



Carl Goldberg gets some help as he prepares his new 1/2A design, the "Skyrocket", at the 1976 Nationals. Photo by Carl Fries.



Launch time for the "Skyrocket". Monokote covered, T.D. .049 powered, it lives up to its name. The old master still has his touch.

FREE FLIGHT

By BOB STALICK
PHOTOS BY AUTHOR

• Well, another summer has come and gone. If you live in the northern parts of this country, you are just looking out the window and wishing. If you are in the southern part, you are probably out tossing a few models into the air.

While you are doing your thing, the CIAM is just about now sitting in judgment over the fate of FAI programs around the world. It might just be appropriate to pause and give a good wish for sanity in Paris. It really doesn't matter whether you are a free flyer or not, the effects are the same for anyone who flies FAI events . . . R/C, U/C, Scale, Indoor or Outdoor.

As with most governing bodies, the CIAM got in over its head. It's happened before . . . and it will happen again. The AMA has done it, the FAI F.F. Committee has done it. Part of it comes about by wishing to be "good guys" and provide equal opportunity for all. Part of it comes from extending the resources beyond the capacity of the

organization to accommodate. If you've never done the same in your own personal life, then you have a good grasp on your own limitations and resources. If you have, welcome to the majority.

Enough of the philosophizing.
MYSTERY MODEL FOR DECEMBER

This model should prove of little difficulty for those of you who have been in the modeling game for awhile. It is one of the earlier FAI Power models, and though originally intended for diesel operation, it has been flown successfully with glow engines. I believe it was even kitted for awhile. Younameit, you-gettumprize . . . from Bill Northrop.

The Mystery Model for August was correctly and first identified by Russ Oliver, Phoenix, Arizona. It was the Electro-Mite, by Paul Del Gatto, from Dec. 1960 A.M.

Gerald Knoblauch, Simsbury, Conn., and D. A. Coovert, Marion, Ohio, first identified D. A. Krupp's "Pixie", from

March 1958 F.M., as the September Mystery Model.

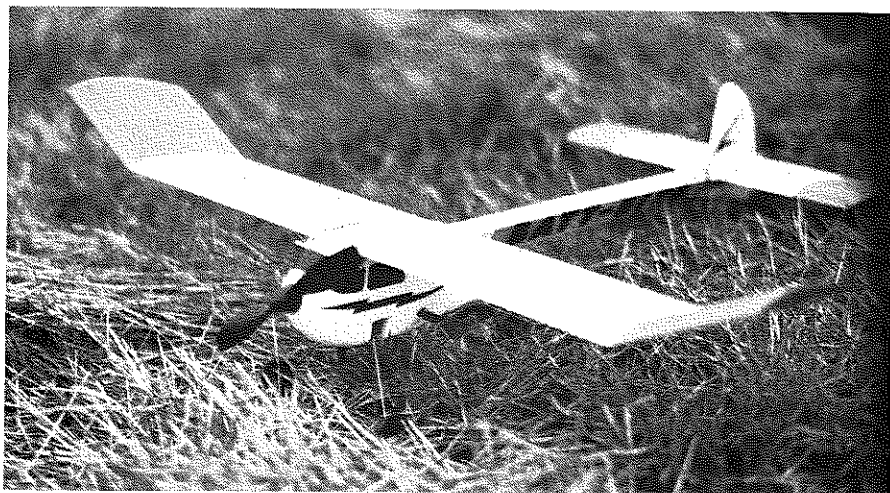
Maurice Schoenbrun's Torp .29 powered Class B "Planeteer", from October 1948 F.M., was the Mystery Model for October, 1976, and it was first correctly identified by Russ Barrera, San Marcos, California, who was founder of the famed Russ-Craft Model Museum.

