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**FW: 1 What to Build for Class C Ignition**

1 message

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Tandy Walker<rdb435021@icloud.com>  
To: Trevor Boundy <jtboundy@dcsi.net.au>

3 February 2022 at 06:44

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From: Tandy Walker [<mailto:rdb435021@icloud.com>]  
Sent: Wednesday, February 02, 2022 1:39 PM  
To: Tandy C. Walker Cloud <[rdb435021@icloud.com](mailto:rdb435021@icloud.com)>  
Subject: 1 What to Build for Class C Ignition

From: Tandy C. Walker [<mailto:tandyw@flash.net>]  
Sent: Monday, January 09, 2006 1:29 PM

I planning to attend the 2006 SAM Champs and at the present I am missing the critical Class C airframe, which I must build between now and September right in the middle of having our home remodeled! :O< In preparation for the 2006 SAM Champs, I am once again trying to brain storm my next SAM building project. Here is my current status:

Large Nostalgia- I have my ST-35 powered Fubar 600X



Class A LER - I have my new 415 sq. in. Bomber

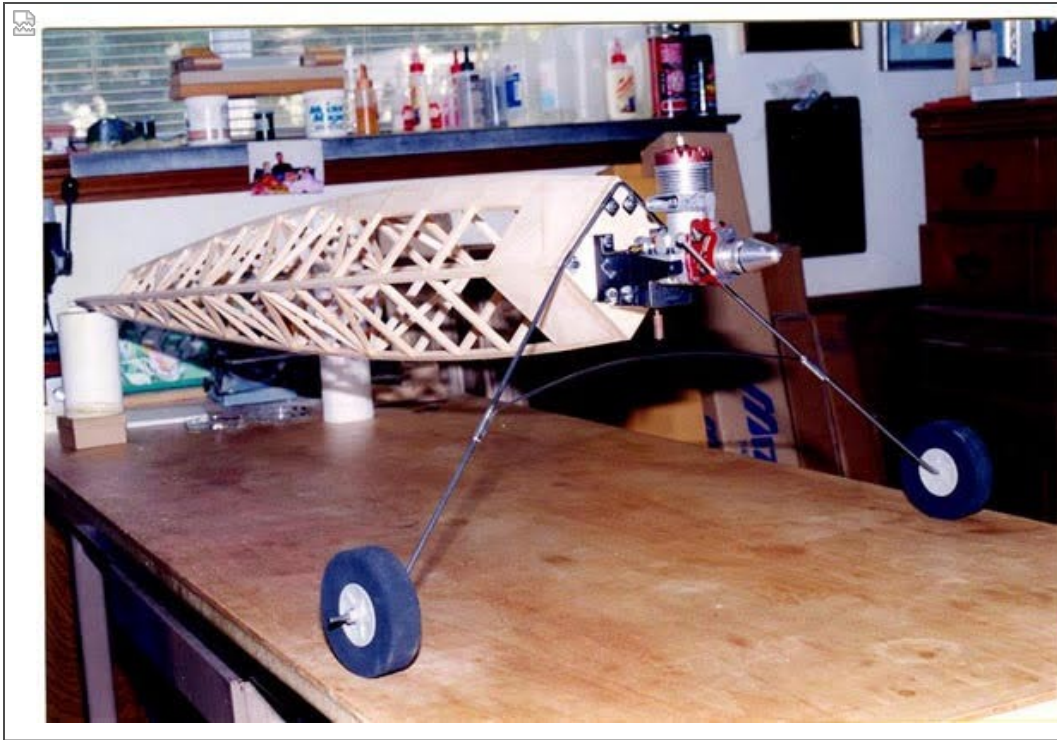


Class B LER - I have my new 490 sq. in. Airborn



Class C LER - I have the full size 96" Bomber fuselage framed and up on the gear.





However, before I commit to the big Bomber, I want to consider some other choices for Class C LER. Here are some airframe candidates:

[57" Bunch Scorpion \(1936\)](#) - Have Nothing



[72" Lancer \(1936\)](#) - Have the plans and laser cut parts



84" V-Tail Swallow (1937) - Have the plans



Now, I have the following candidate ignition engines to match up with the airframes:

