4s  | 2m 6.33s  |
| 10. Edward S. Booth, Canada          | 2m 16s    | 2m 11.4s | 1m 50.2s | 2m 5.86s  |
| 11. Charles Gibson, England          | 2m 8.2s   | 1m 20.6s | 1m 25.5s | 1m 38.1s  |
| 12. Reginald Parham, England         | 1m 22s    | 1m 36s   | 1m 56s   | 1m 38s    |
| 13. Tournadre, Fr. (Dickinson)       | 1m 25s    | 3m 19s   | 6.8s     | 1m 36.94s |
| 14. Chabot, Fr. (R. Hammer)          | 1m 10.2s  | 1m 21.5s | 1m 58.4s | 1m 30.03s |
| 15. Phil Dalgetz, S. A. (Murray)     | 2m 17.2s  | 1m 10.5s | 43.8s    | 1m 23.83s |
| 16. Ralph Baker, U. S. A.            | 44.6      | 1m 7s    | 2m 13.8s | 1m 21.8s  |
| 17. Ronald Hill, England             | 1m 20s    | 1m 14s   | 40s      | 1m 4.66s  |
| 18. Chinaud, Fr. (Marchi)            | 1m 6.5s   | 1m 2s    | 1m 5.5s  | 1m 4.66s  |
| 19. E. E. Becker, S. A. (Ted Foti)   | 41.4s     | 1m 6s    | 1m 10.2s | 59.53s    |
| 20. James Thames, U. S. A.           | 45.1s     | 48.7s    | 1m 21.8s | 58.53s    |
| 21. Barthelmy, Fr. (Struck)          | 42.75s    | 1m 8s    | 1m .3s   | 57.01s    |
| 22. Spango, So. Af. (Ogilvie)        | 1m 6s     | 38.2s    | 1m       | 54.73s    |
| 23. R. B. Leslie, S. A. (Hassey)     | 2m 17.5s  |          |          | 45.83s    |
| 24. James Bohash, U. S. A.           | 50.3s     | 38.6s    | 36s      | 41.63s    |
| 25. Gim Wong, Canada (Dilly)         | 1m 21.5s  | 12.5s    |          | 31.23s    |
| 26. P. A. Connolly, S. A. (Manasian) | 28.5s     | 1m 3s    |          | 30.5s     |
| 27. Roy Nelder, Canada               | 1m 12.5s  |          |          | 24.16s    |
| 28. Earl Stahl, U. S. A. (Just)      | 1m 1.5s   |          |          | 20.3s     |



### LIST OF WAKEFIELD COMPETITION WINNERS

First contest held in 1928

|   |                                |           |
|---|--------------------------------|-----------|
| 1928  | T. H. Newell, Great Britain    | 52.6s     |
| 1929  | R. N. Bullock, Great Britain   | 1m 10.4s  |
| 1930  | Joseph H. Ehrhardt, U. S. A.   | 2m 35.0s  |
| 1931  | Joseph H. Ehrhardt, U. S. A.   | 4m 24.8s  |
| 1932  | Gordon S. Light, U. S. A.      | 7m 57.2s  |
| (This was disallowed because the contest was held two months later than the date agreed upon) |                                |           |
| 1933  | J. W. Kenworthy, Great Britain | 5m 21.0s  |
| (The above flight times are best one of three)  |                                |           |
| 1934  | J. B. Allman, Great Britain    | 1m 51.8s  |
| 1935  | Gordon S. Light, U. S. A.      | 2m 30.0s  |
| 1936  | Albert A. Judge, Great Britain | 4m 9.9s   |
| 1937  | E. Fillon, France              | 6m 13.0s  |
| 1938  | James Cahill, U. S. A.         | 10m 54.0s |
| 1939  | Dick Korda, U. S. A.           | 15m 50.2s |



WELCOME 11th National  
Model Airplane  
Championship Meet July  
HEADQUARTERS 6789

