

1967 Nationals Winning Goodyear

A machine of beauty. It is interesting to note that a fine design creates its own type of beauty in being functional. A classic P-51 Mustang for instance, or a clipper ship, sailplane etc. This is the look of a winning racer. Ship is clean, airworthy, the minimum.



Joe Foster's

"RIVETS" Pylon Racer...

FULL SIZE PLANS AVAILABLE THROUGH "MODEL PLAN SERVICE"

◆ Since Goodyear Pylon Racing came on the scene several years ago, many articles have been written which have described the pros and cons of the event. We feel that for at least some of the readers, confusion about the event has resulted, especially for those who have never seen a Goodyear Race. We have talked to and corresponded with many who are on the fence regarding whether or not they should build a Goodyear Pylon Racer. After all, it's a considerable investment in time and money. If you are in this category, perhaps our comments will help you decide.

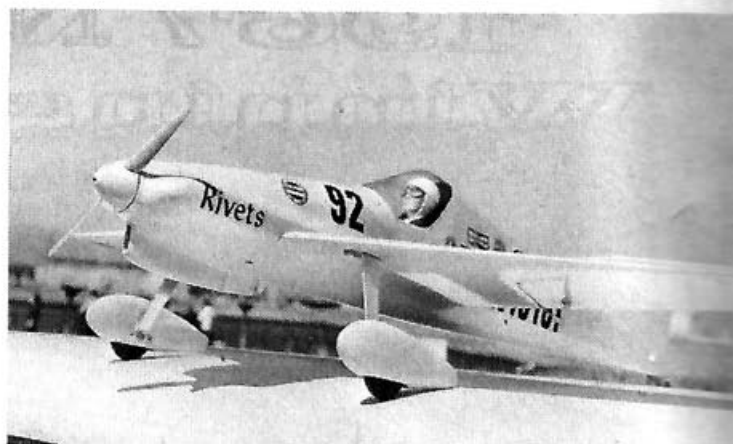
First of all, we will assume that if you are interested in Goodyear, you also have a pretty healthy desire to participate in a highly competitive event. If you don't we would certainly recommend that you give Pylon Racing a "pass." A Goodyear built for racing is not the type of airplane you fly for fun on the weekends. We don't mean to imply that because they are fast, they are hard to fly; actually the opposite is true. A Goodyear, set up with the proper control surface movements, is smooth and groovy in the air. The problem arises in the landing. They



Joe and the high scoring "Rivets." Ex-National Champ, winner of the Wakefield Cup and all-round versatile modeler. Hot K&B 40 mill is top choice in Goodyear types. "Rivets" 1st throughout the season.



Joe's thoughts on how to win are worth reading. Think they might apply to a few other events. Go whole hog for 1st, worry later.

