

TIPS from a CHAMP

HOW TO BUILD MODEL AIRPLANES

by Ronnie Thorsen

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 TWO

Powering Your Plane

When I originally became interested in model planes as a hobby, I didn't think much about building planes that actually flew. My first models were of the solid type. I spent hours carving scale models complete to every detail I was able to put into them. Some of these managed to bring me a few awards. As I got more into model work, gradually I got the urge to make planes that could actually take to the air. Most modelers, I think, soon get this same feeling.

There are new problems to worry you when you get into constructing flying models. It is best to begin with the simpler designs such as gliders. They give you the first principles of flying that carry on to the most complicated

designs. But modelers just don't stay with gliders long. They go on to designs that stay in the air by some means of powering.

My first attempts at flying were made with the simple all-balsa stick type planes that make use of the twisting effect of rubber to rotate the prop. This type of plane is simple in construction and flies well. More complicated rubber powered craft still use the same principles of flying, although wings and fuselage may be built to scale. Many hours of flying fun can be yours with these planes.

For a few tips on rubber powering, remember that common rubber bands are not suitable for your plane. Ask your hobby dealer for either T-56 or English black rubber. Remember that it's a good idea to lubricate the rubber, using a mixture of equal parts tincture of Green Soap and glycerine.

Modelers have worked out several ways to wind their rubber powered jobs. Smaller planes can be wound by twisting the prop by hand. Many use devices made from hand drills which fasten to a loop on the prop hub or the shaft. By rotating the hand drill, a modeler can wind his plane in short order.

The next step in model designs usually make use of the gas-powered engines and jet engines. To get started in this class of plane, I think it would be smart to use a small glow-ignition engine having a displacement from .020 to .040 cubic inches. They are small enough to fit into medium size models. They don't cost so much, and they're easy to operate. Remember to follow instructions that go with the engine, and get a prop of the right size as recommended. You'll need a 1½ volt door-bell battery for ignition to start the engine plus some wire to connect it to the battery. Then mount it securely on a block and break it in before installing it in your model.

Another small engine popular with model makers is a type operating from pressure contained in CO-2 fizz bottle cartridges.

There are gadgets made to connect the cartridges with the

engine by means of small tanks and tiny copper tubing easily placed in your model design.

Later, after you have built and flown the primary models using these small engines, you will probably want to go on building bigger free-flight stunt and speed models. Some of these take engines up to .600 cubic inches.

One of the recent new methods worked out for driving model planes is the jet engine. Working just like a real jet engine, these tubular units really fit in nicely with streamlined, modern designs and are becoming popular with builders all over.

Powering is really one of the most fascinating parts of model making. The big state-wide contest sponsored by the Plymouth dealers of Oregon and being held at Eugene July 16 and 17 will see plenty of examples of all plane types. There should be entries in every class, using all methods of powering. If I can possibly make it, I want to be there flying myself.

LOCAL NEWS

Pete Lesmeister and a group of friends drove to Postland last Thursday and Friday to see the Portland Beavers play San Diego. They saw one double header, and Portland take two of three games.

Coos and Curry beef cattle men and livestock 4-H members held a picnic at the Morrill ranch each of Langlois last Sunday. A crowd from Coos county as well as many from Curry were present to hear Harry Lindgren, extension animal husbandry specialist from Oregon State College.

L. A. Harvey, who has held a Red Cross certificate for first aid construction, has announced he will start classes early next week, and urges all who wish to avail themselves of this opportunity to get in touch with him at once.

Lynn Hampton left late last week for eastern Oregon on a combined business and pleasure trip. He is expected home by the end of this week.

Mr. and Mrs. Warren Smith are expected home today from Everett, Wash., where they had gone to greet their little granddaughter. Mrs. Smith has been there for a few weeks.

Ed F. Ackley, it is reported, entered a hospital in the Bay area Monday evening for an operation on his right ear, which has been ailing for several months.

Mr. and Mrs. E. H. Stotenburg and daughter of North Bend returned to their home after several days spent here. They were called here by the illness and death of her father, J. G. Goings.

Claude Goings, of Palo Alto, is staying with his mother, Mrs. J. G. Goings, for several days, to assist her in arrangements following the death of his father, J. G. Goings.

The Hendricks family expects to leave this week for a trip to Portland and Seattle. Mr. Hendricks will look after furniture purchases while away.

Mrs. Paul Shrader and Mr. and Mrs. Dewey Akers expect to go to Florence, Saturday evening to spend Sunday at Camp Cleawox, where JoAnn Shrader and Virginia Akers are attending Girl Scout camp.

Early Indications from Curry county point to several entries of different varieties being sent to Salem for entry in the state fair, set for Sept. 5 to 11. 4-H club members, especially, are hoping it will be their good fortune to make this journey.

The home at Curry County Lumber Co. yards, occupied by Mr. and Mrs. Conner Kessler, has been given a coat of white paint, which adds much to the appearance of the property.

Charles Holston, representing Excell Metals Co., of Los Angeles, who has the state of California, Arizona, Oregon, Idaho, Montana and Washington, stopped in the area Wednesday on his semi-annual visit.

Mr. and Mrs. Blair J. Gould and children were visitors at Grants Pass, Sunday.

Mrs. June Juelson and her sister, Ruth Hassett, left Monday for Kodiak, Alaska. Their sister, Leta, accompanied them as far as Coquille, where she will visit another sister for a time.

Mr. and Mrs. Henry Kerr have been in Washington several days on business.

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Plain Talk About TELEPHONE TAXES

Federal excise taxes are increasing your telephone bill—in some cases as much as 25%. There is a flat 15% Federal tax on local service. On long distance service where the charge is 25c or over, the tax is 25%. Other forms of telephone service are taxed from 8 to 25%. This tax is imposed directly upon you as a telephone user. Your telephone company, as its own expense, acts as a tax collector.

These excise taxes, levied directly upon you as a user, are in addition to the corporation income taxes which the company pays to the government. These taxes must be included in the company's cost of business and must, therefore, act to increase your telephone bill as a sort of hidden sales tax.

Telephone service is generally regarded as a necessity. Yet the 25% tax on long distance and other service is higher than the 20% luxury tax for jewelry and furs.

We are sure your Senators and Representatives in Congress would welcome your views as a taxpayer and citizen in helping them to guide future action on this unusual peacetime tax on a necessity.



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