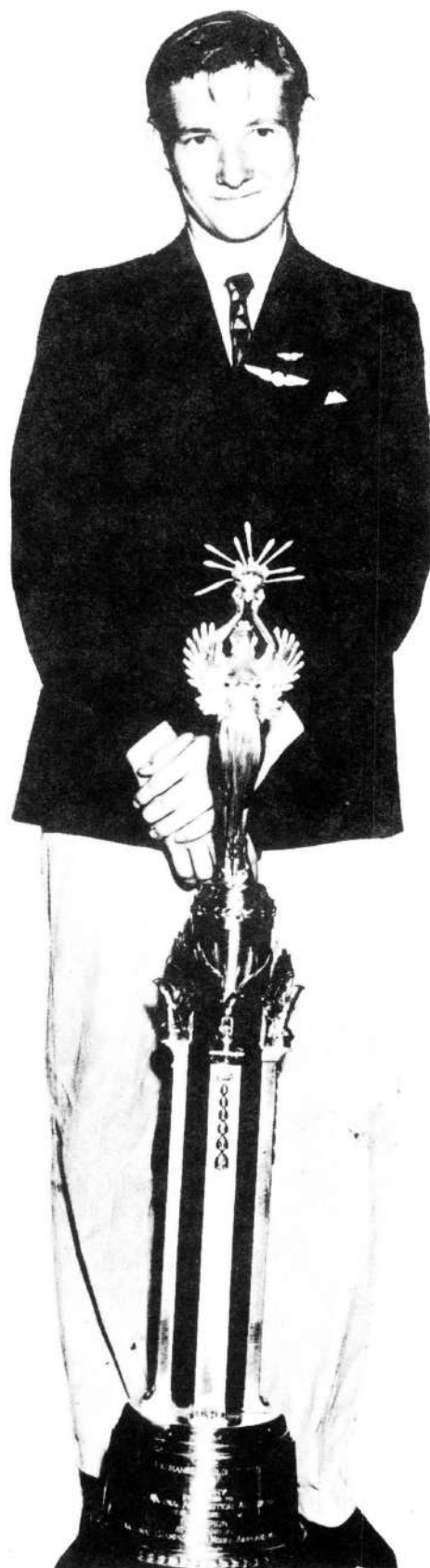
SYRACUS

SAN ANTONIO  
NAA

QUAKER CITY  
CAS MODEL  
AIRPLANE CL

## 1938 National Champion

Milton Huguelot of Chicago was 16 years old when he won the 1938 National Championship. Began model building in 1934. Outstanding member of the Chicago Aeronauts. One of the few who crossed the one minute mark with indoor gliders. Ambition? Coming along fine. Likes fishing and casting. His older model building brother, Glen, provides the moral support of in-numbers-there-is-strength! and sees that the balsa rack is filled. His father is 1000 & 1% for model airplanes. He thinks it is the finest hobby for the youth of today.







**Roy Marquart and his helper preparing the push-puller**

In 1938, Trenton Senior N. A. A. raised \$90.00 by a benefit Air Show to finance four delegates to the Nationals. On second thought, the \$90.00 was used to purchase a streamlined greyhound school bus which accommodated 14 contest-

ants, their baggage, models and camping equipment. Journey to Detroit began on July 1st and ended on 4th. No trouble outside of few burnt coils, condensers and plugs. Operating expenses totaled \$32.00. Net per person, \$8.00.





Ed Manthly

### MOFFETT INTERNATIONAL CONTEST

Roy Nelder, Toronto, Canada  
Carl Stahl, Johnstown, Pa.  
Kenneth Lane, Milwaukee, Wis.  
Leo Bailey, Akron, Ohio  
Arthur Beckington, Rockford, Ill.  
Roy Smith, Toronto, Canada

### RADIO CONTROLLED EVENT

Walter Good, Kalamazoo, Mich.  
Clinton DeSoto, Granby, Conn.  
Howard Flanagan  
Pat Sweeney, Chicago, Ill.  
Michael Roll, Dearborn, Mich.



Roy Nelder

### WAKEFIELD TEAM

James Cahill, Indianapolis, Ind.  
James Bohash, Jr., Detroit, Mich.  
George DeLaMater, Oneonta, N.Y.  
G. J. Wisniewski, Milwaukee, Wis.  
Henry Stiglmeier, Inglewood, Calif.  
William Pfeil, San Antonio, Texas.



W. Hewitt Philips

### BEST FINISHED MODELS

- (1) Frank Merritt
- (2) Max Sokol
- (3) W. E. Gough, Jr.