DARNED GOOD AIRFOIL—Gott. 428

You'd think that with the recent series in Model Builder Free Flight, we would have exhausted the Gottingen line of airfoils, right? Wrong! This one was tested and developed as a section for FAI Power Models. Granted that was in the days before the 7 second engine run, Seelig timers and Rossi engines, but the airfoil has many of the characteristics we look for in such a model section. Somewhat sharpened leading edge, high point just around 30%, slight under-camber. It has one thing which we don't usually look for, and that is a 9.6% top camber. With some judicious trimming of the section, the top camber can be reduced to be more in the neighborhood of 8 to 8.5%, thus putting it in the category of current fads. This section might be looked at as a thicker version of the Benedek 8353 b2. Billed as a stable airfoil, with recommendations to plank the upper camber to about the 40% mark to avoid laminar separation, you should use a stabilizer section in the 7% to 8% range. Thinned Clark Y would be an excellent choice.

THREE-VIEW OF THE MONTH

This month's model is available to you as a full-sized plan. If you are intrigued by the challenges of Jetex powered flight, this little ship will get you going at a minimum of expense. Powered by a Jetex 50 Hellcat, the Good Times simply



Electric powered free flight is here. Model is the original Batt-Bird, by Bill McDow. Styrofoam construction in the fuselage. Powered by a Mattel unit.

zips into the air at a phenomenal rate of climb. Best of all, it can be built with a minimum of effort and time . . . as well as cash outlay.

Three models have been built since our move into apartment living, and they have all performed admirably. I don't think the D/T system shown on the plans is absolutely necessary, since the model is really easier to build than a hand launch glider, and the D/T system simply congests the model . . . but they do thermal since the weight is nearly nothing.

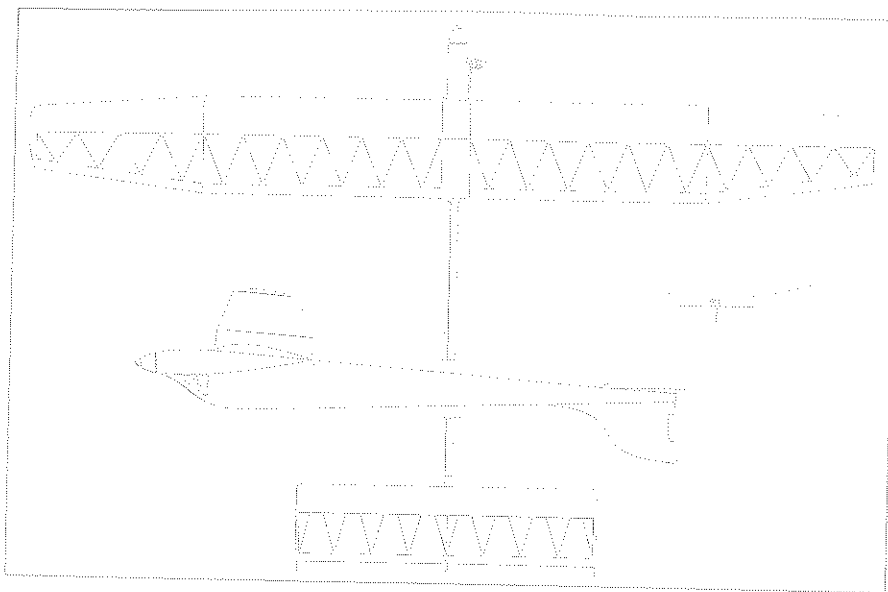
The plans are self-explanatory, but a couple of notes are in order. Be sure to include the spruce backbone on the fuselage, or else you'll be troubled with fuselage breakage. Cover the wing with tissue and apply two coats of thinned nitrate dope. Dope the entire fuselage and stab with 2 coats of nitrate. It would help to glue a piece of aluminum foil under the fuselage just behind the engine to keep this area from getting charred by the blast (?). Be sure to wash in the wing as specified. If in doubt, put in more wash in than you think it will need. Glide is controlled by excessive stab tilt to the right and climb is controlled by offsetting the rudder to the right. Engine thrust should be straight . . . with no offsets. When ready to fly, the entire ship should weigh in at around 20 grams with motor loaded. That's about .8 ounces, and with a good Jetex burn giving out around .6 oz. of thrust, the model really hauls.

For those of you wondering how to get more out of your Jetex, follow these tips:

1. First of all, remember that Jetex is a finicky power source, and so you should approach the entire experience with some good humor and finickiness.

