



Photo 21.

• Continued from last month:  
**PHOTO 21**

Within two weeks after the 1938 Nats crash, damage was repaired and the plane made two demonstration flights for a large airshow crowd at the Kalamazoo airport, and later another R/C demonstration at Battle Creek.

**PHOTO 22**

A new (and final) fin and rudder were added later in the summer of 1938 to replace the rather ugly one damaged at the Nats. As Bill would be available for contests and demonstrations, 1939 was to be

a busy and better year for the R/C Guff, and the equipment had been upgraded again.

**PHOTO 23**

Bill is holding the plane with rebuilt receivers, and on the ground is a new transmitter which runs from a storage battery-generomotor voltage source and needs only 30 watts. That ends the problem of locating 110-volt outlets within reach of our 100-foot extension cord!

**PHOTO 24**

The drawing shows the placement of a new half-ounce escapement in the fin.

# R/C GUFF, *The Life Story*

By DR. WALTER A. GOOD  
 PART TWO



Photo 23.

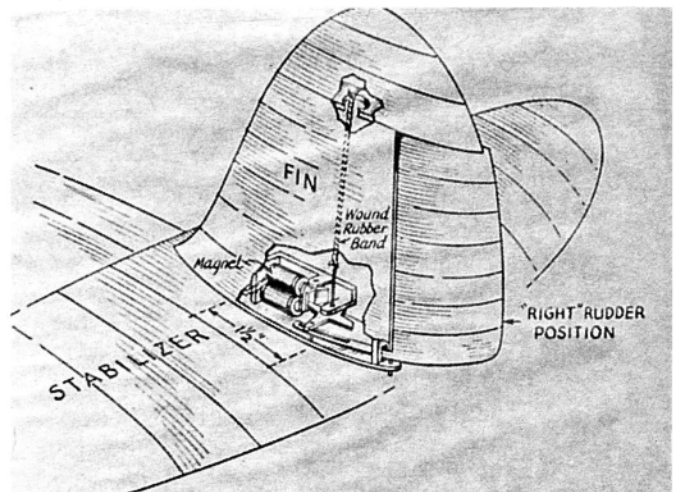
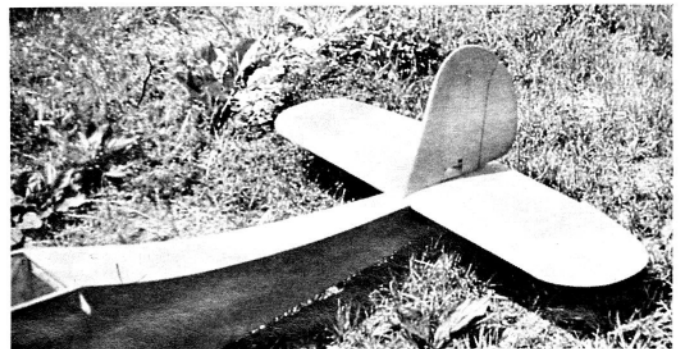


Photo 22(Above).

Photo 24(Below).

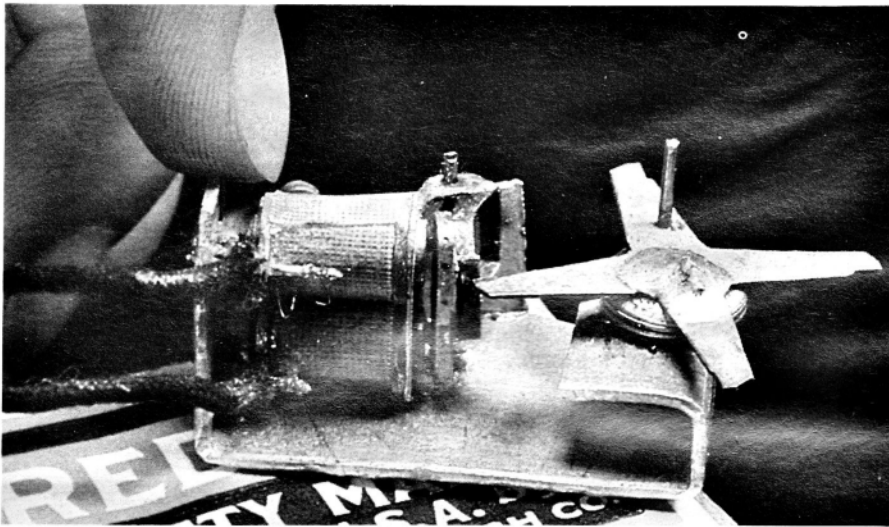


Photo 26.



Photo 28.