## 1938 National Contest Results



### OUTDOOR CABIN EVENT—JUNIOR CLASS

|                                   |          |
|-----------------------------------|----------|
| Arthur Beckington, Rockford, Ill. | 31:08    |
| Billy Riffel, Frontenac, Kans.    | 2:30     |
| Pasquale Fuimano, Syracuse, N.Y.  | 2:14     |
| George Singer, Detroit, Mich.     | 1:26.2/5 |
| Edward Domohowski, Boston, Mass.  | 1:07.1/5 |
| Donald Jockem, Syracuse, N.Y.     | 1:07.4/5 |
| Mike Gajdos, Akron, Ohio          | 1:03.3/5 |
| Nick Savant, Atlanta, Ga.         | 1:01.1/5 |

### OUTDOOR CABIN EVENT—SENIOR CLASS

|                                 |           |
|---------------------------------|-----------|
| Leo Bailey, Akron, Ohio         | 23:35.4/5 |
| Kenneth Lane, Milwaukee, Wis.   | 23:29     |
| Morris Huff, Milwaukee, Wis.    | 19:24     |
| Edgar Pickens, Rockford, Ill.   | 18:43     |
| Milton Huguelet, Chicago, Ill.  | 16:16.3/5 |
| Earl Stahl, Jamestown, Pa.      | 15:46.1/5 |
| John L. Ogilvie, New York, N.Y. | 14:55.4/5 |
| Rodney Streed, Waukegan, Ill.   | 13:18     |

### OUTDOOR CABIN EVENT—OPEN CLASS

|  |           |
|--|-----------|
| Frank Zaic, New York, N.Y.             | 17:06.1/5 |
| Lavelle Walters, Windsor, Canada       | 8:23      |
| Henry Thomas, Akron, Ohio              | 8:08      |
| Henry Stiglmeier, Inglewood, Calif.    | 8         |
| Henry Struck, Jackson Hts., L.I., N.Y. | 7:21.1/5  |
| Robert Chatelain, Findlay, Ohio        | 6:17      |
| Harry Soper, Rockford, Ill.            | 3:25.4/5  |
| Ed Fulmer, McKees Rock, Pa.            | 3:25.4/5  |

### OUTDOOR STICK EVENT—JUNIOR CLASS

|                                  |          |
|----------------------------------|----------|
| Mike Gajdos, Akron, Ohio         | 5:19     |
| Carter Squire, Chevy Chase, Md.  | 3:48.2/5 |
| Bob Romeiser, Indianapolis, Ind. | 1:50.4/5 |
| Edward Domohowski, Boston, Mass. | 1:23     |
| Pasquale Fuimano, Syracuse, N.Y. | 1:19.3/5 |
| Nick Savant, Atlanta, Ga.        | 1:06     |
| Kenneth Zeek, Milwaukee, Wis.    | 1:05     |
| Donald Jockem, Syracuse, N.Y.    | 1:04     |

### OUTDOOR STICK EVENT—SENIOR CLASS

|                                      |           |
|--------------------------------------|-----------|
| Robert Hoffmeyer, Jr., Akron, Ohio   | 10:24.2/5 |
| Wallace Simmers, Chicago, Ill.       | 9:25      |
| Milton Huguelet, Chicago, Ill.       | 6:30.2/5  |
| Jack Swartz, Akron, Ohio             | 6:11      |
| Joseph V. Boyle, Jr., Corapolis, Pa. | 6:04.2/5  |
| Robert Dillman, Syracuse, N.Y.       | 6:03.4/5  |
| Leo Bailey, Akron, Ohio              | 5:53.3/5  |
| Edward Naudious, Detroit, Mich.      | 5:48      |

### OUTDOOR STICK EVENT—OPEN CLASS

|                                     |          |
|-------------------------------------|----------|
| Conrad Renning, Minneapolis, Minn.  | 5:26.2/5 |
| Alvin Gaskill, Atlanta, Ga.         | 4:43     |
| James Matulis, Chicago, Ill.        | 4:20.4/5 |
| Henry Stiglmeier, Englewood, Calif. | 4:07.4/5 |
| James Noonan, Milwaukee, Wis.       | 3:30.3/5 |
| Bernarr Anderson, Akron, Ohio       | 3:10.1/5 |
| Mary Roll, Dearborn, Mich.          | 3:03.2/5 |
| Arthur Eck, Johnstown, Pa.          | 2:30.2/5 |