2. Be sure your fuel is really dry before trying to get it to light. What we do is to sandpaper the faces of each pellet and put in a 200 degree oven for a minimum of 1/2 hour. Then we remove the pellets from the oven and place in a sealable jar with a dessicant inside . . . Silica Gel from a camera shop or jewelers is fine. Don't open the jar until you arrive at the field, and don't touch the fuel any more than you have to.

3. We also take some of the pellets and cut them with a razor saw so that they are about 1/3 as thick as original.



MYSTERY MODEL for DECEMBER

We use these to fill up the engine case.

4. When loading the engine, put in all the pellets and the thin pellet on top. Hot Stuff the wick to the top pellet. Leave out the screen and run the wick through the nozzle . . . coiling the wick against the top pellet also helps ignition.

5. The major problem encountered with Jetex, other than poor ignition, is blowby, caused by a poor gasket fit. A gasket can last for several flights if, when the motor is disassembled, you take care to twist the nozzle assembly from the case instead of yanking it off. If the gasket is shot . . . replace it. If you don't, you'll get nearly as much thrust coming out the side of the motor as you get through the nozzle. If you are having difficulty getting Jetex engines, fuel and wicks, drop a line to Polk's Hobbies in New York. Aristo-Craft still imports the little devils, so they're around, although you might have to do a little hunting. The bigger hobby shops should also carry a good supply.

Hope you have some good times with your Good Times.

WHAT EVER HAPPENED TO THOSE NEAT GLIDER KITS?

The Flash, Sweepette, and U.S. Kid were first kitted by Mathis and Co., with M&P, then later by American Balsa Corp. With the demise of this company,

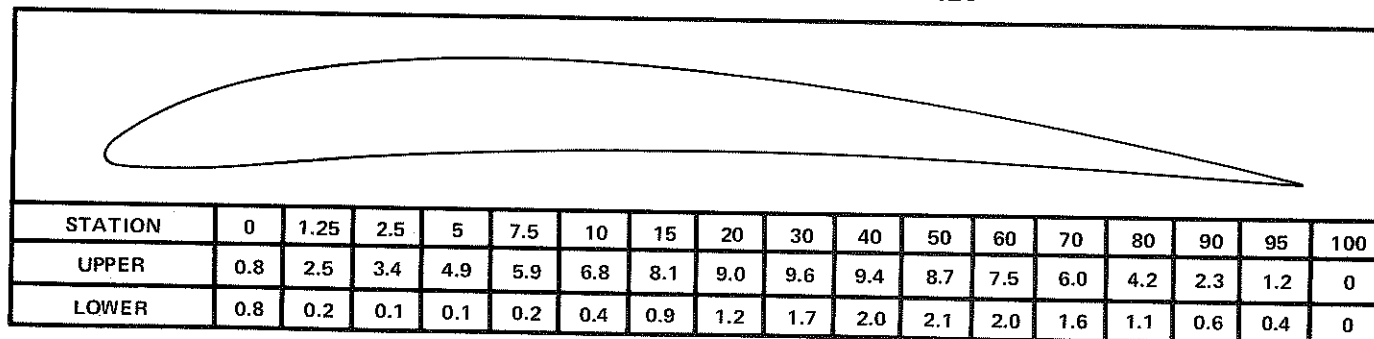
the source for these excellent kits also dried up. Now, the word is out. Matt Gewain, doing business as Aero Modeling Enterprises, is kitting these gliders, as well as the Bo Weevil, Polly and the Mini-Flash (See ad in this issue). Just ask your local hobby dealer. If he doesn't have them, then drop a note to Matt at 2215 So. Air Depot Blvd., Midwest City, OK 73110. Send him some money and he'll send you some gliders.

