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DECEMBER 1976

NEXT MEETING: WED. Dec. 1st at 7:30, College Park Airport.
(REMBER THE MEETINGS ARE ALWAYS THE 1st WED. OF
THE MONTH, SAME PLACE SAME TIME!)

Another great Bull Session was held on the 19 of Nov. with of movies of Air shows, contests, and fun flying shown by Steve Poretz and Paul Spreiregen. Thanks fellows. We had a turn out of a dozen, some of the regulars being out of town. Stew Meyers showed up with his new House of Balsa Messerschmitt, a really find job, to bad everyone couldn't be there to see it cause when Stew gets in the air he often reverts to his old freeflight days and becomes so engrossed in the flight of a beautiful plane he has been known to become an observer and forget he is controlling this beautiful sight. The other problem is someone else at the Goddard flying site has the House of Balsa P-51 and our mustachioed throttlebender can't resist a dog fight!

Steve Poretz had his own design flying wing and passed out plans for his aileron pulse job "Micro Stik" about 13" span.

The Bull Session for Dec. has been canceled because of the holiday crush, but will be picked again in Jan.

We continue to get a good turn out of really interested young flyers at our Kennedy H.S. flying sessions. And speaking flying, only one flying date left to trim out your P-Nut before the P Nut contest at Kennedy on Dec. 10th. Also remember start building if you haven't already for the big two day scale contest at Andrews AFB on Jan. 15th 16 and 16th, AMA multi and single wing, P-Nut Multi & single wing, WWI combat and no-cal scale. Hurst Bowers tells me George Meyers is coming up from Texas for this one, hope to also draw a good crowd from outside the area as this will hopefully become an annual affair.

As you will read some of our untables are still talking about instability. Five of us just made it out to the COMSAT flying site this past Sun. in time for the Sun to hide, a cold front to come thru, the wind to blow and the rain to fall, however we will continue to show up on halfway decent Sun. afternoons, come join us your going to love it, get away from that TV and the REDSKINS won't be able to give you cardiac arrest.

Congratulations to Pat Daily, newly elected president of the Maxecuters for 1977 and a sincere thanks to outgoing president John Sites for a job well done.

After reading Rolfs C.A.V.U. this month the next time I see Gilmore at the Air & Space Museum it will mean more than just Turner's stuffed pet lion. We are indeed lucky to have someone like Rolf in the club who was an active modeler and pilot during the Golden Age of flight (and still a fine scale builder and current NATS outdoor rubber scale champ) to regale us with stories and personal glimpses of that fabulous era. I know everyone enjoys C.A.V.U. Rolf, keep the stories coming.