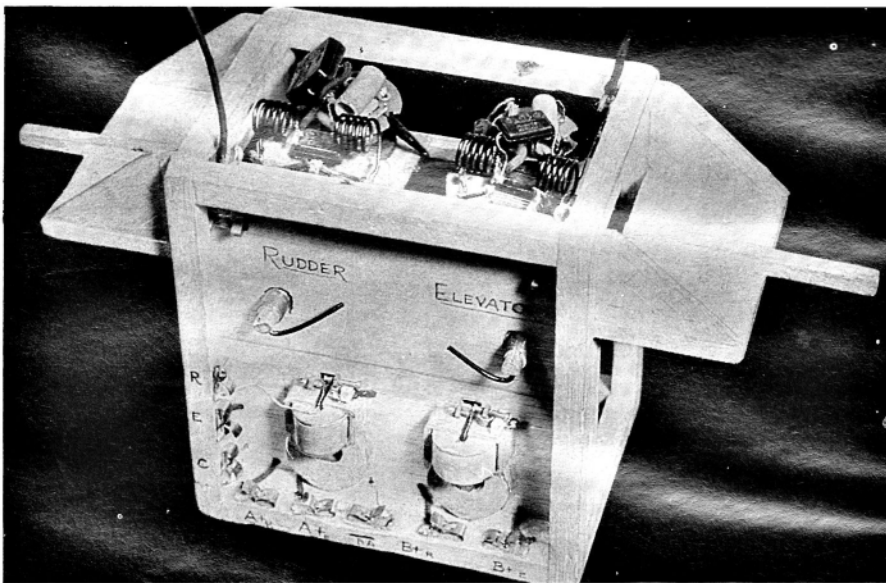


Photo 27.

**PHOTO 25**

This is a photo of the new escapement mounted in the fin. Another similar one is mounted in the stabilizer.

**PHOTO 26**

This is a photo of the new escapement. Note the size in relation to Walt's finger. The ball bearing thrust washer for rubber models is located under the four-armed escapement rotor.

**PHOTO 27**

This is the two-channel receiver used in 1939, with the two relays mounted on the facing panel. Often times we would tune the transmitter to the receiver to obtain more accurate tuning! Note the labeled battery lead clips.

**PHOTO 28**

Time for the test flight. Here we are ready for launch at the Kalamazoo airport.



Photo 30.

Bill is on the controls, and Ralph Littler and I are launchers.

**PHOTO 29**

Here's the launching, almost ready for release. This type of launching assistance was necessary to prevent ground looping caused by the forward placement of the wheels. The wheels were forward to protect the hand-carved propeller from being broken! A stronger engine may have insured a quick unassisted takeoff, but we didn't have one. The Brown Jr. was just right once the plane was in the air, which

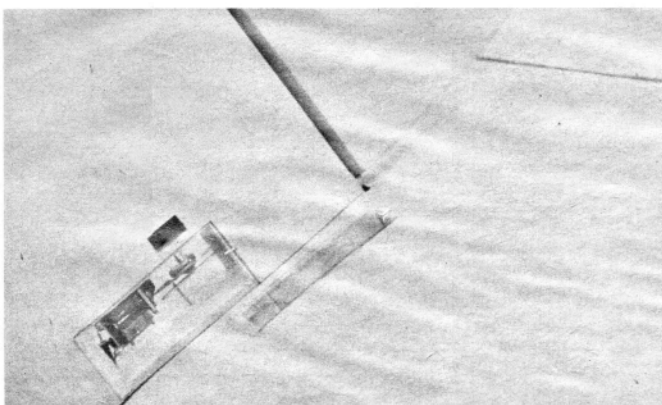


Photo 25.



Photo 29.



Photo 33.

is the equivalent to the .25 to .29 glow engine of today.

**PHOTO 30**

Here's Bill lining the plane up for the landing; almost 100 flights at this date.

**PHOTO 31**

Not all flights are perfect! The wing was cut off by a stubborn telephone pole. No record (confession?) of who the pilot was! Pure pilot depth perception error. We both stayed up all night repairing. We flew again the next day.

**PHOTO 32**

Seen here is the general layout of radio gear in the 1939 configuration. See *Air Trails* (11/40, 12/40, 1/41) for details.