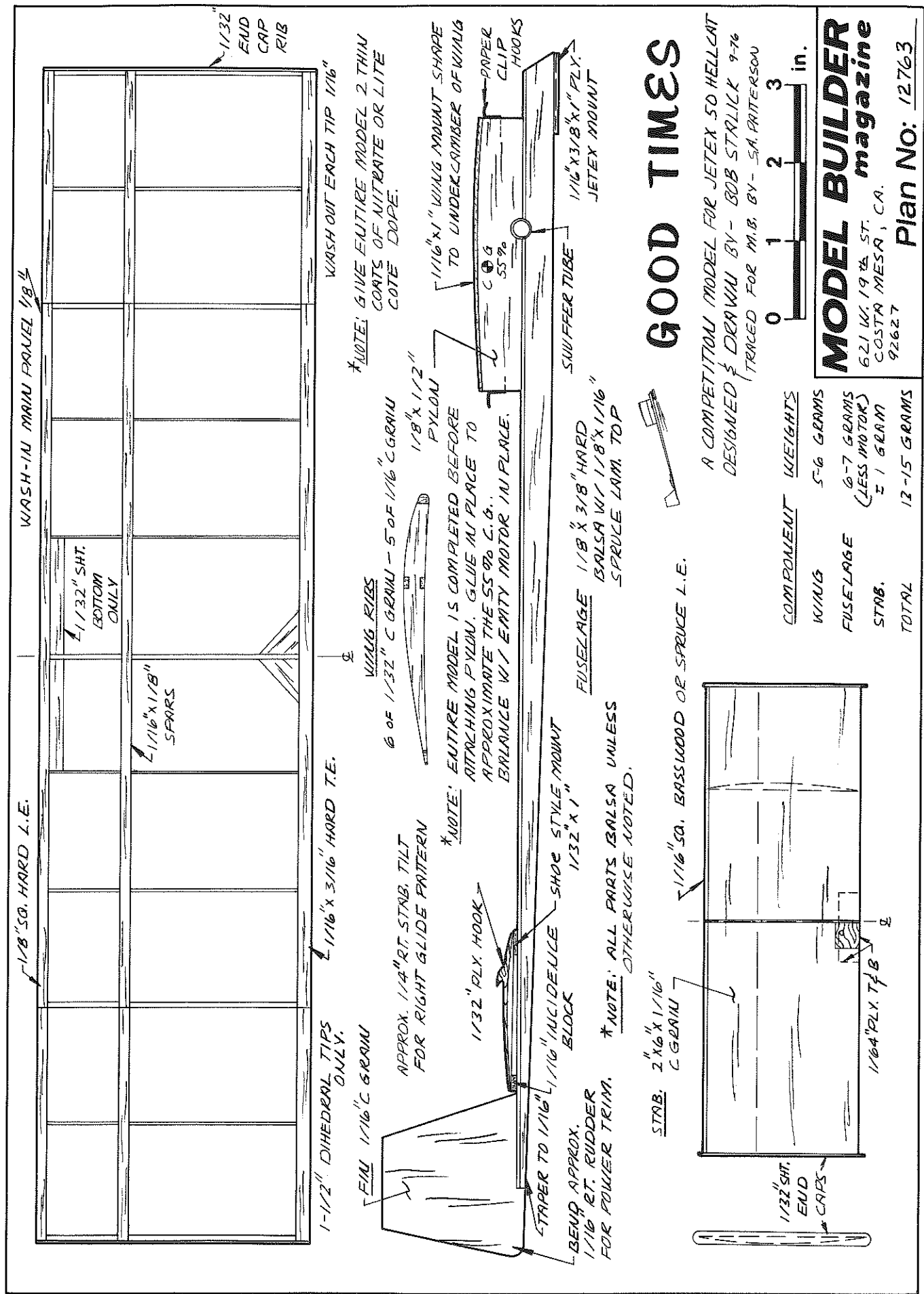
Also, the new improved series of the Pearl designs (Mini, Midi and Maxi) are now on the market. A new company, entitled Solaran Mfg. Co., is coming out with these very popular and successful kits, updated to meet the demands of contemporary competition. More information on this Dallas, Texas based concern in a later issue.

RUBBER TESTS

The September issue of Free Flight Digest just hit this apartment last week, and in it were rubber tests by Chris Matsuno. His ratings included some recommendations regarding different rubber power strip now being sold in the U.S.A. When I came to the description of the Sterling "Oriental" Rubber, I was a bit surprised. His description was different from the rubber that I had bought and reported on in some recent issues of Model Builder. I sent Chris a letter and a sample of the

DARNED GOOD AIRFOIL — G - 428





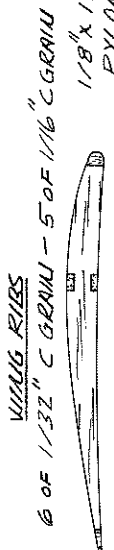
WASH-IN MAIN PANEL 1/8" B

1/8" SO. HARD L.E.

