



# Monthly Primer

April 90

Our next club meeting is April 25. (4th Wednesday)

Time; 7:30 PM

Location; The Novato Fire District training room on Atherton Road, Novato.

Please come to this meeting. Bruce Abell, SAM 27 member from Australia, will be there. Should be a very interesting time. Don't forget to bring in a model or engine for show & tell.

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## SAM 27 presents our first Gollywock fun fly:

Date *April 22*

SACRAMENTO, CA (Waegell Field)  
(1/4 mile North of Jackson Road on Sunrise Blvd.)



WE WILL MEET IN THE  
MORNING AT THE FIELD  
WITH A "MASS LAUNCH"  
AT NOON !

Note: The NCFFC is holding the April 21,22 Northern California Free Flight Champs at the same location. Bring your old timer model.

### OLD TIMER RC ASSIST

1/2 A Texaco, Texaco, Antique, A-B-C-Combined L.E.R., .05 Electric L. E. R.; .05 Electric Texaco, and All-Ohlsson Ignition Event.

# GOLLYWOCK GOSSIP from Don Bekins

I have heard from Don Reid of SAM 86, Ontario, Canada about the new SAM 27 craze -- Galloping Gollywocks! In reviewing the SAM Champs results, I discovered that the G-bird did well in competition and Don was the "champ of champs". He kindly wrote me the following advice on our club project:

"As a confirmed Gollywock fan, I'm happy to pass on my experience. I've built both the new Gollywock as kitted by Midwest and the "original" with sheet rudder and no stab-tip fins. I can't find any significant difference in performance of the two variations.

I was 4th at the Lawrenceville Champs flying the new Gollywock and the 12" X 13" pitch prop as shown on the plans. At Jean, I flew the "original" with light "c" grain for the rudder and a 13 1/2 X 16 prop. I've built another "original" this winter with a built-up rudder. Even though I've had no problems with the sheet rudder, I'm happier with the built-up from a potential warping point of view.

In all cases, I use 40 grams of rubber, made up of 8 strands of 1/4" or 16 strands of 1/8". I normally wind to a torque of 45 inch ounces. So far, I prefer the new tan FAI. Despite some other opinions, I find the power burst of the tan to be identical to the dark with the only difference being about 10% more turns with the tan and an extended prop run at the low end.

The 12" X 13" prop provides a rocket climb like no other models I've ever built. If one can handle the power, it gives good results, but with a very short prop run of about 24 seconds. I think its best suited to windy, turbulent conditions where it's a good idea to get the altitude as quickly as possible. I find the 13 1/2" prop to be better in all other conditions. The prop run is over 50 seconds and the altitude gained at least as high as with the 12" X 13".

I fly right power - left glide using right thrust and left tab with the stab level or slightly high on the left side. The CG is between 70% & 75% back from the leading edge of the wind. The DT set uses the fuse at the tail.

I try to build light, while still retaining necessary strength. Good tarket weights are:

Wing	20	grams		
Fuselage	22	grams		
Stab & rudder	<u>10</u>	<u>grams</u>		
total	76	grams	=	2.7 oz.
Rubber	<u>40</u>	<u>grams</u>	=	1.4 oz
total	116	grams	=	4.1 oz.

At Jean, I had two flights of about 3:45 under what seemed to be neutral air with a 2:17 on the first flight due to a stall I picked up on the glide.

Good luck with your build-a-thon. If you come east we much compare notes at Chicopee.

Regards,