Ray

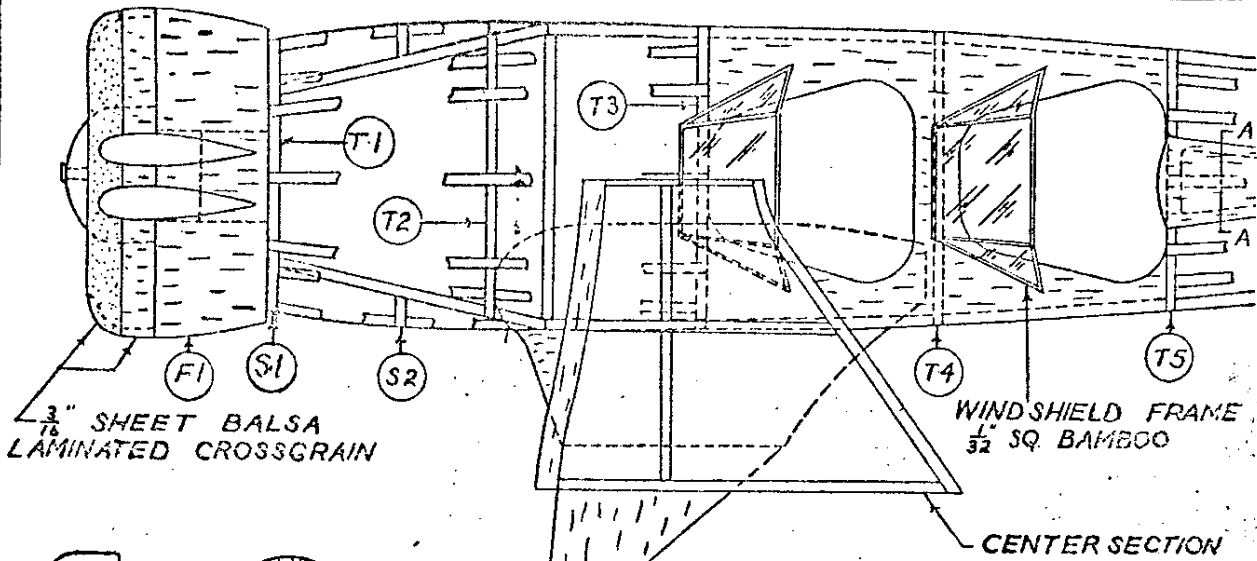
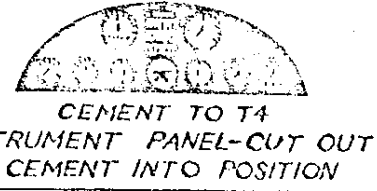
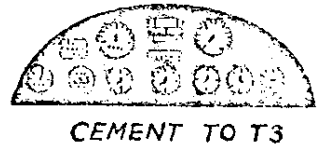
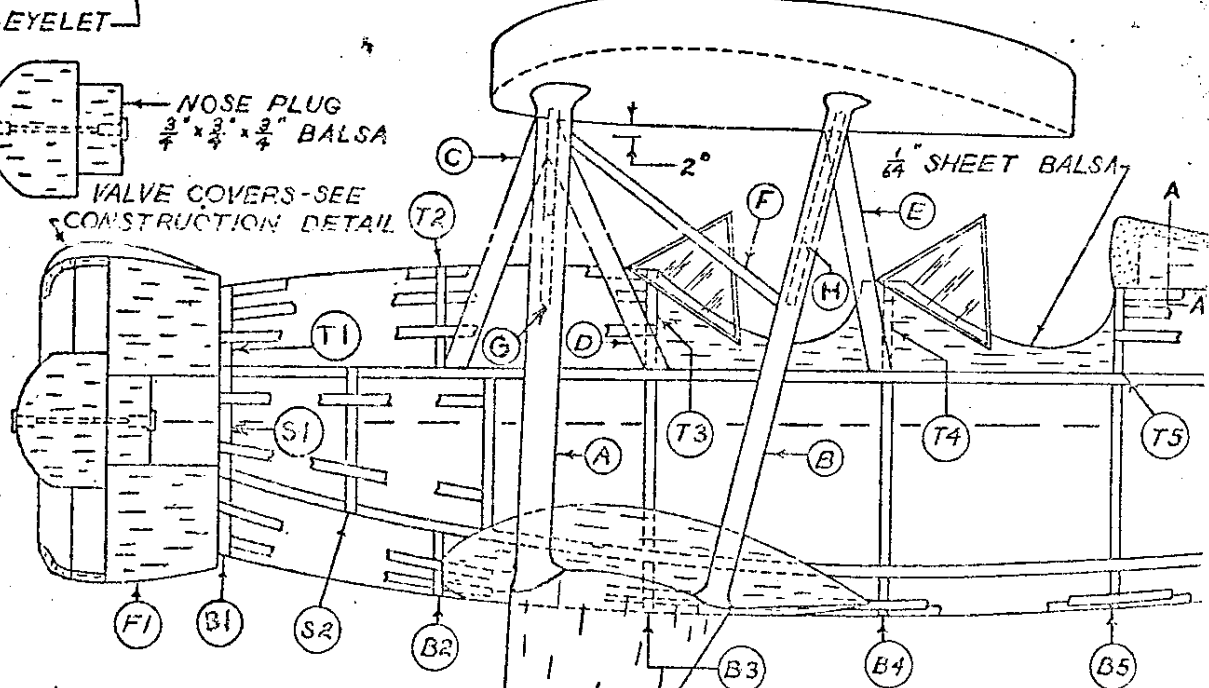
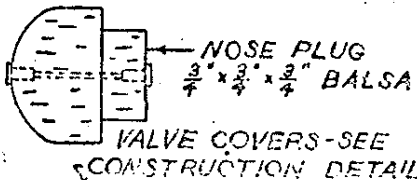
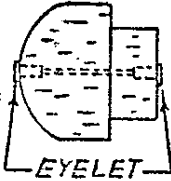


PLATE No. 1



STINSON
SENIOR TRAINER
FLYING SCALE MODEL
SCALE 1/2"=1'
J DAVIDSON - H. APPEL

By Rolfe Gregory

Some of you have heard this story before, but a couple of the club members thought it might bear repeating. If you already know the story, you can proceed to the next article.

