

So, You Want to Build an Old Timer Rubber Powered Model?
By Mike Myers



Let me recommend a couple of things for the beginning rubber flyer who is confused as he or she dives into things.

1. Read the SAM Rulebook. All new members are sent a copy of it when they sign up. It's also posted on the SAM Website;
http://www.antiquemodeler.org/2006%20Rule%20Book/Rule_Book.htm
2. What is "Large" and what is "Small". On page 7 of the Rulebook you'll note that Small means 150 square inches of wing area or less. Large is 150 square inches of wing area or more.
3. Once you've got Large and Small Fuselage and Large and Small Stick sorted out, you've got about 60% or so of the models that actually fly in competition. What's left over is 4 Ounce and 8 Ounce Wakefield which are flown as part of the basic events. Twin Pusher and Commercial Rubber are the two main "other classes".
4. But the point is, if you take the time to read the Rulebook, things get a bit clearer as to what the classes are.
5. Okay, so you understand the classes (sorta) after reading the Rulebook. Now what do you build, and how do you power it? There were literally thousands of rubber model designs during the 20's, 30's and 40's. There are hundreds of rubber models on the SAM Rubber Model Approved Design List (available from Tommy Gray, SAM Secretary or online;
<http://www.antiquemodeler.org/adl/NewRubber/index.html>) How do you pick one if you're a newbie? See #6 and #7
6. Modelers who have gone before you have settled on perhaps a dozen rubber models that fly well in competition. As a newbie you could do worse than selecting a model that a bunch of people have built and flown with some success. Gene Wallock made up a list of recommended rubber models that fit in various classes. You can look at the list

and see that, sure enough, a Gollywock flies in Small Rubber Stick and so on through the various classes. If you go to the SAM Website and look under SAM Airplanes and Knowhow, you'll see a tab for SAM Airplanes and Engines. Click on that link and you'll see another link for Approved Design List for Rubber Models 2004 Edition. After you'd done that, click on the link for Recommended Models for Rubber Competition.

<http://www.antiquemodeler.org/adl/NewRubber/recommended.htm>

The models on that list are proven flyers--and the list will even tell you who makes kits or has plans for the models.

7. One of the great mysteries for new rubber models is "What size motor do I put in this thing? How many strands, and what thickness of rubber do I use?" You can fool around trying to figure it out yourself by trial and error---or you can go to a list of suggested rubber motors made up by Gene Wallock. Go back to the SAM Airplanes and Knowhow page--look under Building Old Timer Airplanes and see the subheading SAM Rubber-Models Motor List.

<http://www.antiquemodeler.org/Model%20Building%20Tips/Rubber%20Model%20Motor%20List.htm>

That list will tell you that a Gollywock motor is 16 strands of 1/8" rubber 28 inches long.

One good feature of Gene's list is that he recognizes that the same size motor will fly many popular airplanes, so he identifies his motors by a letter. In this case, a Gollywock motor is labeled a "B"--and a "B" motor will also fly a Boxcar, an Altimeter, a Stratometer, a Stahl Hurricane or a Wren.

I wouldn't get too tangled up in my modeling underwear about any of this if I were a starting rubber flyer. I'd pick a model off the Recommended Model List in the class or classes I wanted to fly. I'd sort out what rubber motor to use from the Rubber-Models Motor List--then I'd build the model and go flying.

For my own preference, the very first rubber model that I'd build if I were absolutely new to the field is a Gollywock. Everybody builds a Gollywock at some point in their modeling life. It flies well, it's not too big, there are frequent "Gollywock Only" rubber contests etc. After that it's tough to go wrong choosing one of the Lanzo designs. And by then with a contest season under your belt, you're on your way.

Mike Myers