

# WHAM

## NEWS VIEWS AND REVIEWS



Official Publication of the Wichita Historical Aircraft Modelers, SAM 56,  
and the Kansas Sunflower Squadron, FAC Squadron #23

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## Trimming Tips for Scale Models by Bill Henn

My experience has been that after a scale model has been trimmed to glide straight ahead by hand gliding, then the flight turn during the power mode can be set using thrust changes alone. Some wash adjustment may have to be added at this point to prevent the inside wing from dipping. After a good power pattern has been established, the glide may have to be slightly reset by very carefully adjusting the rudder through the process of trial and error. Sometimes, some of the side thrust has to be removed to get the glide back the way you want it.

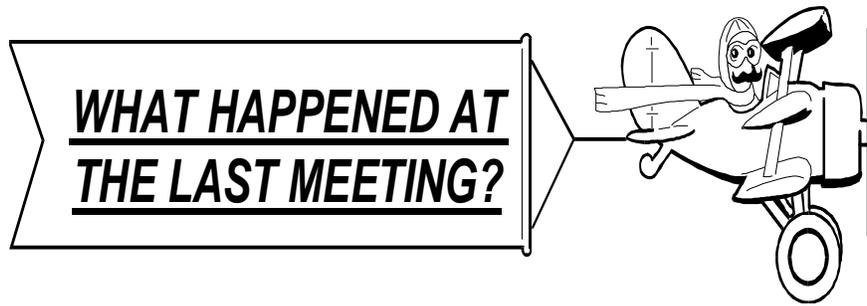
I often see many scale models flying fine in the early part of the power mode, or almost entirely through the power mode, which then suddenly turn in the opposite direction and spiral in. I think this may be a case of the power turn being too tight, which often requires that a lot of wash be used to keep the inside wing up. When the torque burns off, the model spins in the opposite direction, especially if you are using a rearward CG. A lot of down-thrust may counter this problem during the initial part of the power mode but, eventually, the model stalls and falls off to one side as the torque diminishes.

I set the CG where I think it should be which is usually at 35% of the cord. I just tack in the horizontal stab, leaving room for it to be shimmed if necessary. If the model dives during hand gliding, negative incidence is added. I always go for a flat "floating" glide never a shallow nose dive.

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If the model turns slightly in either direction, something is probably out of alignment and should be corrected before power flying. The only exception would be a very gentle turn caused by wing wash that was put in deliberately to keep the inside wing up.

If the model stalls in flight it may be because the motor has bunched up at the rear, even though it may be braided. When the model lands, check the CG on the spot without disturbing the way the motor has settled. Another cause for stalling is often that the glide turn is too wide. Tightening up the turn slightly may cure the problem.



## **November 8, 2008 Meeting Minutes**

### **ATTENDEES:**

Mary Kay & George Avila, Debbie & Tom Derber, Jeff Englert, Jane & Earl Griffith, Danise & Bill Lindsay, Marty & Jim O'Reilly, Mary Beth & Ed Ross, Marilyn & Bill Schmidt.

President Ed Ross called the meeting to order.

The previous meeting minutes were approved as published.

The treasurer's report was read by the treasurer, Jim O'Reilly

### **OLD BUSINESS:**

None.

### **NEW BUSINESS:**

Elections of club officers took place.

George Avila reported on the Kansas City Engine Collecto.

Jeff Englert reported on the WESTFACII organizational efforts to date (additional data later.).

The winner of the 1/2A Annual Texaco Trophy was announced.

Membership dues are now due.

### **SHOW AND TELL:**

Jeff Englert brought in a Contestor class B rubber endurance model built from plans in the last NL.

Jim O'Reilly showed a Casano Stick rubber endurance model that had been lost at the Colorado flying site for months.