Did you ever hear of the man who flew with the lion? That's right, a LION. Roscoe Turner got the lion when it was a small cub, named it "GILMORE" for his sponsor, the Gilmore Oil Company, and flew about the country setting records, carrying the cub in the cockpit with him. When the cub grew to manhood, and several hundred pounds, Turner built a cage in the cabin of the airplane and still carried "GILMORE" around.

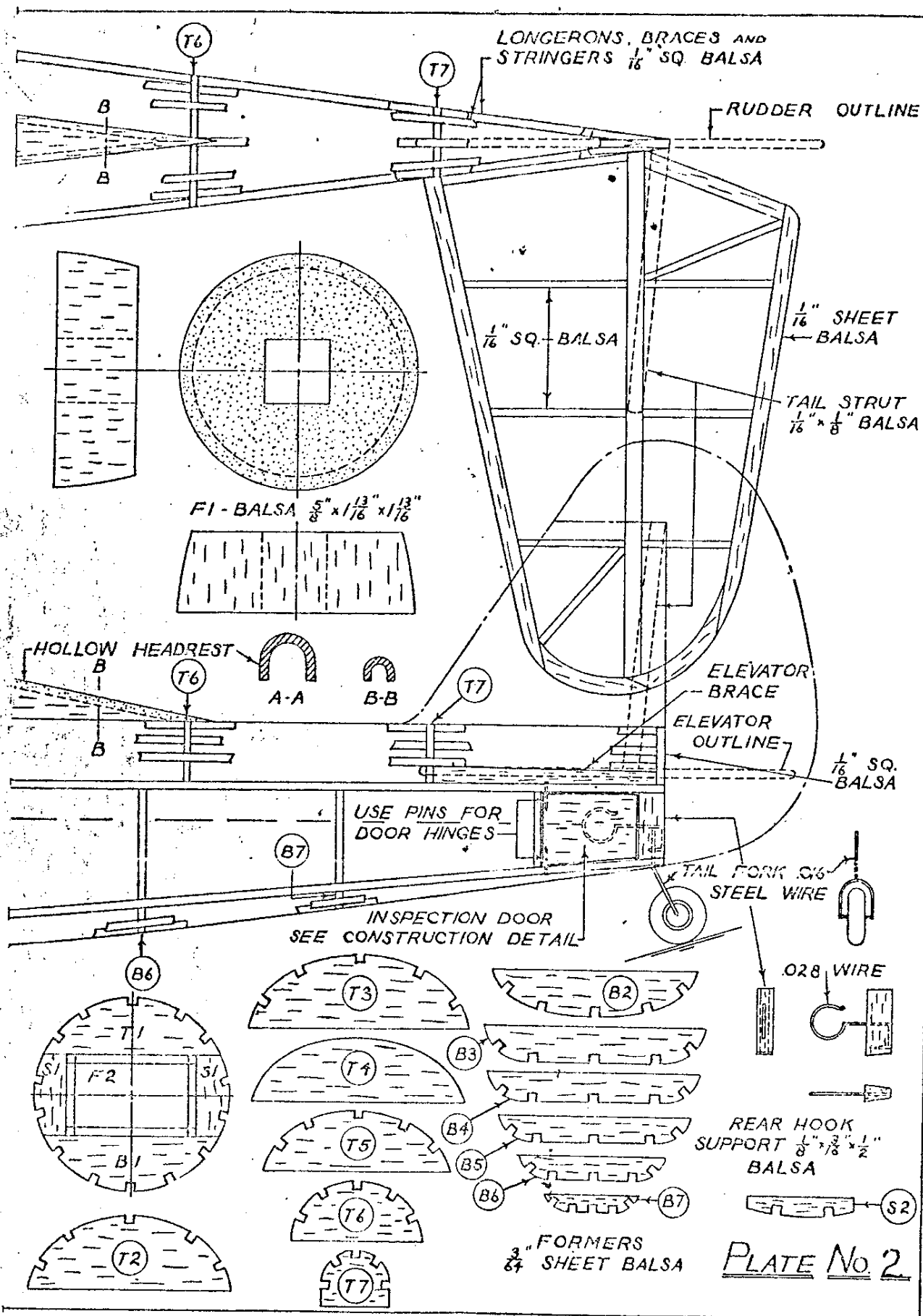
My first encounter with "GILMORE" was at Byrd Airport, Richmond, Va., in the early thirties, under startling circumstances -- to me that is. Having bummed a ride to the airport this day, and with nothing on my mind but airplanes, I headed for the back door of the hanger. Turning the corner, I came face to face with a lion! He stared at me for an instant and then gave forth a low growl. It has frequently occurred to me that "GILMORE" stunted my growth at that moment. Until then, I was about the same height as my teen age friends, but from then on they kept growing and left me at 5 feet 6:

After regaining enough strength to back away, I ran to the front of the hanger and met some of the airport gang. The expression on my face must have told them the whole story because they almost rolled on the ground laughing. After they had their fun, they told me the lion was chained to a pin in the ground and, anyway, he was fairly tame. Seems that Turner had flown the red and cream Gilmore Oil Company's Lockheed Air Express in, the night before, and because the Richmond hotel wouldn't accept the lion as a guest, Turner had left him as a guest of the airport.

Flying with a lion as a pet was just one of Roscoe Turner's gimmicks from his bag of tricks. He was a master showman. Turner was to full-size aviation what Jim Walker was to model-size aviation. Both were flamboyant, accomplished performers who really knew how to "turn a crowd on". Turner's name meant SPEED! Whenever he was listed as a contender in an air race, the crowds flocked to watch. In 1939, at the National Air Races in Cleveland, over 225 thousand people watched him race for the last time and win the Thompson trophy - the "really big one" - for the third time. I cannot verify it as fact, but I have read that it was the greatest number of people that had ever gathered at one place to watch any kind of event, up to that time.

When Turner announced his retirement from racing after he won the 1939 Thompson, it marked the end of an era. It would be 1946 before the big race would be flown again, but it would never be the same. The flavor was gone. Military airplanes dominated the scene, and it was no longer the proving ground for new ideas, the "Indianapolis 500 of air racing". When Billy Odom crashed into a home in the neighboring town of Berea, during the Thompson race in 1948, the Cleveland National Air Races came to a flaming end.

When the big lion, Gilmore, died in 1957, Turner had him stuffed. When Turner died a few years ago, the lion was given to the Smithsonian. I often hike over to the new Smithsonian Air and Space museum during my lunch period and pause to look at Gilmore. Somehow, that scrawny bag of straw seems to be only about half as big as it was when we first met.



LONGERONS, BRACES AND STRINGERS $\frac{1}{8}$ " SQ. BALSA

RUDDER OUTLINE

$\frac{1}{16}$ " SHEET BALSA

TAIL STRUT $\frac{1}{16}$ " x $\frac{1}{8}$ " BALSA

F1 - BALSA $\frac{5}{8}$ " x $\frac{13}{16}$ " x $\frac{13}{16}$ "

HOLLOW HEADREST

ELEVATOR BRACE

ELEVATOR OUTLINE

$\frac{1}{16}$ " SQ. BALSA

USE PINS FOR DOOR HINGES

TAIL FORK $\frac{1}{16}$ " STEEL WIRE

INSPECTION DOOR SEE CONSTRUCTION DETAIL

028 WIRE

REAR HOOK SUPPORT $\frac{1}{8}$ " x $\frac{3}{8}$ " x $\frac{1}{2}$ " BALSA

FORMERS $\frac{3}{4}$ " SHEET BALSA

PLATE No 2

OUR LETTERS
TO THE EDITOR
PAGE



DOES ANYONE ELSE APPRECIATE--

Rolf Gregory's vast exposure to aeronautical personalities and events? How many other people do you know can say they have met the individual for whom the Stout trophy is named? Please, Rolf, more nostalgic memorabilia.

AT LONG LAST--

Someone has taken the time to compose a response to something the HMPIC has written; in particular, his discussion on spiral instability. If Mr. Meyers believes HMPIC stands for "Horse Manure For Intentional Consumption", then he has indeed "consumed" the bait: I wonder, if he also barks at the Moon?