[McCoy 60 Series 20](#) - NIB

[Edco Sky Devil 65](#) - Excellent Condition

[Anderson Spitfire 65](#) - Excellent Condition Lapped Piston

[Super Cyclone 60](#) - NIB Walter Huhn's "Competition Series" Reproduction

[Ohlsson 60 SP Small Port](#) - Excellent Condition

[Ohlsson 60 SP Big Port](#) - Excellent Condition

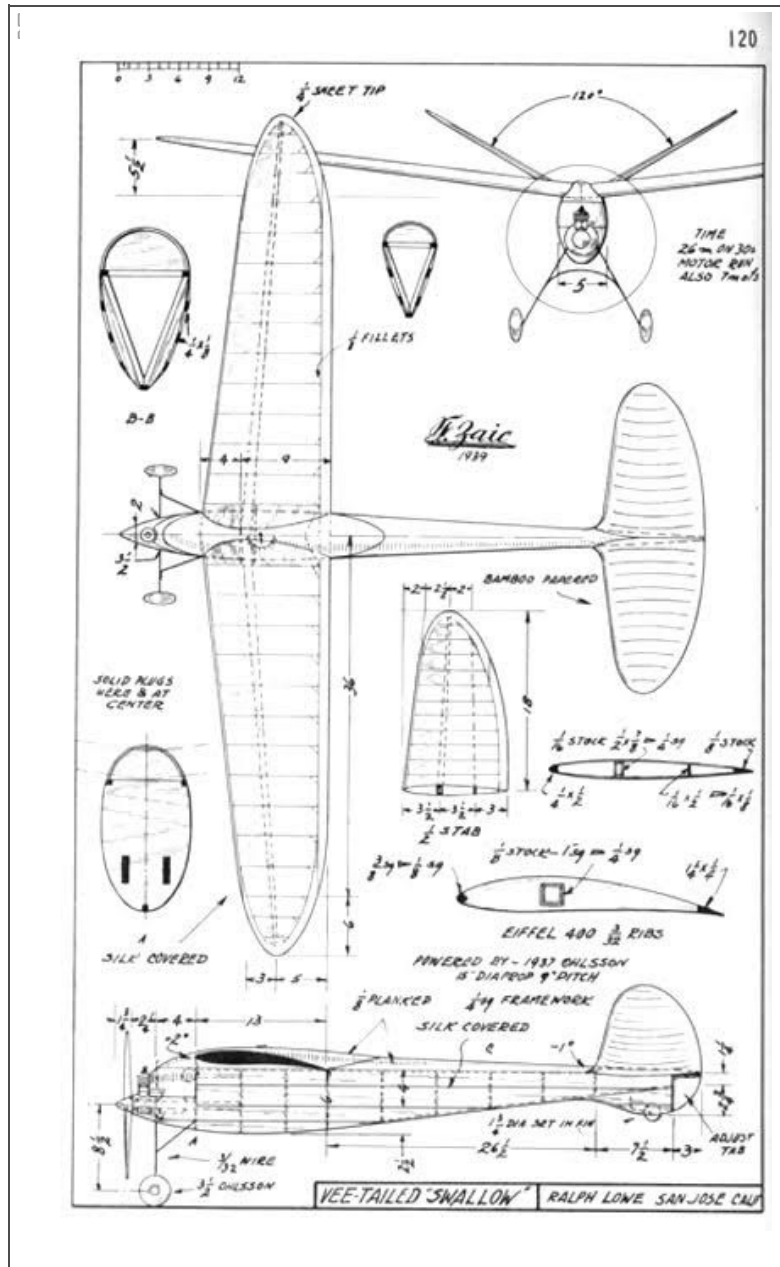


Ohlsson 60 FR Big Port - Excellent Condition

For requirements, I would want the project to be multi-purpose to compete in (1) Class C LER, and have some capability in (2) Pure Antique, and (3) Ohlsson Side Port, and maybe (4) Texaco Ignition.

If I built either the Lancer or the Scorpion, I use with upright engines, which I think is legal (right?). However, the Bunch Scorpion only has a 57" wing span, so it would have to be scaled up Class C LER, which would eliminate the Ohlsson Side Port entry.

I am really considering building the 1937 V-Tailed Swallow shown in the Frank Zaic's drawing below for Class C LER instead of finishing the Big Bomber. It has a span of 84" and wing area 794 sq. in. It would be challenging and a lot of fun to build don't you think!



I bought Walter Huhn's Super Cyclone 60 "Competition Series" reproduction ignition engine for \$350 on February 13, 2000. It is still NIB as I never mounted or run it still needs to be carefully broken in.

So now you understand my delima. I probably should go on and complete the big Bomber because it is so dam competitive in Class C LER, Pure Antique, and Texaco Ignition. However, at 1207 sq. in., it is a little large for the Ohlsson Side Port event. Anyway, I will think about it a few more days before I decide.....Tandy