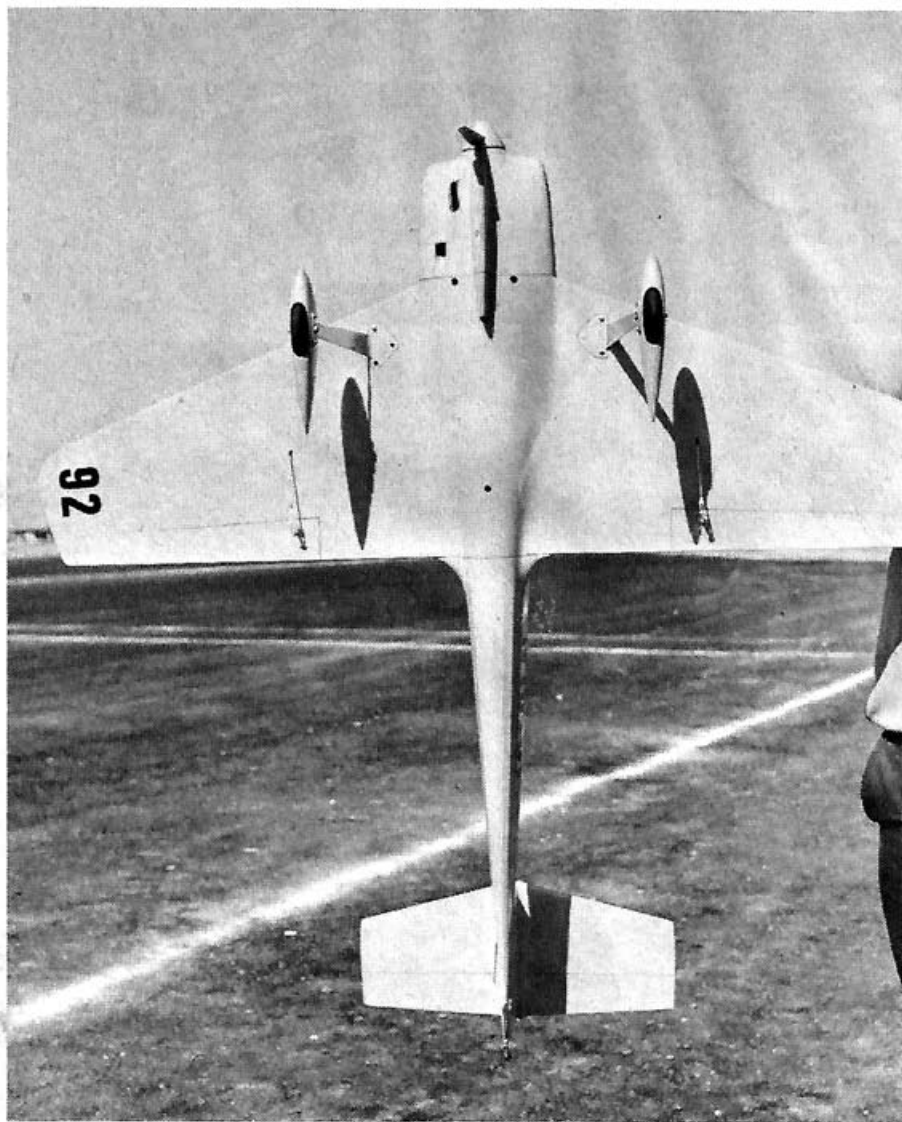


Goodyear racing and tension go hand in hand. Trim your ship, learn to handle it, corner the pylons. Concentrate on your pattern only and go for broke. Not hard to fly, but the pace is demanding at the lower levels. It needs runway room to flair it out for touchdown.

... continued ... "RIVETS"

A beautiful scale racer that really hurtles along!

Bill Falk's full scale "Rivets" is a proven winner on the Goodyear circuit. No less a winner in model form, corners well at low level.



What is it? Distinctive in planform at every angle. An event for experienced flyers, wild!

land at a fairly high speed and use up a lot of ground when you flair it out on final. This makes for a problem when your flying field has a small or rough runway.

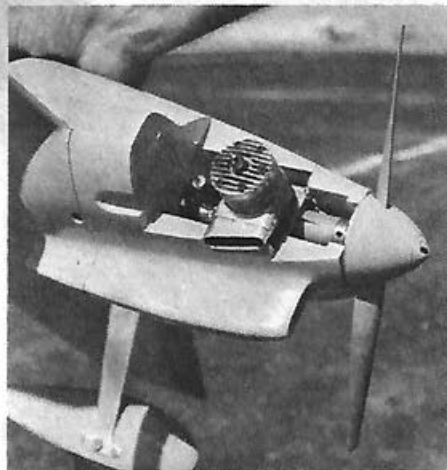
We get the impression that a lot of newcomers to R/C competition would like to try Goodyear and hesitate because they are afraid of the high speed and low altitude at which the ships are flown. You do not have to fly on the deck. The experts do, so that they can get a better look at the pylons. A good assistant calling your turns will allow you to fly at a higher, more comfortable altitude. It is our opinion that 80 to 90 percent of the pilot error while flying Goodyear is caused by our being enticed to fly lower than it is comfortable. We encourage new pilots to ignore the other flyers in the Heat Race and merely fly the course as smoothly as they can. We can point to more than one who did this and found to his surprise, when the heat had ended, that he had won, for while he was flying smoothly and ignoring the rest of the pack, the competition eliminated themselves, cutting pylons while dicing with each other. We do not intend to leave you with the impression that you need not practice; on the contrary, if you want to win you must learn to fly a tight, consistent course. This will require a lot of practice, for the average flyer, however, not nearly the long hours of practice it would take that same person to fly the stunt pattern with the degree of proficiency necessary to win a stunt contest.