In general, I agree with the discussion on stability presented by Mr. Meyers. However, as regards his presentation of this material, well that's another story. For openers, I at least know how to spell his name. Stow, mine is SCHANZLE, not SHANZEL. In addition, if you check the last newsletter,

line 1, #4: "dehidral" - Since "hidral" is Polish for "airplane", dehidral is obviously the undoing of a hidral, which is what Mr. Meyers does with an incredibly large percentage of his models.

Old "two winger" Meyers also suggests, in addition to other things, adding the canopy to the Jap Zero to give more area forward of the C/G, and hence improve spiral stability. My Profile Publication on the "Zero" just doesn't show it that way - in fact, the canopy is behind the C/G, and hence its addition would be detrimental to spiral stability. And as most F/F competition flyers know, adding area above the C/G is also bad for stability in general. That's why you see sub-rudders.

Most people (Polish excluded) learn from their past experience, and apply this knowledge to reduce future blunders. As a result of this, and some inbred conservatism, old ZERO Schanzle still has two low wing WWII fighters that look respectable and fly realistically. Mr. Meyers feels "a view from the other end of the animal is desirable". I agree; both ends of the animal are useful, but given the choice, I'll pick "hind sight" any time.

To further substantiate that the HMPIC's "point of view" is superior, we conclude this month's words of wisdom with an old and famous anecdote.

WHEN THE LORD MADE MAN, ALL THE PARTS OF THE BODY ARGUED OVER WHO WOULD BE BOSS.

THE BRAIN EXPLAINED THAT SINCE HE CONTROLLED ALL THE PARTS OF THE BODY, HE SHOULD BE BOSS

THE LEGS ARGUED THAT SINCE THEY TOOK THE MAN WHEREVER HE WANTED TO GO, THEY SHOULD BE BOSS

THE STOMACH COUNTERED WITH THE EXPLANATION THAT SINCE HE DIGESTED ALL THE FOOD, HE SHOULD BE BOSS.

THE EYES SAID THAT WITHOUT THEM, MAN WOULD BE HELPLESS, SO THEY SHOULD BE BOSS.

THEN THE ASS HOLE APPLIED FOR THE JOB.

THE OTHER PARTS OF THE BODY LAUGHED SO HARD THAT THE ASS HOLE BECAME MAD AND CLOSED UP.

AFTER A FEW DAYS THE BRAIN WENT FOGGY, THE LEGS GOT NOBBLY, THE STOMACH GOT ILL, THE EYES GOT CROSSB'D AND UNABLE TO SEE.

THEY ALL CONCEDED AND MADE THE ASS HOLE BOSS.

JOHN SITES HAS A FEW COMMENTS

Now that the fat is in the fire (fat heads that is), just what is it that our beloved HMPIC, and our one and only (two wings are better) flying ACE - known in other circles as "The Phantom Glitcher" -- are expounding.

"SPIRAL STABILITY" --- What in the heck is that? When in doubt check Mr. Webster's Dictionary....."

SPIRAL : Mr. Webster defines as;
adj. (a) winding around a center pole and gradually receding from or approaching it.
(b) advancing to higher levels through a series of cyclical movements.

It is a proven fact that these conditions do indeed exist, since they have been observed on many occasions at club flying sessions, and meetings when our "resident pollock" and the HMPIC enter onto scientific platitudes of discussion (discriptions of their piloting prowess) as the general membership circles to and fro, and the discussions (IN DD) ascend to higher levels.

But Mr. Webster continues:

SPIRAL : v. that path of a point in a plane moving around an axis while continuously receding from and approaching it.

2. Something having a spiral form
3. A kick or pass in which a football rotates along its axis while moving through the air.

"Hail To The Redskin, Hail To The Redskin" !!
OOOPS... wrong subject.
4. a continuously spreading and accelerating increase or decrease.

Now that definition (4) has set everything perfectly clear about a spiral, let's see what Mr. Webster has to say about stability.

STABILITY :

1. The quality, state, or degree of being stable
(a) the strength to stand or endure.... we can conclude from this that..

(1) that both our beloved and much maligned HMPIC, and our one and only "Flyinf Ace" are definitely stable !!! ---- ??????

(b). the property of a body that causes it when disturbed from a condition of equilibrium or steady motion to develop forces or moments that restore the original condition.

(c). resistance to chemical change or to physical disintegration.

(c). therefore definitely proves that Model Aircraft are unstable.

