

FREE FLIGHT

BY BOB STALICK

The Return of Old Friends



Chuck Gode displays the subject of this month's full-size centerspread plan, the .010-powered 1/8A Spacer. Model placed 6th in the recent Model Builder MiniPower Postal Contest.



Long-time SoCal free flier and one of the fathers of the National Free Flight Society, Vic Cunningham (left), holding a new Space Rod X. Fellow on the left is Richard Hanson, the District X AMA Vice-President. Photo by C.O. Wright Jr.

It's time to get reacquainted with some old friends. These are the folks you used to fly with and talk to at contests, folks you got to know well. Then, inexplicably, they just stopped coming around. You learned that they moved to another state or just stopped flying or became interested in other pursuits.

But the free flight bug never dies. One day a familiar figure appears at the field. A little less hair, perhaps. Maybe gray at the temples. Maybe a few pounds heavier. But it's him, all right. No model in hand, but after some conversation, he tells you that all of his airplanes are home in the garage—stored in the same boxes they were in when he stopped competing, maybe 10 or 20 years ago.

Seems that just a few days earlier he had stopped in at a hobby shop, heard about the contest and decided to come out and see what's going on. Soon he begins talking about his flying days. At the next meet, he shows up with a couple of his models—built during the Nostalgia period. True Nostalgia models.

These are the kinds of fellows you will meet this month. A couple of folks from the free flight past.

In October I used the Tow-Hi towline glider by Gerald Zeigenfuss as the Mystery Model. After the magazine appeared, I got a very nice letter from Gerald, who noted: "I am very pleased to see that I finally hit the big time. One of my designs made your Mystery Model list." Gerry went on to tell about his recent travels to the Cuckoo Challenge, where he found that Bill Saunders had kitted Gerry's Pogo design and was having a Pogo contest. Gerry competed with his original Atwood powered ship along with his son, Bob, and good buddy, Dan Kranis.

Gerry writes that he still does some flying, but not much free flight, due to the lack of a flying site in his area. He keeps his hand in the hobby with RC sail-

planes and made LSF Level 5 (the highest attainable) in 1981.

Gerry noted that the Tow-Hi was a very successful model in the hands of his son, Bob, and placed 3rd at the 1980 Nats. The Tow-Hi was also enlarged to A-2 specifications where it was a colossal dud.

About 20 years ago, Dan Sobala moved from my area up to Portland, Oregon. From then on, competition in AMA gas events around here became much more predictable. Dan

usually won 1st, the rest of us ending up farther down on the list. Then, after some eye problems and a change of hobbies, Dan gradually disappeared from the contest scene.

But then he reappeared in 1993 complete with his old models, and it's as though he never left. The Nostalgia-era Geefs and Zeeks were brought out and flown in Nostalgia and AMA Gas. Dan was involved in the flyoff for A Gas and ended up in 2nd place to Bruce Augustus, who was flying his Northern Light

.010 CONSTRUCTION FEATURE: CHUCK GODE'S 1/8A SPACER

When the Model Builder MiniPower postal event was in the talking stage, a number of local free fliers came up with their own .010 designs. Fellow WMC member Chuck Gode (known locally as "Lucky Chuck"), who has a love affair with Taibi's Spacer, decided that he would do one with a 100 square inch wing. Complete full-size plans for the model appear on the following two pages. Construction is very basic, so no construction notes are needed here. Just be sure to build it light!

A couple of flight trimming tips for you:

1. The model is best trimmed to fly right power and right glide. To do so, build in a very slight amount (1/16 inch) of wash-in on the right main wing panel. After covering the wing, double check this wash-in to make certain it is unchanged.
2. Check the balance—it should be as shown on the plans.
3. Tilt the stabilizer so that the right side is about 1/2 inch higher than the left side (looking from the back of the model).
4. Test glide the finished model after the above adjustments are completed. It should glide slightly to the right without a hint of a stall or dive. If it doesn't turn to the right, add more stab tilt. If it dives, add a shim under the trailing edge of the stab. If it stalls, shim up the leading edge of the stab.
5. When you're satisfied with the glide, it's time for a test flight. My suggestion is that you use an eyedropper fuel tank mounted in a slot just behind the firewall on the left side of the fuselage.

6. Start the engine and launch the model with only 2 or 3 seconds of engine run. The model should climb gently to the right. Add engine run time until you get a safe pattern to the right for the full 10 seconds of engine run. If the model turns too tightly to the right, add left thrust to the engine. If the model doesn't turn at all or turns to the left, add right thrust.

7. If the model climbs well immediately after launch but doesn't continue its right turn toward the end of the power run, make adjustments with the rudder tab.

8. The Spacer is a good flying ship, even though at 100 square inches it's a bit larger than the typical .010 model. It climbs well and has an exceptional glide. With this big a wing, it also stays in sight a bit longer than the smaller ships.

Build it light, trim it out before your next contest and fly the wings off of it. Don't forget to set up the ship with a DT system—these little beasts thermal easily and can disappear in no time. I've lost two .010 models in just two summers by not installing a proper DT. **MB**

