

TIPS from a CHAMP

HOW TO BUILD MODEL AIRPLANES

by Ronnie Thorpe

Editor's Note: Ronnie Thorpe, of Portland, has been building model airplanes for many years. He has won many trophies and has been a member of the National Model Airplane Association for many years. He has written many books on the subject and has been a frequent speaker at model airplane conventions. He has also been a member of the Hillsboro Argus for many years.

CHAPTER FIVE
Balancing and Adjusting

For every model airplane maker, there is a feeling of satisfaction that comes when his model is finally completed and ready to fly. Let's say that you have spent hours of time in planning and constructing a neat design and everything is all finished up to the point of actually trying it out. What will be your next step? You won't want to wind up your prop or start your engine and let it go into the wild blue yonder without knowing just what is going to happen. You're the luckiest builder in the country if your plane has perfect flight qualities without any adjustments being necessary.

Consider that you have selected a sound design to begin with and following all instructions. There's a big difference between getting top quality flight performance or maybe a disappointing crash-up will depend on how you adjust your model for flight. Properly adjusting a big part in proper adjustment.

Remember that before trying a power flight test glide your model. By studying gliding characteristics and making proper adjustments you'll soon be getting real fun out of owning a successful little plane. Keep in mind that if you don't know what your craft will do on every flight it isn't adjusted. Before the first glide see that you have selected a breezeless day in order to test accurately. There are a few simple checks of balance and alignment which will go far toward preventing future headaches.

Look at your model first from above. Check to see that wings and tail are in alignment with each other and with the plane as a whole. Naturally, misalignment here will cause poor flying. Take another look directly head on and correct anything out of line.

Now check the ship's balance by supporting it beneath the wing with your fingers. Balance point varies according to plane designs and more accurate adjustment using weights fore or aft may be necessary later. Your plans will usually indicate where the plane should balance. Unless it does balance at least roughly at this point, it would be unwise to attempt flying.

Take a look at the way your propeller "tracks". When viewed from the side, does it seem to wobble? Maybe the center hole in the prop hasn't been drilled true. Maybe the hole for the shaft is too large or perhaps the bearing for the prop is faulty. These are things to consider, should you have trouble here.

Having checked alignment and balance, let's have a look at the actual test glide and see what we can learn by doing this. Conduct your test glide over grass, keeping in mind a possible crash landing. Most modelers hold the fuselage well back of the wing and push the craft with the nose aimed at a point on the grass about 25 or 30 feet ahead.

If there is any stalling tendency, try moving the wing back. A diving tendency is corrected by moving the wing forward. Sometimes it is more advisable to raise the leading edge of a wing to correct diving or to raise the trailing edge to correct a stalling condition.

Some models having fixed wings

Hillsboro Argus

With Which is Combined the Hillsboro Independent—Founded 1873

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Small Plane New Addition To Ralston, Martin Show

By Eric Martz

Subtract one P-40 from the Ralston & Martin air show and add one pint-sized biplane and you have as a result a new attraction to the celebrated air exhibition.

Dick Martin, 24-year-old aerobatic ace of the local troupe, recently flew his P-40 in his final hop before leaving for the Bakersfield, Cal., where he traded the army surplus ship even up for the midget two-winger.

Gives Model Appearance

Dimensions of the plane give the impression that it is too small for a man to fly and that it should be controlled by a wire from the ground, but Martin flew it up from Bakersfield and reported that it flies as smoothly as a large ship.

Wing span of the tiny red and gray sportster is 26 feet and length of the fuselage is 10 feet. It stands a lofty six feet and weighs a hefty 450 empty and tips the scales at 750 fully loaded with gas, pilot, and chute.

Powered by a 85-horsepower fuel injected Continental engine, the Rose Parakeet will speed through the ozone at 120 miles per hour. Built by the Rose Aircraft company in Illinois, the Parakeet is one of the three still in use in the United States in aerobatic shows.

Eleven Years Old

Originally constructed in 1938, Martin believes it has been rebuilt a number of times and at present he is restoring and reinforcing the plane for his antics in the show.

Health Examinations Urged Before School

With the opening of schools less than a month away, Dr. Harold M. Erickson, state health officer, urges parents to obtain necessary medical and dental care for children as part of the preparation for the coming school year.

Of special importance, he said, is the physical examination of children who are starting school for the first time. He added that all children should have their immunizations brought up to date for full protection against the preventable communicable diseases.

A visit to the family dentist is also a wise safeguard for the health of children, Dr. Erickson said. Any necessary attention recommended by the doctor or the dentist should be given.



CHARLES E. COOLEY of Grants Pass, district governor of Rotary, will speak at local Rotary club luncheon this noon.

Judge Reports New Road Law

In effect since July 1 is a law issued by the state highway department and the county courts concerning the construction of approaches to highways under the supervision of these two departments, according to County Judge H. D. Kerkman.

The body of the law states that any person living on roads controlled by these bodies and wishing to construct an approach to such roads must obtain a permit from one of the two, depending upon who controls the roadway.

The person intending to build the approach must stand the expense of construction and maintenance of this approach.

Upon failure to either pay or maintain the approach, the state reserves the right to remove the approach at the expense of the builder.

This law may be found under chapter 388, section two, and three of the Oregon Law book for 1949.



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HILLSBORO, OREGON

PROGRAM

WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1:00 p.m.—Grounds open to public.	9:00 a.m.—Grounds open to public.	9:00 a.m.—Grounds open to public.	9:00 a.m.—Grounds open to public.
2:00 p.m.—Free Vaudeville Acts.	10:00 a.m.—Days of 39 Parade, downtown	10:00 a.m.—Days of 39 Parade, downtown	10:00 a.m.—Days of 39 Parade, downtown
Rides, Carnival	Inspection of Exhibits and Blue Ribbons	Open class Livestock Judging	Rides, Carnival
7:30 p.m.—Free Circus Acts.	10:00 a.m.—Cattle Judging, open classes.	Open class Livestock Judging	1:00 p.m.—Grange program.
Rides, Carnival	Noon—Farmers' Union Units Picnic.	1:00 p.m.—Annual Picnic Native Sons and Daughters.	Stunts, Contests, Entertainment.
8:30 p.m.—Band Concert.	2:00 p.m.—7:30 p.m.—Free Vaudeville.	2:00 p.m.—Homecoming program.	2:30 p.m.—Senior Western Horseshow.
	3:00 p.m.—Farmers' Union events and program.	3:00 p.m.—Junior Western Horseshow.	Rides, Carnival
	8:30 p.m.—Vaudeville Show in Auditorium. Auspices Farmers' Union.	4:00 p.m.—Free Vaudeville.	4:00 p.m.—Free Vaudeville.
	Rides, Carnival	4 p.m. and 7 p.m.—Old Timers' Dance in Auditorium.	8:30 p.m.—Band Concert.
			Rides, Carnival
			9:00 p.m.—Dance in Auditorium.

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