2. A vow binding a Monk for life to one Monastery.

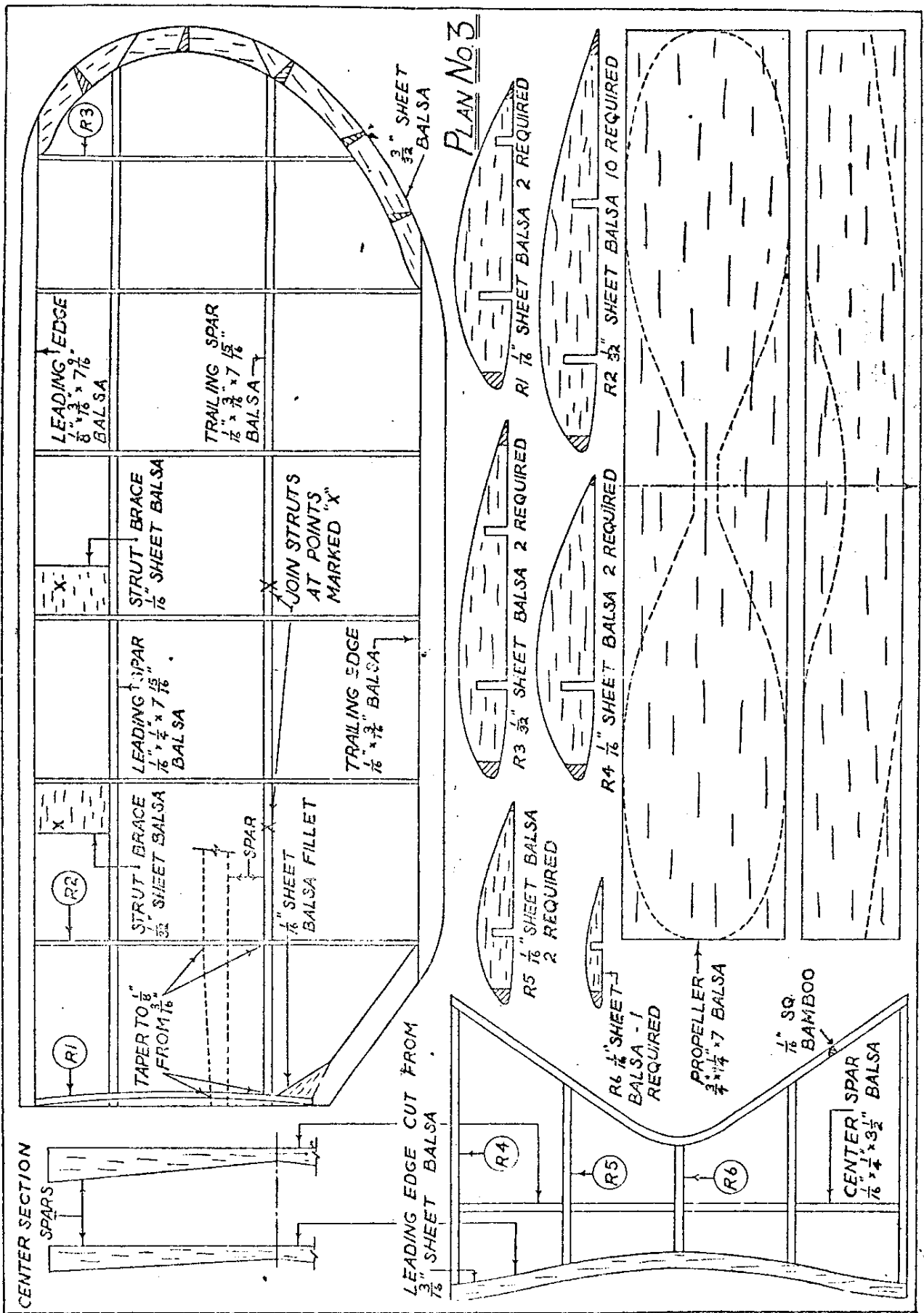
Everything is now perfectly clear...right!
We can now put together Mr. Webster's definition for "Spiral Stability".