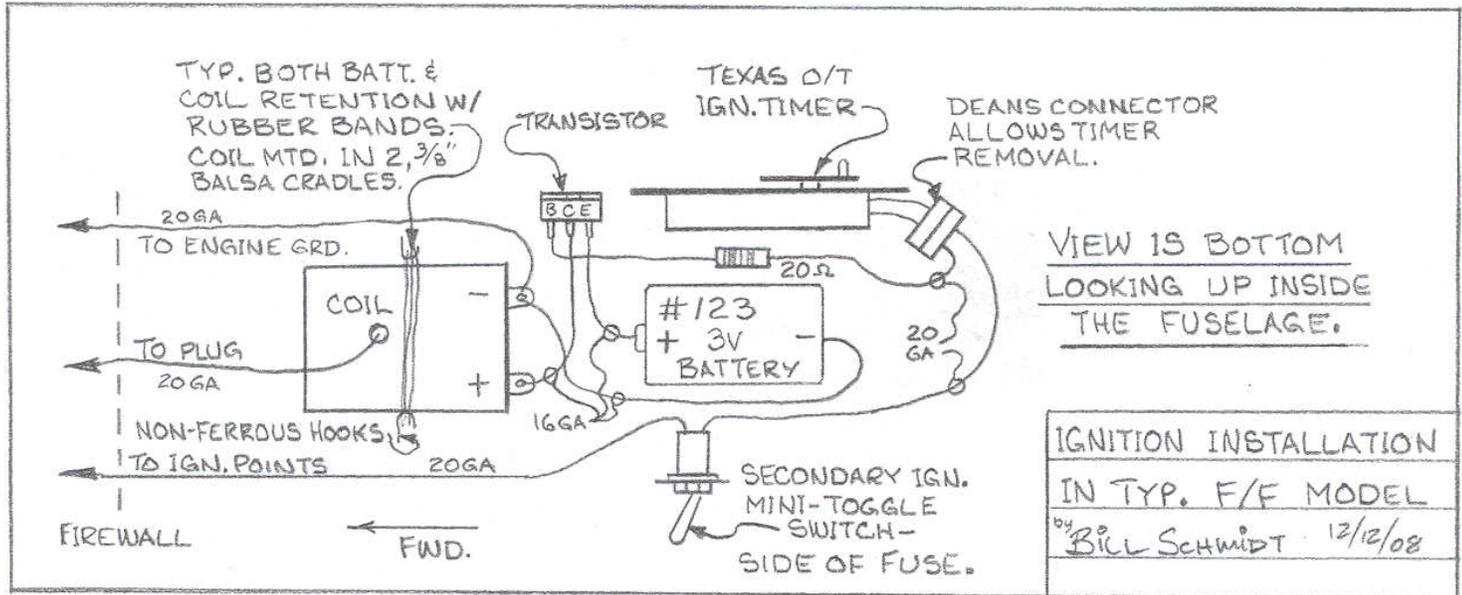
Earl Griffith brought in some more of Lamoine Schrock's estate to re-distribute, Playboy cabin and Record Hound frames.

Jack Phelps showed how he converted an Arden .19 gas powered Playboy Sr. to electric R/C assist.

Bill Schmidt showed 2 McCoy .098 engines he had converted to ignition with the addition of points. He also had a Baby Playboy with an Atom engine for FF and a Comet Vultee Vengeance rubber scale model.

## FF Ignition Installation Schematic

Bill Schmidt's recent investigation into McCoy .098 ignition conversions and I believe a desire to drop one into a FF lead him to diagram up a installation schematic for use by all. I copied a straight forward design Paul Plecan's Simplex as a carrot.....



The MMM runs a very enjoyable contest on their huge field every Labor Day weekend and continues to dream up incentives for attending. They have been trying to increase the FAC activity and the latest method involves money... Enticing? Plan on going this year.

### The Magnificent Mountain Men Club wants *YOU*

To fly FAC WWII Combat in Denver, Labor Day weekend, 2009

**\$100 cash to the winner!**

Second through last place receive *ZERO dollars* (Gentlemen, this is COMBAT!)