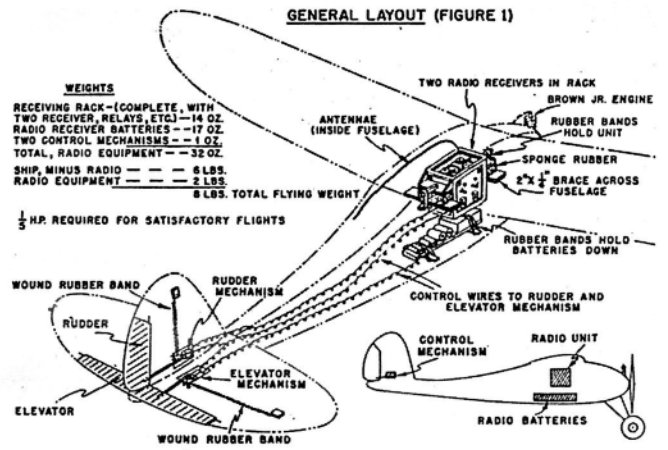


Photo 32.

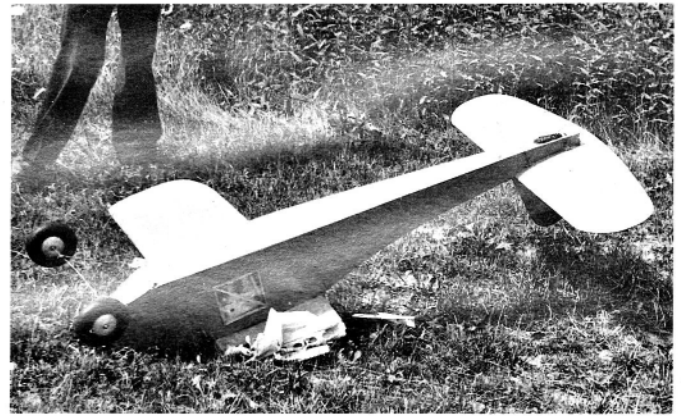


Photo 31.

**PHOTO 33**

Gordon Light is holding the plane for Walt while FCC Inspector Emory Lee looks on at the 1939 Nats in Detroit. Lee was the man who asked Bill near the end of an official flight if he could try the stick. Bill asked him if he had a Ham license. Lee said, "No." Bill said, "Sorry."

**PHOTO 34**

After a very successful 14-minute flight with all maneuvers done twice, the R/C Guff earned a strong first place among the eleven entrants to win the 1939 R/C Nats, and this demonstrated that R/C really works. What a happy day that was! This was Bill's first R/C Nats, and he was the pi-



Photo 34.

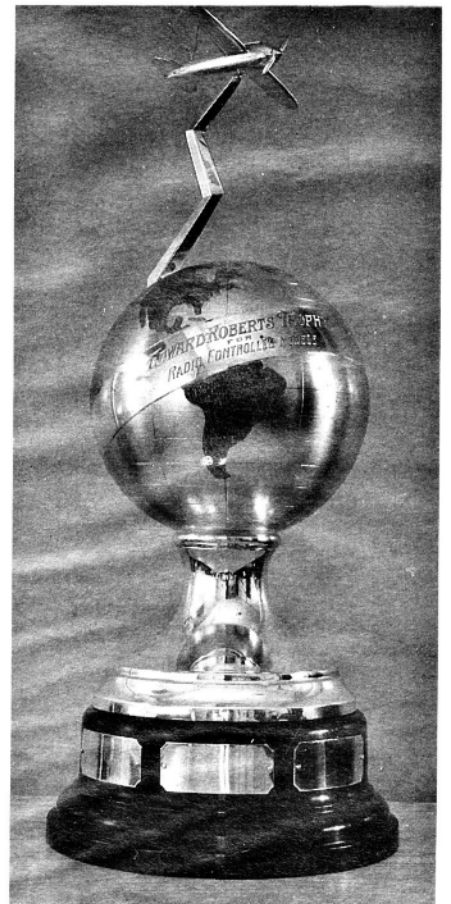


Photo 35.



Photo 36.

lot on that flight, but he did let me hold the trophy! This was our first "win" of the beautiful Edward Roberts trophy.

**PHOTO 35**

Here's the Edward Roberts trophy for our winning the R/C Nats. It is now on display in the AMA museum.