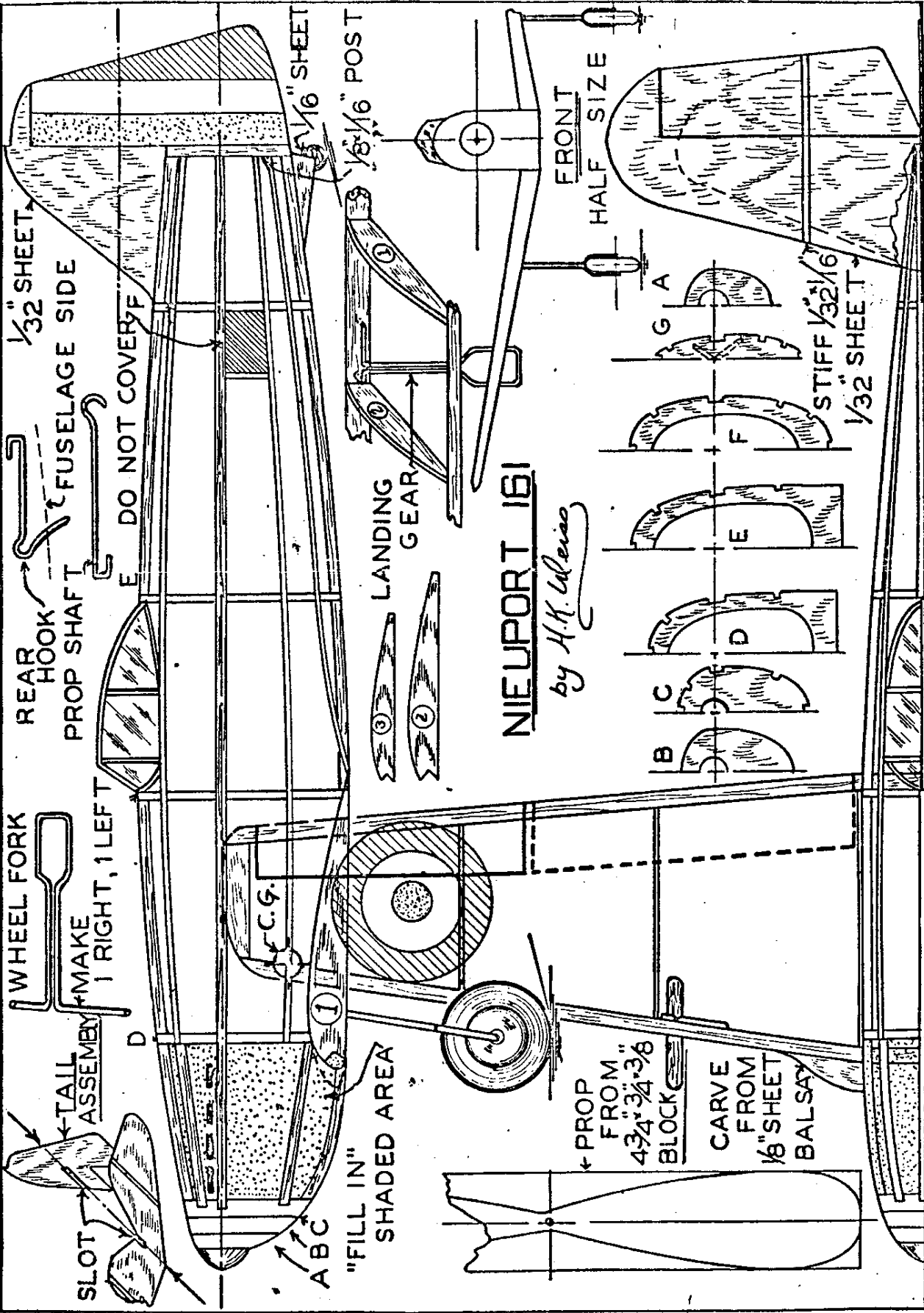
SPIRAL STABILITY
definition: A continuously spreading and accelerating increase or decrease of a vow binding a Monk to one monastery for life.

OK, now that everyone knows exactly what we are talking about, we can proceed.

Seriously tho, Gang, the following excerpts from Bill Winters "Handbook of Model Aeromotion" contain some very good information.

ED. NOTE: THESE EXCERPTS
WILL BE PRINTED IN
FUTURE ISSUES AS
SPACE ALLOWS.





1/32" SHEET

FUSELAGE SIDE

REAR HOOK

PROP SHAFT

E DO NOT COVER

WHEEL FORK

MAKE 1 RIGHT, 1 LEFT

SLOT

TAIL ASSEMBLY

D

ABC

"FILL IN" SHADED AREA

C.G.