#### The rules:

- FAC rules, 100% by the book. 3-D combat A/C only
- Models must have armament and meet the 45-point rule.
- First time FAC flyer? Your entry into this event is FREE!

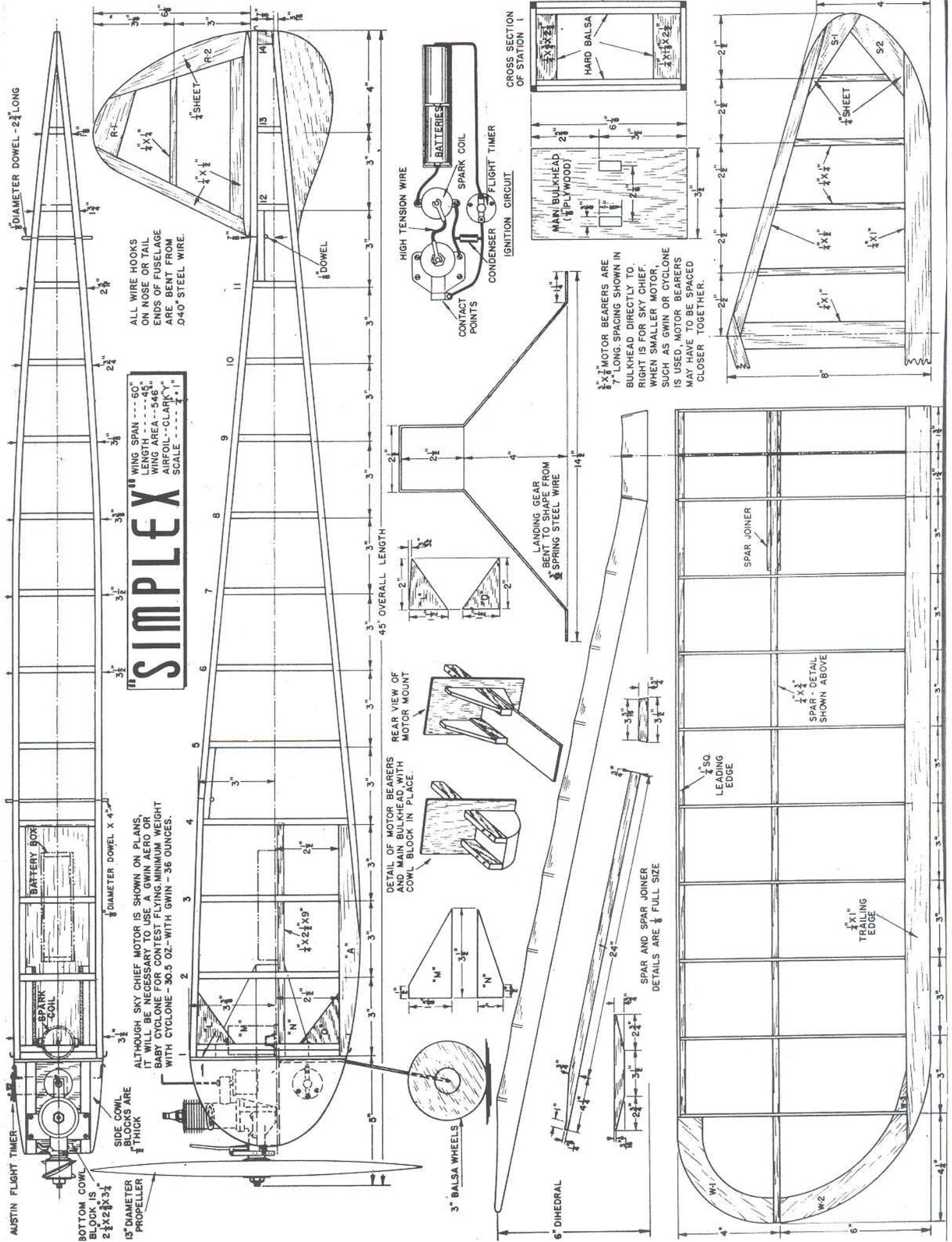
***Every combatant will receive a very special gift just for participating!***

This special event is just one small part of the **44<sup>th</sup> Rocky Mountain FF Championships** weekend, which features more than 40 competition events in every FF discipline from FAC (ten events) to AMA, FAI, SAM, and more. Three days of flying (September 5-6-7) in our glorious late-summer weather, with (typically) light winds and shirt-sleeve temperatures.

