



Ronnie Thorsen, 15-year old Portland model plane builder, whose series of articles "Tips from a Champ" begins today, is shown here with the flying model which captured first prize in the 1948 Plymouth International Model Airplane Contest in Detroit.



Editor's Note: Fifteen-year-old Ronnie Thorsen of Portland has been bed-ridden most of his life with recurrent attacks of rheumatic fever. But that hasn't dampened his enthusiasm for model airplane building which he does with such skill that last year his plane, flown by a friend, took first place in the junior division of the Plymouth International Model Plane Contest at Detroit against a field of several hundred contestants. With plans for another entry this year, Ronnie tells in this series of articles how to get started in one of the fastest growing hobbies in the nation.

Chapter One

WHAT PLANE TO BUILD

So you want to build a model! I started building model planes nine years ago and during each step of the way, had loads of fun doing it. Most of the information and instructions on how to build the various types of planes was gotten directly from the written instructions furnished by the many model magazines, and also, in plans included in ready-to-assemble kits.

As a model builder turns out more and more planes, he works out ways to use his own ideas. That part of building is a lot of fun to me. As I have much spare time to spend, I have made over 30 actual flying models in recent months. In these articles on model building, I'd like to draw on my past experiences and offer some points that helped my plane to place in last year's state-wide model plane meet, and also, at the Plymouth International contests in Detroit. I didn't have a chance to actually fly at the two tournaments, but my good friend, Jack Hudspeth, an Oregon boy who last year became Junior International Model Plane champion in all divisions, flew them and came out on top for me in one class.

And now, I want to talk more about the actual work on models. First, you must learn something about what makes a plane 'tick,' and this you learn by building a simple, all-balsa primary glider and observing its flight. Your hobby dealer has many fine kits from which to choose. Also get a good model knife with sharp replaceable blades, several grades of sandpaper and a tube of quick drying airplane glue. A soft pine board or soft wall board makes an ideal working surface.

Have a nice big waste basket handy for shavings and scraps if you want your mother's approval, and clean up after each job.

Study your full size plans and

written instructions; study details and follow directions carefully, using a lot of patience; your results are bound to be good. Have your pal build a glider too and you will double your fun with competition. It just seems like you can get more interested and turn out better models if fellows you know are building also. It's fun to compare notes and talk about ideas. After you have built, flown and observed the glider, the next step is to building a simple rubber-powered model of all balsa type.

This model is the first real step in model plane making. It is here that the model maker combines flight qualities learned in studying the glider types with types that can fly under their own power. In building rubber-powered planes, you can experiment and design your own, but I think the best plan at this stage is to follow plans worked out by other model builders. If you follow the directions carefully, you will have no trouble.

As you get experience, you'll be able to take in your stride the more intricate details involved in building and flying bigger planes. There are so many different plans available to modelers that it's hard to recommend any particular styles. But it will be easiest for you when planning which one to build, if you take each type as it comes, and don't try the difficult ones first.

If you are still interested in flying after these preliminary models, you might like to make a motor-powered for a small glow plug engine (.020 to .040 displacement)—these are quite reasonable in price.

But before you run down to the hobby store for the model, you must decide whether you will want one that flies free flight or control line. Buy one of the simpler models designed for beginners and made for a motor of that size. Later on, you will, no

doubt, want to start one of the larger models built to scale and copied after real planes.

For those of you who plan to construct models using gas powered engines, there have been so many improvements made in this type of motor in the last year or so. It used to be that the model maker had to fit a lot of stuff in his plane to operate the little gas engines. Batteries, condensers, and ignition systems have now been eliminated. The new glow plug engines generate their own ignition heat as they run. Powering your model is one of the most interesting parts of this hobby. The remarks on my next article will be on this subject.

With The Churches

Baptist Community

Rev. Nick N. Neufeld, Pastor
Jeanette Pierce, Sunday School Supt.

Mrs. Stanley Patterson, music director.
Sunday school at 9:45 a. m.
Morning worship at 11 a. m.
Evening service at 8:00 p. m.
Young people at 7 p. m.

Sunday will be children and parents day at the church. After the morning service we will have a dedication service for the parents who would want to dedicate their children to the Lord. The sermon subject: "Saving the American Home." A special invitation is given to parents with small children.

The young people will hold their services at 7 p. m. Come and enjoy fellowship of other young people.