### INDOOR STICK EVENT—JUNIOR CLASS

|                                     |           |
|-------------------------------------|-----------|
| Edward Domohowski, Boston, Mass.    | 15:08.1/5 |
| Arthur Beckington, Rockford, Ill.   | 12:27.1/5 |
| Mike Gajdos, Akron, Ohio            | 9:41      |
| W. Newlin Hewson, Philadelphia, Pa. | 8:16      |
| Wilfred Bobier, Detroit, Mich.      | 6:19.1/5  |

### INDOOR STICK EVENT—SENIOR CLASS

|  |           |
|--|-----------|
| W. Hewitt Philips, Belmont, Ill.         | 21:53.4/5 |
| Milton Huguelet, Chicago, Ill.           | 21:06     |
| Walter Lees, Philadelphia, Pa.           | 20:34.1/5 |
| Charles Belsky, Chicago, Ill.            | 20:03.1/5 |
| Harry Dolfin, Chicago, Ill.              | 18:30     |
| Ralph Brown, Arlington, Mass.            | 18:14.2/5 |
| Leo Bailey, Akron, Ohio                  | 18:05     |
| John Stokes, Jr., Huntington Valley, Pa. | 17:25     |

### INDOOR STICK EVENT—OPEN CLASS

|  |           |
|--|-----------|
| Carl Goldberg, Chicago, Ill.             | 19:11.3/5 |
| Thomas Hanis, Toronto, Ont., Can.        | 18:42.1/5 |
| Ed Fulmer, McKees Rock, Pa.              | 18:14     |
| Alvin Gaskill, Jr., Atlantic City, N. J. | 16:50.8   |
| Bruno Marchi, Medford, Mass.             | 16:39.9   |
| James P. Matulis, Chicago, Ill.          | 16:34.1/5 |
| Mr. Jean S. Chadwick, Syracuse, N.Y.     | 15:12     |
| Henry Struck, Jackson Hts., L.I.         | 15:06     |

### INDOOR CABIN EVENT—SENIOR CLASS

|  |           |
|--|-----------|
| Milton Huguelet, Chicago, Ill.           | 13:50     |
| James B. Cahill, Indianapolis, Ind.      | 13:2/5    |
| John Stokes, Jr., Huntington Valley, Pa. | 12:42     |
| Charles Belsky, Chicago, Ill.            | 12:35     |
| Richard Obarski, Chicago, Ill.           | 12:33.4/5 |
| Irving Kovenat, Chicago, Ill.            | 11:49.2/5 |
| Dennis Turner, Chicago, Ill.             | 11:37.1/5 |
| Sydney Wallerstein, Boston, Mass.        | 11:25.3/5 |

### INDOOR CABIN EVENT—OPEN CLASS

|  |         |
|--|---------|
| Henry Struck, Jackson Hts., L.I., N.Y. | 16:01   |
| Bruno Marchi, Boston, Mass.            | 12:22.2 |
| James Matulis, Chicago, Ill.           | 12:01.8 |
| Curtis Janke, Sheboygan, Wis.          | 11:15.2 |
| Ed Fulmer, McKees Rock, Pa.            | 9:52.8  |
| Henry Thomas, Jr., Akron, Ohio         | 8:46.8  |
| Thomas Hanis, Toronto, Ont.            | 8:17.8  |
| John Dilly, Galt, Ont., Can.           | 7:33.6  |

### FLYING SCALE EVENT—SENIOR CLASS

|                                   |       |
|-----------------------------------|-------|
| Leo Bailey, Akron, Ohio           | 19:52 |
| John Ogilvie, New York City       | 15:9  |
| Sydney Wallerstein, Boston, Mass. | 12:53 |
| Roger Hammer, New York City       | 11:33 |
| Frank Merritt, Detroit, Mich.     | 11:33 |
| James Cahill, Indianapolis, Ind.  | 10:36 |

### FLYING SCALE EVENT—OPEN CLASS

|  | Points |
|--|--------|
| Henry Struck, Jackson Hts., L.I., N.Y. | 65     |
| Wm. Gough, Jr., Chicago, Ill.          | 56.3/5 |
| Henry Thomas, Akron, Ohio              | 53.3/5 |
| Max Sokol, Hamtramck, Mich.            | 48     |
| James Noonan, Milwaukee, Wis.          | 44     |
| Bruno Marchi, Boston, Mass.            | 41     |