**PHOTO 36**

Of the five demonstrations made that summer, one was at the Midwestern States

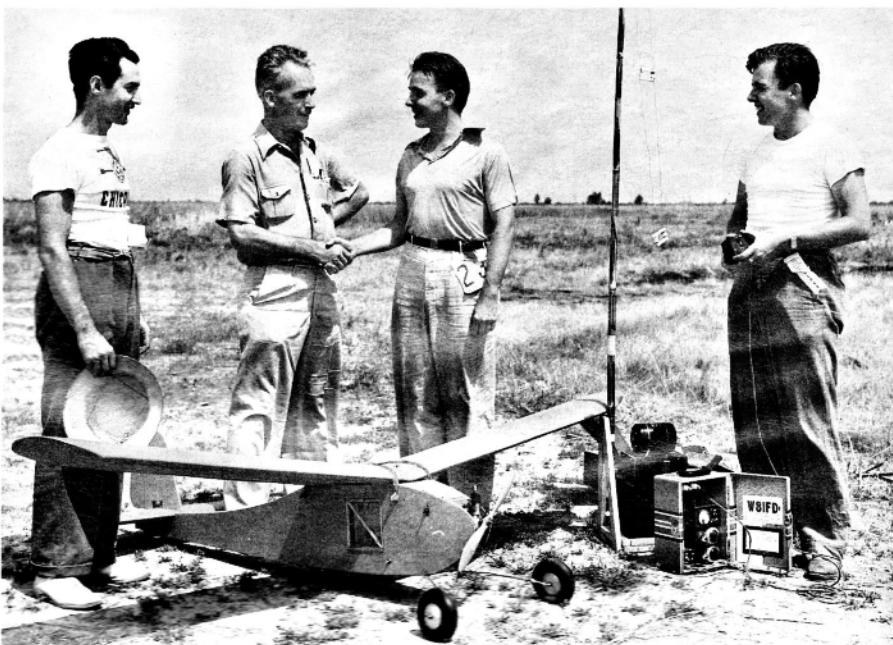


Photo 38.



Photo 37 (Left).

Photo 40 (Above).

meet in Chicago. Here I was the pilot and Bill was the coach. We always took strict "turns" as pilots, even when there was an FCC Inspector present. Being twins, we as-

sumed he wouldn't be able to tell us apart! Bill had the necessary Ham license at that time, and I didn't. (The photo here is by oldtimer Joe Lucas.)

**PHOTO 37**

Seen here is the Midwest field on Cicero in Chicago. Nice tall grass for catching errant models!

**PHOTO 38**

This is Frank Nekimken and Russ Weber, directors of the meet, congratulating Bill and me for the demo. (The photo here is by the late Joe Ott.)

**PHOTO 39**

Here are Bill (right) and Walt (left) after the Midwest demo. (Photo by Joe Ott.)

**PHOTO 40**

There I am starting the engine at the Canadian National Exposition in Toronto in August 1939, where we were invited to give an R/C demonstration for the modelers and the Exposition visitors. The crowd was so thick that the director asked Bill to stand on a box and call out his intended maneuvers before they were executed. Bill did so with convincing success. Later a gentleman came up to Bill and said, "Most of the spectators thought you were steering your plane by your voice, but I saw you use that little box in your hand!" This may have been the first R/C demo seen in Canada.

Note that at that time the plane was using a Dennykite engine with a long exhaust pipe.

TO BE CONTINUED NEXT MONTH! •

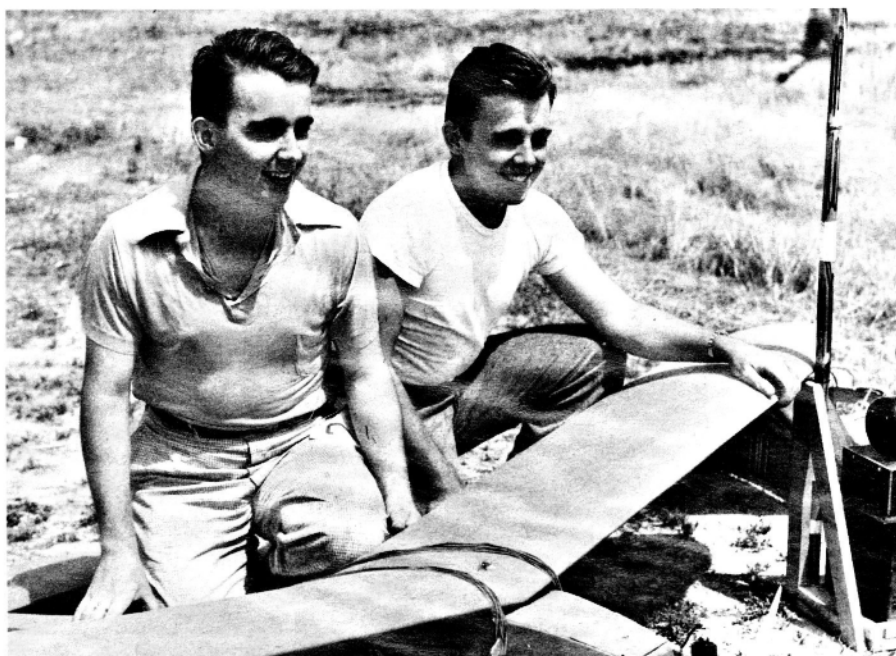


Photo 39.