

## Small Rubber Stick

*An article by Mike Meyers, Editor of the January 2003 Southern California Ignition Flyers Newsletter, Flight Plug in response to a question from a new member asking where to start in building OT rubber models.*

The SAM Rule Book (1997-98 edition—but these rules have been essentially unchanged for years) makes Stick Rubber Small Size a basic SAM event. A Stick Rubber model is built to a cross section rule of not greater than length squared divided by 200. That is, if the fuselage is 30 inches long, the fuselage cannot have more than a 4.5 square inch cross section ( $30 \times 30 / 200 = 4.5$ ). Class size separation between Large and Small rubber models is based on wing area, projected. Small Rubber models have wing areas of 150 square inches projected or less. While some would argue, I tend to think of Small Rubber Stick as a "one design class"—and that one design is the Gollywock. It has a wing area of 135 square inches. It is kitted by several different people — Campbell's Models is one of the companies that kits it. Superior Props makes a pre-carved folding prop assembly for it. There are some legal Gollywock variants — one of them being a twin-tailed version (the Vargo Wock). Check with someone like Gene Wallock before you build your Wock to make certain you have a legal version. That said, the Gollywock is so very popular because it is simple to build, comes in a handy size, and performs very well in the hands of even a relatively unskilled modeler.

Small Rubber Stick itself is a popular event — it had more entries (46) than any other class at the 2002 SAM Champs. Of those 46 entries, 26 were Gollywocks including 2 flown by Bud Romak and Bob Goldie. There were 7 Casano Sticks (George Perryman, Jim O'Reilly and Kevin Sherman) and 4 Korda C Sticks (Herb Kothe and Gene Wallock). There were also 3 Stratometers. I mention the Stratometers, because there is a kit available for that model, and because it is slightly larger at 145 square inches projected wing area

Most Gollywock flyers use a rubber motor made of 16 strands of 1/8" at 28 inches long. Gollywock. The propeller for a Wock is a 13.5" diameter folder. Jack Jella uses 16 strands but makes the motor up at 30". Jella winds his Gollywock motors to 30 to 35 ounce inches of torque. The late Don Ross (our Canadian "snowbird" at Taft in years past) wound his Gollywock motors to 45 ounce inches of torque, after calculating that a Gollywock motor should burst at about 55 ounce inches. As they say, don't try this at home unless you are using a blast tube in your model.

Those flyers that like the Korda C Stick point out that it has a longer fuselage, and so you can put a longer rubber motor in it than goes into a Gollywock. Gene Wallock recommends a 16 x 1/8" by 36" rubber motor for the Korda C Stick.

The Casano Stick has its adherents. I think that SCIF'er Wade Wiley likes the model, and that Len Kendy from Northern California shows up with a well flown Casano Stick at most OT rubber contests. Maybe Wade can tell us at the SCIF annual dinner or the next SCIF meeting why he likes the Casano Stick. Certainly a model chosen by such great rubber flyers as George Perryman and Jim O'Reilly has something going for it.

Well it's a case of every man to his own taste — but if you want to get a start in OT rubber modeling, Small Rubber Stick is a class with a lot of good choices and a lot of competition. That's a good thing, because you can learn from watching others who are flying the same model. The models don't take forever to build, many of the most popular designs are available as kits, the models are easy to handle on the field, and like the Pizza Man — they deliver. Get to building, so you can have a new Small Rubber Stick model for the opening contest of the 2003 season. I'm headed out to the garage myself, to build a new Wock from a Campbell's Models short kit with ribs only, and a Superior folding prop blank. The SCIF Kickoff is at Taft on March 1 & 2 and my new Wock should see the air there.