### GAS POWER MODEL EVENT—JUNIOR CLASS

|                                    |      |
|------------------------------------|------|
| Ray Beaumont, Philadelphia, Pa.    | 1:28 |
| Ed Manning, Jr., Detroit, Mich.    | 1:18 |
| Bob Randolph, Kenmore, N.Y.        | 1:09 |
| James Billingham, Kalamazoo, Mich. | 1:04 |
| Ralph Littler, Kalamazoo, Mich.    | 1    |
| Bob Gilkyn, Detroit, Mich.         | 1    |

### GAS POWER MODEL EVENT—SENIOR CLASS

|                                   |          |
|-----------------------------------|----------|
| Ed Manthly, Maywood, Ill.         | 6:50     |
| Bushan Deshick, Chicago, Ill.     | 6:25.2/5 |
| Robert Toft, Greenfield, Ind.     | 6:10.2/5 |
| Bob Apgar, Minneapolis, Minn.     | 4:23     |
| Billy McCrachen, Greenville, Ill. | 4:10.3/5 |
| Albon Cowles, Atlanta, Ga.        | 3:59     |
| Carl Holzinger, Chicago, Ill.     | 3:45     |

### GAS POWER MODEL EVENT—OPEN CLASS

|                                 |           |
|---------------------------------|-----------|
| Milton Kahn, Philadelphia, Pa.  | 23:41.2/5 |
| Howard Carlson, Milwaukee, Wis. | 14:43.4/5 |
| Richard Staab, Akron, Ohio      | 6:52.4/5  |
| Joe Trefry, Glen Ellyn, Ill.    | 4:40.3/5  |
| Winford Davis, Kansas City, Mo. | 4:40.4/5  |
| Tom Laurie, Ft. Wayne, Ind.     | 3:44.4/5  |
| Henry Spates, Baltimore, Md.    | 3:41      |

Robert Hoffmeyer

Leo Bailey

Arthur Beckington

Howard Carlson

Henry Struck

Conrad Renning



**GAS MODELS DESIGNS AT THE 1937 NATIONALS**







## MODEL BUILDERS AND PHOTOGRAPHY

A true model builder has his winder or boosters in one hand and a camera in the other. As a rule he knows more about how to use the winder and boosters than he does of the camera. Yet we all want to be great photographers some day. To bring that day ever so close, herewith few basic rules which we found very practical.

You can always pick out a beginner in photography by the distance he is from the object. He starts shooting about a mile away, wanting, and expecting, to get everything on one plate. As he learns, he comes closer and closer until he is able to tell his story by the squint of your eyes. So, rule No. 1 is to come close to your subject.

Do not be in a hurry to shoot your subject even though you are close enough. You still have to get a pleasing angle. A 'head-on' is usually very discouraging. Move about a bit and see what other angles will bring out. It is a good idea when photographing a person to shoot from a point which will show only one ear prominently. The other one should be minimized or not shown at all. In case of models, a view taken at 45° will show up best. You can take this from front or rear, and from top or bottom with same pleasing results. While working on this angle business, do not forget to note what sort of a background you are getting. Grass is just so much spinach, so minimize it by shooting horizontally or slightly upward. Many photos in this book were taken by having the model rest on top of a car or having it held up against the sky. This brings out the beauty of the wing construction and gives the model 'lightness'. Therefore, our rule No. 2 is to shoot from angle which produces most pleasing results.

With composition set, you just need to focus sharply and set the shutter at the proper settings. Correct focusing is very important as it covers many exposure missteps. Make a real effort to get your distance exact, either by direct measurements with rulers or checked toe to heel steps. Focusing is purely a matter of your own ambition, and there is no excuse for out-of-focused shots. So rule No. 3: Make an honest effort to have the focus sharp.

Since the film we use has many deciding factors on the final print, we better see what we should for model work. The most common film used by model builders is Verichrome or Plenachrome. These films belong to the orthomatic family which

reproduces violet and blue into greys and whites, while red and orange are black and dark shades on the final print. To get a truer color reproduction, use Agfa Superpan, or Kodak Double X or Panatomic. These belong to the panchromatic family and give the reds a shaded grey, blue is shown darker and yellow is just a shade under white. Just what we need for our decorated crates. Do not use the old N. C. type. If your supply house does not stock the 'pan' grade, better leave a standing order because it will be worth your while. So rule No. 4: Use panchromatic films.