LANDING GEAR



1/8" x 1/16" POST

NEUPORT 161

by *H.K. Uleiso*

FRONT HALF SIZE

B

C

D

E

F

G

A

PROP FROM 4 3/4" x 3/8" BLOCK

CARVE FROM 1/8" SHEET BALSAY

STIFF 1/32" x 1/16" 1/32" SHEET

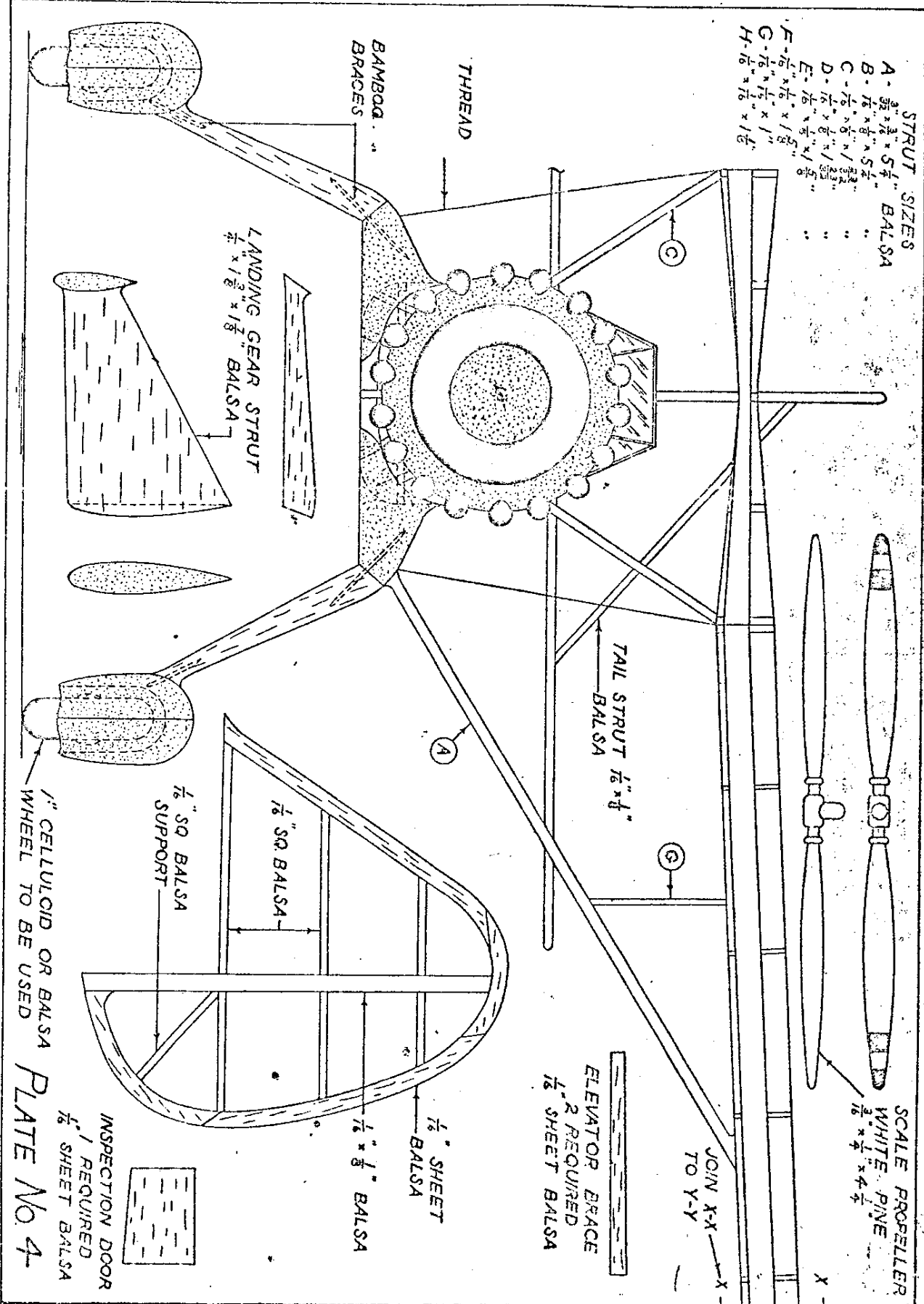


PLATE No 4