Evening service at 8. The subject for the sermon: "Where Are the People?" What is to be the church's attitude to the great masses of indifferent people?

What should be the church's stand in regard to those who have been defeated morally, to the shut-ins, to the laboring people? These are some of the questions that will be answered at least partially in Sunday evening sermon. Then too, let us not forget the mid-week Bible study and prayer meeting. Come, bring a Bible, a friend and join in this Bible study.

Star of the Sea Catholic Church

Rev. Fr. Babyak, Pastor
First Sunday of month at 12 noon.

All other Sundays at 8 a. m.

Christian Science Society

Services Sunday at 11 a. m. at the I. O. O. F. hall. The public is invited.

"Sacrament" is the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, July 10.

The Golden Text is "Thou, when thou prayest, enter into thy closet, and when thou has shut thy door, pray to thy Father which is secret; and thy Father which seeth in secret shall reward thee openly" (Matt. 6:6).

Among citations which comprise the Lesson-Sermon is the following from the Bible: "Blessed are the pure in heart: for they shall see God" (Matt 5:8), together with the following correlative passage from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy: "Christian Science demonstrates that none but the pure in heart can see God, as the gospel teaches (page 337).

Curry County Mission of the Episcopal Church

At St. Timothy's chapel, until further notice, service every Sunday at 11 a. m.

Seventh Day Adventist

Sabbath School—Saturday at 9:30 a. m.

Church Services—Saturday at 11:00 a. m.

Young People—Saturday at 3:45 p. m.

Prayer Meeting—Wednesday at 7:45 p. m.

All Saturday services are being held at the Grange Hall. Prayer meetings are now being held at the pastor's home in Harbor.

LOCAL NEWS

Mr. and Mrs. A. Zook and children are in Portland this week visiting relatives. They plan to return home Sunday.

Mervin Hanscam drove here from Corvallis for the week-end with his parents Mr. and Mrs. E. E. Hanscam Sr.

Mr. and Mrs. Emery Hyland and family spent the recent week-end in Eugene where they attended the wedding of Mrs. Hyland's brother.

Mr. and Mrs. Ted Williams and family of Salem are visiting her brother, Archie Hendricks, and family. They were impressed by the Lily Parade.

Mrs. Leta Richardson spent the week-end here from Portland.

visiting her brother-in-law and sister, Mr. and Mrs. Thor Ask. Other recent guests at the same home were Joan and Lorraine Fisher, also of Portland.

Harold Walker and Tom Knapp of Arcata were visitors during the week-end. Mr. Walker is a former resident of Harbor.

Mr. and Mrs. Harvey Ellis and Mr. and Mrs. Bill Ellis of Ashland visited relatives here over the week-end and saw the Lily parade.

Mrs. Dorothy Lockland and her mother, Mrs. Laura Millgard, who had made an extended trip which took them as far east as Boston, New York and Washington, D. C., arrived home Monday just before parade time. Ted Millgard, and family, who have been caring for the Lockland home, left Tuesday for their home at Colfax, Wash.

Archie McVay is seen driving around now after recuperating quickly from an operation for a ruptured appendix at Portland last month. He was brought home recently from Portland by his brother and sister-in-law, Mr. and Mrs. Ralph Atwood.

Mr. and Mrs. John Wilber and two children of Yamhill visited relatives for the past week in Harbor. Mr. and Mrs. Harry Payne and children of Cave Junction also were here for the week-end at the Henry Payne home.

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The new Beltone is equipped with this marvelous "noise suppressor." This is standard equipment on the new Beltone, the world's foremost hearing aid. Let me show it to you. Come in and you'll marvel at this dainty, powerful

instrument. See how it can slip into your watch pocket or purse—it's no bigger than a pack of modern size cigarettes. No separate battery pack—and NO BUTTON NEED SHOW IN YOUR EAR.

Come in, telephone, or mail the coupon for our new booklet telling what Beltone is doing for the hard-of-hearing. No obligation.



Mr. Mitchell Will Hold A Free Beltone Clinic, Monday, July 11, Templar Hotel

S. C. Mitchell of 305 I. O. O. F. building, Eugene, is a member of J. N. Taft & Associates of Portland, who have been serving the hard of hearing since 1934. FRESH BATTERIES for all hearing aids.

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