

CHURCH'S SPEAKER,
BROTHER OF PASTOR

Members of the Broadway Methodist church will hear Dr. Loren M. Edwards, brother of their pastor, speak at the weekly fellowship dinner tonight.

Dr. Edwards is pastor of the First Methodist church at Newton, Iowa. He and Mrs. Edwards are the guests of his brother Dr. John F. Edwards at 4335 N. Pennsylvania st. Dr. Edwards' subject tonight will be "The Devil's Philosophy."

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Says

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It calls on the half hour and hour. Needs no winding. One-day movement. Operates on chain and "Pine Cone" weight. No key necessary. Case measures 8x10 inches. Chains are 75 inches in length.

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HAS 7TH ALARM

Blackout More Effective
Than Others; Strange
Phone Was 'Friendly.'



Mr. and Mrs. William J. Feltz

FIFTY YEARS OF married life is "just a good beginning," according to Mr. and Mrs. William J. Feltz.

On Feb. 24, 1892, Mr. and Mrs. Feltz took the marriage vows at St. John's Catholic church here and they have lived in Indianapolis ever since.

The Feltzes live at 327 Minerva st. They had planned a reception for Sunday afternoon, but called it off today because of the death of his sister, Mrs. Mayne Klump.

Mr. Feltz is 74 and was born in Brookville. He came to Indianapolis with his parents when 8 years old. He was employed at Diamond Chain for many years and for the last five years has been employed at the Indianapolis bleaching Co.

Mrs. Feltz is 71 and a native of Hancock County. Mr. and Mrs. Feltz are the parents of seven children, Frederick, Paul, Harry and Albert, and Mrs. Clara Neese, Mrs. Frances Neese and Mrs. Mary Hensley, all of Indianapolis.

Model Planes

FIRST FLIGHT
BIGGEST TEST

Propeller Problems and
Wing Adjustments
Cause Crashes.

By FRANK WIDNER
Unfortunately, since the A. M. A. has failed to release the rules as yet, this column cannot include as many persons as it might at present. For the contest this week will be a "once-over-lightly" on the virtues and vices of the new gas motor job on its initial flight.

Taking the tips, pointers and what-have-you from a bunch of expert modelers, their advice on the first solo would boil down to something like this:

The most common trick of a gas model is to fly away on a test flight the day before a contest and leave the model builder without a ship to fly in the near future contest. This can be avoided by testing the ship now while the weather is still cool and void of thermals.

Explanation of Torque

Another trick that a gas model will invariably pull on its first test flight is a sharp spiral to the left which very often ends in a hard landing. This turn is caused by the force of the "torque," which is the air resistance on the propeller.

The main principles of torque have been confusing modelers ever since the sport began. Here is the way it was first explained to us—suppose on a gas job with a motor and propeller turning to the right, as most of them do, you could hold the propeller and allow the plane to turn around. It would revolve to the left, that is, the left wing would go down.

When mentioning right or left wing we consider them as though we were sitting in the cockpit of the plane.

Action on Propeller

The air holds the propeller, too, but not strongly, and therefore the plane turns only slightly. However, it is enough to change the model's flight and put it into a steep bank to the left, finally leading to a disastrous crashup.

To counteract the force of torque, you can mount the motor so the thrust line points off to the right of the center line running from the nose to the tail of the ship, one or two degrees. This will pull the plane to the right enough to keep it from falling into a left spiral. However, this is an operation that is delicate and very difficult.

Here's a Suggestion

Just about the easiest and most satisfactory method we know of is to give the left wing more "wash in" angle of incidence than the right wing, thereby creating a slight lifting quality in the left wing.

After you have your plane stable laterally, perhaps you will notice that it wants to stall, point its nose up, lose forward speed and mush down, losing plenty of altitude, after the motor has stopped running.

This is a common occurrence and means that you are trying too fast a glide, by having a wing too far forward. You can remedy it by raising the leading edge of the stabilizer. Since your ship may be built in such a way that you cannot move the wing forward or backward on the fuselage, this is the best way.

Caution Is Necessary

Raising the leading edge of the stabilizer or increasing its positive incidence causes the air to strike under the surface and lift the tail. Caution must be used when increasing the positive angle of incidence, for a 32d of an inch too much might put your ship in a permanent dive—very bad.

If your model fails to climb you probably have too much positive incidence in the stabilizer. By raising the trailing edge you can increase the negative incidence, causing the air flow to strike the upper surface of the tail, and push it down, resulting in the nose pointing skyward and usually a large loop ending with a crackup.

So you see that one slight miscalculation in adjustments means the sudden end to you weeks of work. Take it easy, take your time, be careful and you will have found the answer to successful first flights.

More Bad Luck

You remember our remark last week about Ray Neese being the "uncrowned champion at losing more planes per square acre than any other fan?" Well, that new U-control job we told you he had finished is in for repairs.

Ray said he cracked it up last Sunday at Brookside Park but he expects to get it back in shape this weekend.

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THE INDIANAPOLIS TIMES

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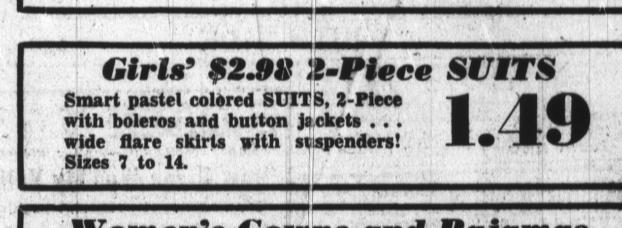
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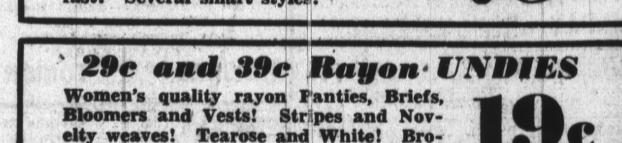
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