Now about shutter and lense setting. Assuming that we use Superpan or Double X (Verichrome and Plenachrome have similar speeds) let us assume the following scene for our basic condition. — We are photographing a Colonial house about 50 feet away. Jack and Harry, wearing dark grey tweeds are standing in front of an open door. The day is a normal summer day. You don't have to squint when looking into distance. To get this scene set timer at 50th and lense at f11. If you move closer to get the boys and the doorway, set at 50th and f8. Now if you want a closeup of pin Harry is wearing and the texture of the cloth, set for 25th and f8. The layout of the entrance hall appeals to you, so set time at 25th and lense at f5.6. After refreshments you stroll into the open and can't resist the rolling landscape and fluffy clouds, so you shoot at 100th and f11.

The reason we change settings as we come closer to the object is to get a good presentation of the scene as a whole. When we are far away, the objects in the shades are too small to expose for them. But as we come closer, they assume special importance and we must make allowance. The idea is to decide just what we are after, and act accordingly.

Interpreting this basic condition into model sense, we get: View of the house would equal in taking a shot of a large group in front of cars or tents. Close-up of the boys at the door would be same as taking a shot of your friends working over the models or posing or holding the model against the sky. The cloth and pin shot would be equivalent of getting a closeup of the motor. While the hallway shot would be similar to shooting inside of a hanger or trailer. The scene shot is a scene shot anywhere.

The time and operature table shown is set for our basic condition. It means that you can take a photo of the house at any of the combinations shown. They all admit same amount of light but the difference is in the focusing. A setting of 10th at f22 would produce almost everything in sharp focus. While 400th of f4 would have a limited sharpness. You can use this condition to an advantage when you want to have the background blurred to bring out your composition in prominence. Or when the object moves fast. — When conditions change, just move the time scale to correspond with the change to take advantage of the different combinations.

So far we assumed that the day is normal. If it is extra bright, step up one reading. That is: Scene shot would be 200th at f11. Others will in corresponding manner. If the day is hazy, the house will have to be taken at 50th and f8. If it is cloudy you will have to come down another notch or 25th at f8. When calculating others, use the same process.

This then is a short summary of how to handle your camera for fair results. If you use panchromatic, the clouds will show up. (Panchromatic film used for photos in this book.) The box camera hasn't been mentioned because of its fixed position at 25th and f11. Just use the films recommended, close-up and composition hints,



| s   | f   |
|-----|-----|
| 10  | 22  |
| 25  | 16  |
| 50  | 11  |
| 100 | 8   |
| 200 | 5.6 |
| 400 | 4   |

# Thanks to You...

*The contestants and officials of the 1939 Nationals  
for bearing with us while under contest stress . . .  
Amelia Bohash for your pleasing layouts . . .  
J. P. Glass for your No's and Maybe's . . .  
And all those who helped to make this book the  
first of its kind in the model aeronautic history.*



This book was Walter's idea. --He had covered several past Nationals for a model magazine, but felt frustrated when, because of limited space, only a dozen or so of his over 100 photos were printed. His idea was to present a pictorial essay of the Nationals. I was easily persuaded to go along and print such a book. --At that time, 1939, Walter was a staff photographer for General Motors. He obtained this position through the good offices of a Detroit TIMES editor who recognized Walter's photographic capabilities. Walter's model building suffered as he gave his all to his new job.

Although both of us took photos and notes of the 1939 Nationals, most of the pictures are Walter's. --I spent two weeks in Detroit after the Nats to work with Amelia and Walter, to select and layout the prints that Walter made. (I also was able to obtain a complete list of the contestants, using devious means to do so.) --I held the book open so that I could include my 1939 Wakefield presentation.

We had expected an open arm reception and a flood of orders. But the response to my postcard announcement, which was mailed to over 750 contestants, was a bitter disappointment. I believe that less than 100 orders were received in response to the card. (It could be that we should have sent a sample of the book's pictorial contents to give the contestants an idea what was in the book.) --I had counted on orders to help pay for the printing. As it turned out, I had to borrow \$200.00 from my father, who had just returned from Europe, to pay the printer and the binder. A very awkward situation, to say the least. --Later on, National Aeronautic Association ordered 500 copies, practically at our costs. This sale came very timely for Walter as Amelia said "Yes".