Oops! Did I forget to mention our 27,000-acre (5 x 7 miles!) flying field?

Visit [www.themmmclub.com](http://www.themmmclub.com). Or email the Contest Directors:

Don DeLoach [ddeLoach@comcast.net](mailto:ddeLoach@comcast.net) Jerry Murphy [jb\\_murphy@msn.com](mailto:jb_murphy@msn.com)

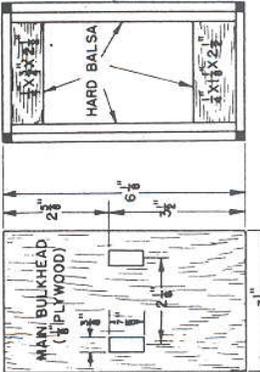
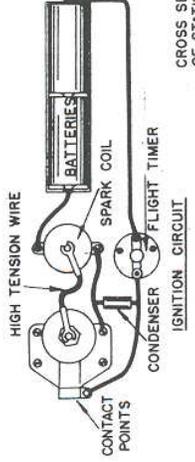


# SIMPLEX

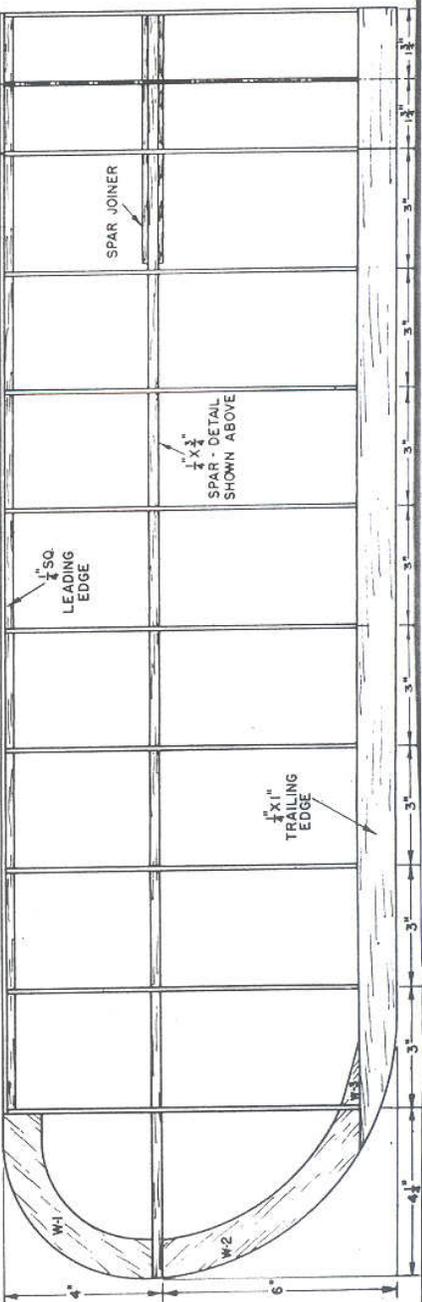
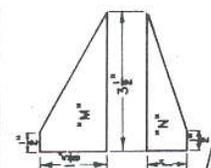
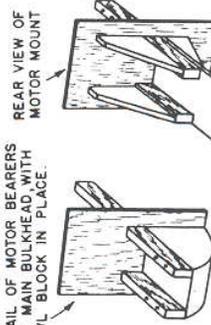
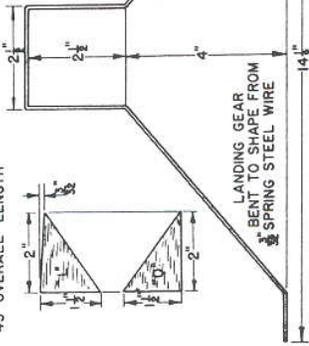
ALL WIRE HOOKS ON NOSE OR TAIL ENDS OF FUSELAGE ARE BENT FROM .040" STEEL WIRE.

