

Gene Wallock on Basic Rules for Building Rubber Models

An article filled with wisdom published in the January 2003 Southern California Ignition Flyers Newsletter, Flight Plug,
Mike Meyers, Editor

Gene Wallock has several general principles apply to all of his rubber models. He builds 1/8" of down thrust into the fuselage of each model. He drills the noseblock so that he has 1/16" of right thrust in the noseblock.

The 4 basic longerons should be as hard as nails to prevent breaks on DT landings. Uprights and cross pieces are spacers and can be light. Ribs are compression members from hard landings and covering tightening. Use stiff wood(C Grain), or run a bead of CA along the rib to stiffen it up. . Add a 1/32 X 1/16 side member to make the rib bulletproof.

Filler wood grain in the nose and rear peg should be side to side. Use 1/16 Ply doublers on the inside of the fuselage at the rear peg. Check fit your blast tube before you go too far building the fuselage. DT Snuffer Tubes should be mounted across the fuselage on the CG. You don't want to try and light something at the tail end with a fully wound motor.

Cover the fuselage with Polyspan. Trim with tissue or Higgins Ink. Black Fuselage and Rudder, white wing and stab is the most visible. Add Monochromatic round reflectors to the fuselage sides, between the wing TE and the stab LE, both sides. Add a small piece to each prop blade. (These reflectors are cut from the shiny stick on Mylar you can get at graphics stores.)

Always use plywood shims for adjustments. Never make more than one adjustment at a time. Learn to wind to the max. You won't win with a half wound model. Always launch in lift. If the lift is downwind, run down wind to launch. Watch Mik Milkkelson, Bob Goldie and Bob White. Practice picking thermals. If you see Mik or Bob Goldie or Bob White watching you intently, you are being used as a goat. You can afford to wait ten minutes to launch in lift. Don't blink first.

ROGs are easy. Hold the prop tip with one hand and the wing tip with the other. Let go of the prop a few milliseconds before the wing tip. I hold the prop and fuselage. At launch I let go of the prop and then the fuselage, describing an arc with my hand from the front of the model to the back. A push generally creams the model.

Sit down with someone who knows how to carve a prop and learn. Superior props aren't bad and Aerodyne has a good prop kit. Your toolbox should contain everything you'll need at the field. I bought duplicate tools. I hate to borrow. Examine the other guys' models for ideas.

Thermals — Gene Wallock