This printing was copied from one of the original 1939 books so that the photos may be a bit on the dark side. Yet, I believe that the spirit and the atmosphere of the 1939 Nationals comes shining through!

March, 1984

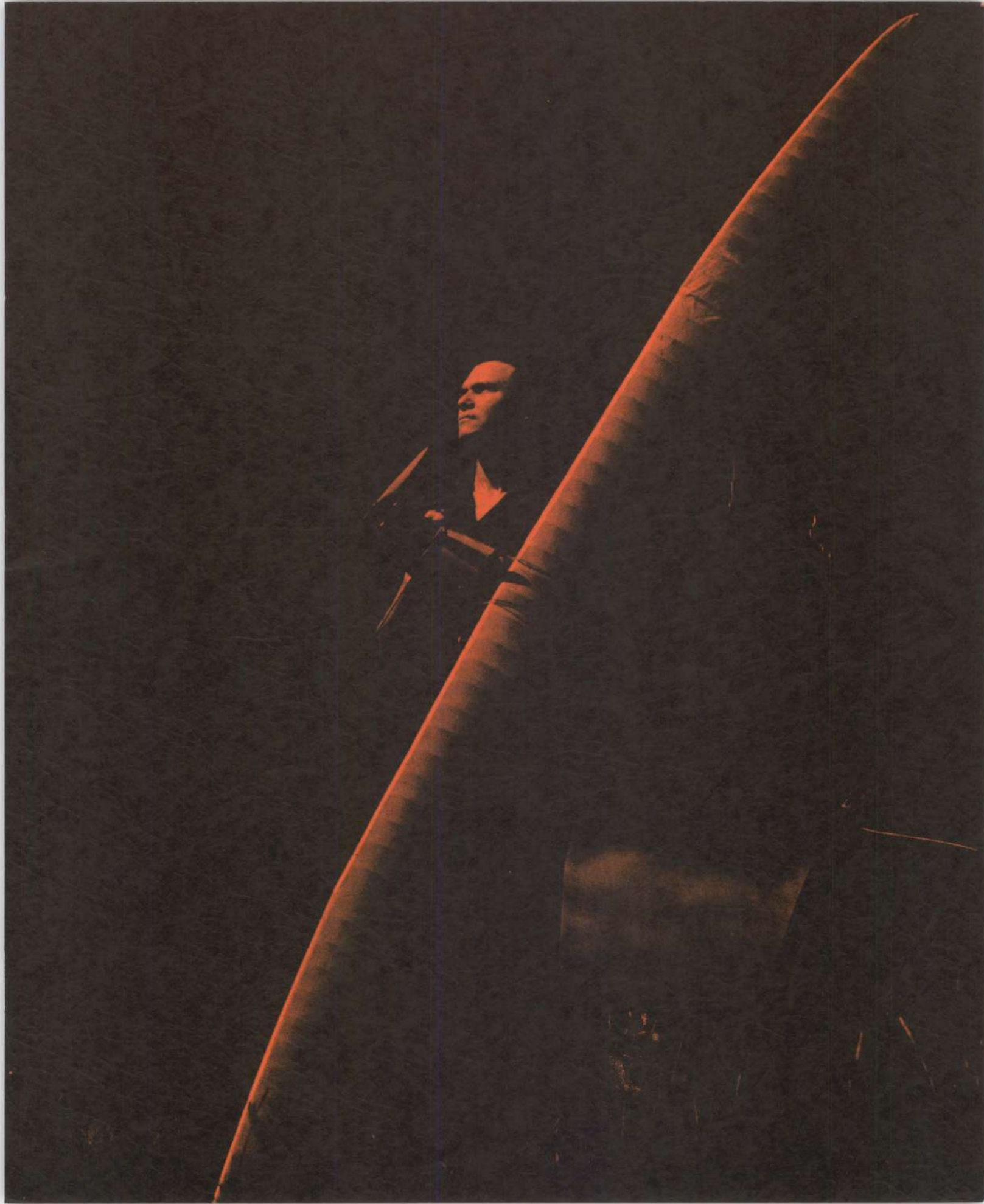
Frank Zaic

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