WING SPAN --- 60"  
LENGTH --- 45"  
WING AREA --- 546"  
AIRFOIL --- CLARK "Y"  
SCALE --- 1/4" = 1"

ALTHOUGH SKY CHIEF MOTOR IS SHOWN ON PLANS, IT WILL BE NECESSARY TO USE A GWIN AERO OR BABY CYCLONE FOR CONTEST FLYING. MINIMUM WEIGHT WITH CYCLONE - 30.5 OZ. - WITH GWIN - 36 OUNCES.



1/2" x 1/2" MOTOR BEARERS ARE 7" LONG. SPACING SHOWN IN RIGHT IS FOR SKY CHIEF. WHEN SMALLER MOTOR, SUCH AS GWIN OR CYCLONE IS USED, MOTOR BEARERS MAY HAVE TO BE SPACED CLOSER TOGETHER.



## WESTFAC II Information

### Gainesville Municipal Airport (GVL), Gainesville Texas

WESTFAC is a movement of sorts. It exists as the product of hard work that began with a core group of Free Flight modelers from the San Diego **Scale Staffel** in 2005. Under the leadership of Roger Willis, the first Western Regional event became a reality in 2007 with the FAC Southwestern Regional meet, held at the SCAMPS model flying site in Perris California. This meet was attended by FAC Squadron members from Texas, Colorado, New Mexico, Nevada, Washington, Oregon, Canada and England in addition to six California based Squadrons.

All events noted are conducted to Flying Aces Club (FAC) Rulebook Standards

**Friday .....September 25**

Scale Judging at **Comfort Suites**

**Saturday.....September 26 7am until 4 pm**

Power Scale	Thompson Race
Rubber Scale	Jimmy Allen
Jumbo / Giant Rubber Scale	Golden Age Scale
Peanut Scale	Old Time Rubber Cabin
WWI Combat (No Monoplanes)	Low Wing Military Trainer Mass Launch

**Sunday.....September 27 7am until 4 pm**

Power Scale	Greve Race
Rubber Scale	Old Time Stick
Peanut Scale	Dimescale
Jumbo / Giant Rubber Scale	Embryo
WWII Combat	

Check out their website;  
<http://www.westernfac.com/events.html>

**PROOF THAT SOME ACTUALLY READ THIS NEWSLETTER,**

I get email responses— this for the Baka Bomb Glider a while back....;

Just saw your featured plan in the Sam 56 newsletter! What a memory rush!!! I built one when it was featured in Model Builder. Dad helped me and we used HEAVY balsa for construction. I was in 3rd or 4th grade at the time. For a catapult I borrowed one of my dad's unlimited rubber motors. This was a loop of 1/4" rubber about 15 or 20 feet long! After some initial trimming, it took the plane to school and began flying it during recess. The recess teacher took one look at my 20' catapult and sent me to the principal. I showed him the plane (but not the catapult) and was quickly given permission to fly it during recess! So out I went with a group of 10-15 kids in tow to fly my plane. I had a friend hold the catapult at one end and stretched the catapult back for 30 or 40 feet and WOOSH! it took off and went straight up for 150 feet or more. It flopped out on top of the climb and quickly glided down for a landing. So this was a great week or so of flying at recess till the plane was finally stepped on by on of the kids. Great FUN! Build this one it is a blast!

Steve Dona SAM 8

