



Monthly Primer

May 90.

There will be a meeting on May 16. (Wednesday)

Time: 7:30 PM

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

At last months meeting we got together with Bruce Abell who shared some interesting stories and ideas about O.T. models and Gollywocks. We had a good time and owe Bruce a thanks for sharing the time with us during his visit from Australia.

Ed Hamler presented a "Gollywock Spirit" pin to Brian Ramsey for his effort in the Gollywock project. Congratulations!

Research for a new club flying field is still ongoing. There is a possible flying area at the old Hamilton A F Base. If you know of another location please let us know at the meeting.

Show & Tell was almost all about Gollywocks (6 of them). It was very interesting to see all the different ideas on wing mounts, props, DT's, coverings, etc. Don't forget to bring in a Show & Tell to this months meeting.

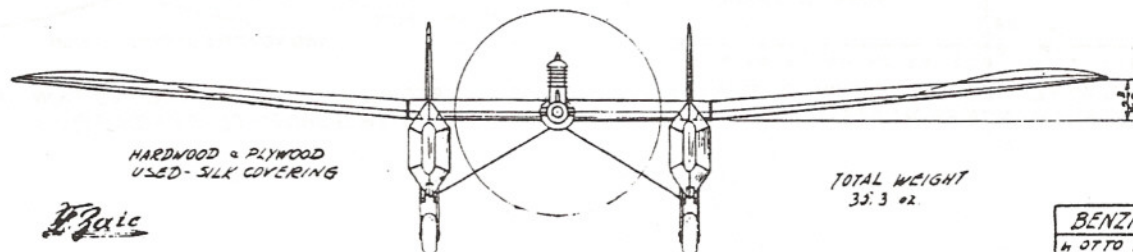
If you want to order a SAM 27 club shirt please contact Ed Hamler soon.

* * *

Please welcome two new SAM 27 club members:

Sky Greenawalt 19 Acacia Ave (415) 435-1241
Belvedere, Ca. 94920

Earl Hoffman 489 Mission Blvd. (707) 539-3241
Santa Rosa, Ca. 95409



HARDWOOD & PLYWOOD
USED - SILK COVERING

TOTAL WEIGHT
35.3 oz.

PERFORMANCE
ABOUT 20 FLIGHTS
AVERAGING 2-4 mi
350 ft. ALTITUDE

BENZINMOTOR-FLUGMODELL
by OTTO MICHALICKA - 20250544

GURNEY FLAPS

This little gadget is showing up on more and more free flight and indoor models and has even been used on some antique wings to "stiffen" the trailing edge. It is similar to the old idea of adding a piece of tapered trailing edge stock backwards on the rear of a wing. Only this works better and is lighter. Usually it is a small strip of basswood glued perpendicular to the wing chord at the extreme trailing edge. A height of 1.5% of chord seems to work best.

The following illustrations were taken from a technical report whose author I do not remember.

From figure 25, notice that there is an increase in lift at all angles of attack but that drag only increases near the maximum lift point. Figure 26, shows how the rotating vortices make it work like a much larger conventional flap.

For my rubber powered coupe, I have used model railroad scale 2x6"s basswood which are about 1/32" x 3/32". I mount one strip on the outboard left panel of the polyhedral wing. No wing warps are used, all panels are free of wash in or wash out.

This is how I think it works:

During the high speed (?) climb, the increased lift of the left panel counteracts the high torque of the large propeller. In the glide, no left rudder is required to produce a large left turn. When in a thermal, the speed increases slightly causing the turn to tighten but the increased lift on the inboard wing keeps the wing level. Incidentally, Dan Gurney the race car driver/designer is credited with originally using this on an inverted wing on an Indy car.

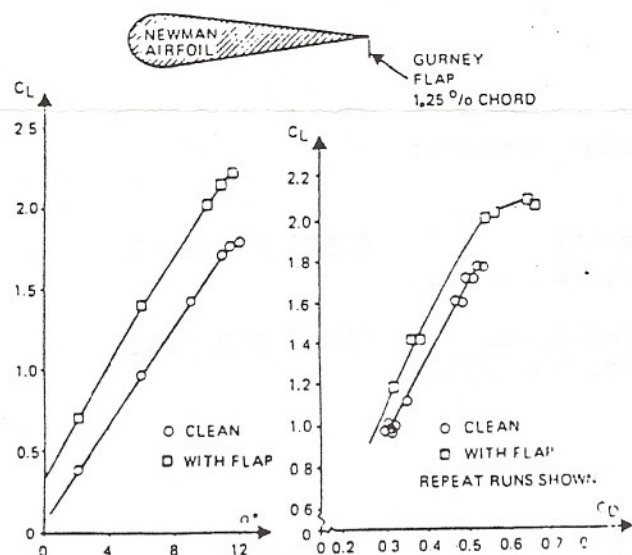


Fig. 25: WIND TUNNEL RESULTS SHOWING GURNEY FLAP PERFORMANCE FROM REF. II

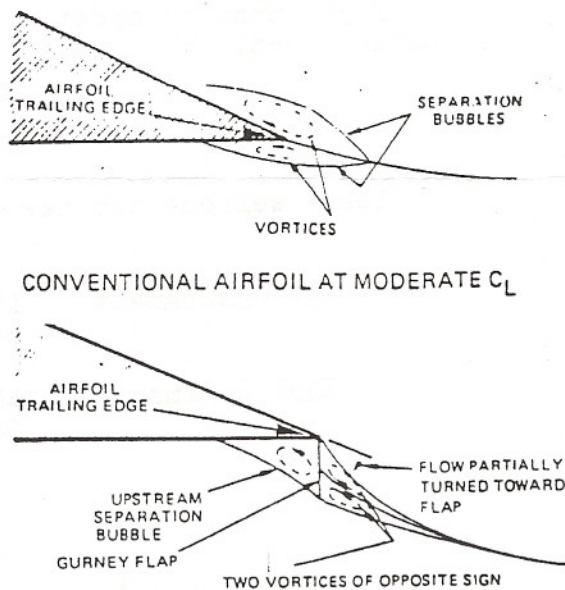


Fig. 26: HYPOTHESIZED T.E. FLOW CONDITION OF AIRFOIL WITH GURNEY FLAP FROM REF. II

The GOLLYWOCK FUNFLY April 22 turned out just a little bit too windy for some real fun flying. I chased my Gollywock a half mile after only a short motor run. Brian Ramsey wants to have another fun fly so tune up your gollywocks. Date and location of the funfly to be announced.



Don with his beautiful pink and black tissue covered Gollywock.

While we were at Waegell Field April 22 several SAM 27 members had fun competing in the Old Timer RC events. Bruce Abell took first in Texaco, Ned Nevels took second in Antique, and I got a first in the Ohlsson event. Despite the wind and some rain we got in some good flying.

Karl