1/32" END CAP RIB

WASH OUT EACH TIP 1/16"

*NOTE: GIVE ENTIRE MODEL 2 THIN COATS OF NITRATE OR LITE COPE DOPE.



*NOTE: ENTIRE MODEL IS COMPLETED BEFORE ATTACHING PYLON. GLUE IN PLACE TO APPROXIMATE THE 55% C.G. BALANCE W/ EMPTY MOTOR IN PLACE.

1-1/2" DIHEDRAL TIPS ONLY.
1/16" x 3/16" HARD T.E.
FILM 1/16" C GRAIN
APPROX. 1/4" RT. STAB, TILT FOR RIGHT GLIDE PATTERN
1/32" PLY. HOOK
TAPER TO 1/16" 1/16" INCIDENCE BLOCK
SHOE STYLE MOUNT 1/32" x 1"

BEND APPROX. 1/16" RT. RUDDER FOR POWER TRIM.

*NOTE: ALL PARTS Balsa UNLESS OTHERWISE NOTED.

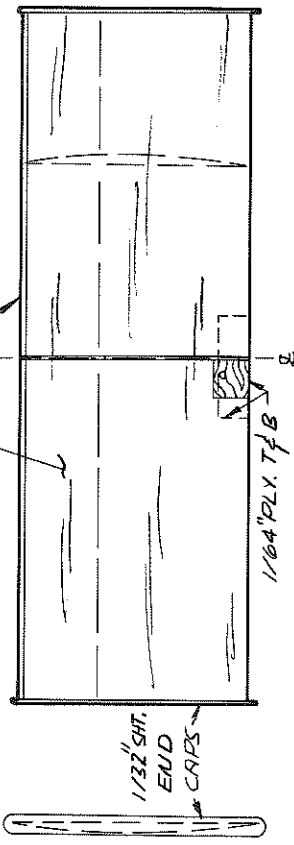
FUSELAGE 1/8" x 3/8" HARD Balsa W/ 1/8" x 1/16" SPRUCE LAM. TOP

SWIFFER TUBE

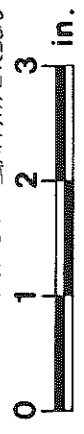
1/16" x 3/8" x 1" PLY. JETEX MOUNT



GOOD TIMES



A COMPETITION MODEL FOR JETEX 50 HELICAT DESIGNED & DRAWN BY - BOB STALLICK 9-76
(TRACED FOR M.B. BY - SA PRATERSON)



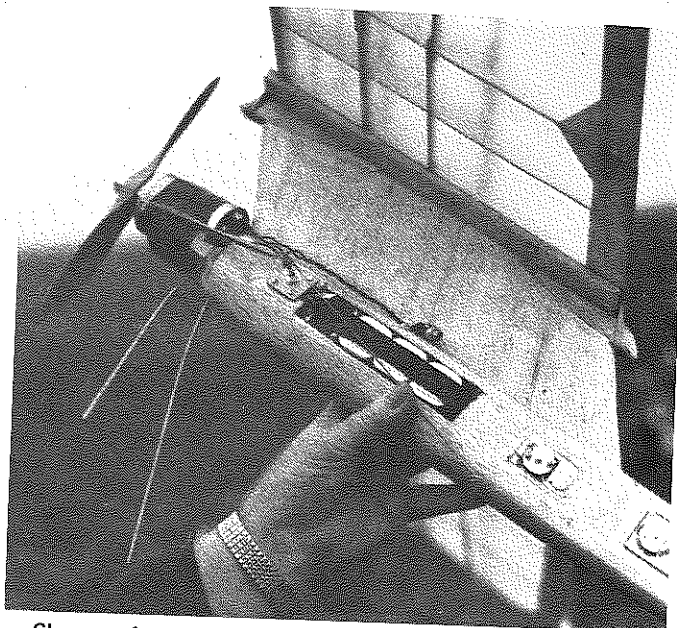
COMPONENT	WEIGHTS
WING	5-6 GRAMS
FUSELAGE	6-7 GRAMS (LESS MOTOR)
STAB.	5-1 GRAM
TOTAL	12-15 GRAMS

MODEL BUILDER
magazine
621 W. 19th ST.
COSTA MESA, CA.
92627

Plan No: 12763



Gene Bartel with his Satellite 788 GLH, powered by a large Astro Flight electric motor. Power system added 20 ounces to total weight.



Close-up of Astro installation in Bartel's model. Fifty bucks worth of nickel-cadmiums! Motor cut off by Tatone timer to spring loaded sw.

rubber I had and he responded:

"The sample of rubber which you sent me does appear to be different than the sample which I tested earlier this year. The rubber you sent me is much thinner (about .037) than the rubber I tested (.040). It is also softer, and seems to have a different surface texture."

So, more information will be forthcoming on tests of this kind of Sterling rubber.

CHANGE IN EVENTS

It's always a bit sad to see an event dropped because of lack of interest. It's kind of like cancelling tomorrow for the same reason. Recently, in Bugs Buzz, newsletter of the Thunderbugs MAC, it was noted that there was a decision to drop Payload at the 1977 USFFC, but it was saved from extinction

by Joe Norcross, who offered to underwrite any losses. The reason for consideration of dropping the event was that it has failed to draw in all the years it's been offered. Penny Plane and EZB will also very likely fall by the wayside for the same reasons.

Cargo was dropped at the 1976 version of the BMA Scholarship Meet. The difficulty facing clubs who sponsor contests is that meets become more expensive to fund . . . and there is a loathing to raise entry fees to compensate even though the costs of prizes continues to escalate. Consequently, some of the more intriguing events, like Cargo and Penny Plane, go by the way . . . but yet we keep our plethora of lookalike gas classes, because they are popular.

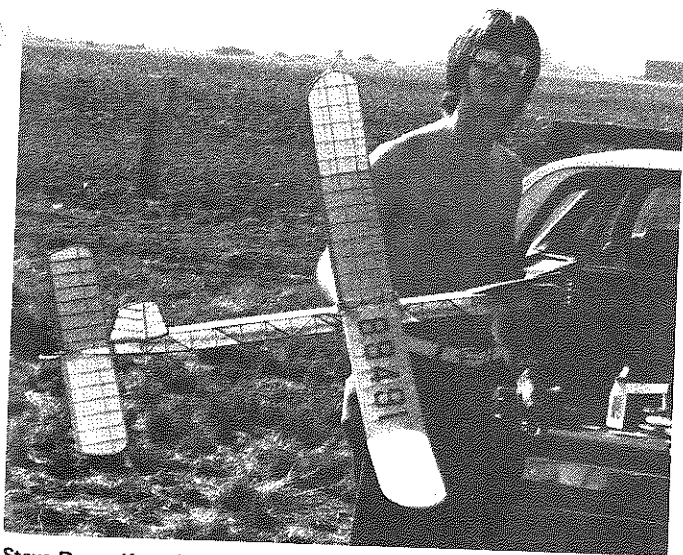
This also means that we might be loathe to add new events for the same reasons. An exception are the new

electric classes which are beginning to be seen in the newsletters. The Williamette Modelers Club decided to try an electric event at our Annual Silent's Please meet this year, expecting to get one or two contestants. When the contest rolled around, there were not one or two, but five entries . . . and the event was won by a junior flying a Starduster powered by an Astro .020. Maybe electric is the new event of the future in free flight.

So, there you have it for 1976. Here's hoping your new year dawns brightly with a good year for 1977.

While you are wishing each other the season's best, remind yourself that you should be in contact with your contest board member more often . . .

Make it a New Year's Resolution.
See you in 1977.



Steve Dona, Kent, Washington, tied John Lenderman in Unlim. rubber with this British design, Urchin. Lost in flyoff.



Rol Anderson, the guy who beat out Lars Olofsson in A Gas at the 1976 Nationals for 1st place. Both used their FAI ships.