In our opinion, one of the biggest selling points for Goodyear is the fact that the winner is clear cut. He is the first across the finish line. Subjective judgment does not decide the issue as it does in stunt and scale. There are

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many inducements that draw a person to Goodyear building and flying such as the scale modeling, the spectator appeal, the many flights you get at a contest, and the excitement the competitor derives from the type of action packed competition. We have flown competitively in almost every type and category of modeling from indoor to speed and, in our opinion, never before has an event offered so much to the competitor as well as the spectator. We think this event is here to stay.

It was in the late Fall of 1966 that we started our search for a Goodyear subject. After a month of pouring over every magazine we could find that had a picture of a Goodyear airplane in it, we decided on Bill Falck's "T" tailed "Rivets." Because of the building problems, we ignored this ship as long as we could, but in the final analysis we determined that it afforded the best subject for the Goodyear event, as it could be scaled to the Goodyear rules minimums for area, span, fuselage size, etc., without cheating much on a direct scale down. In addition, this configura-

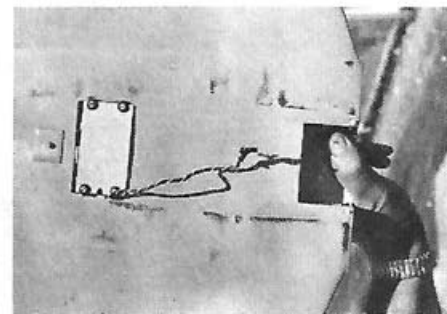


K&B .40RC, potent powered and high rpm. Led it to 1st with field of 89 racers. Neatly cowed.

tion appeared to be the most streamlined. And last, but not least, it is, in our opinion, the most aerodynamically beautiful of all the subjects. Rivets was designed around the K&B .40 Rear Rotary Engine which at the time was just out on the market. We have been more than satisfied with this selection. We can't recall ever having a bad engine run in a contest. In fact, "Rivets" lost but one heat race during all of the 1967 contest season. This was due to pylon cuts.

Before getting started with a brief description of the construction we would

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Aileron servo drops in like so. Blood blister is not part of the thumb normally. A boo-boo.



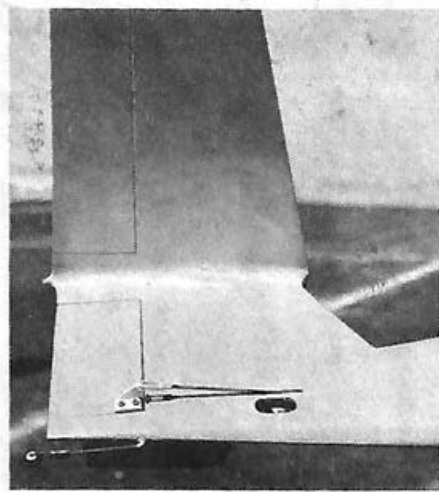
"RIVETS" RACER

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like to point out that Bob Palmer, of "U" Control stunt fame, is going to market a fiberglass fuselage that is a replica of our ship. These fuselages are extremely light and the workmanship has to be seen to be believed. We are told that they will cost approximately \$35 with plans and canopy. This is really a great buy when you consider the work involved in carving the wing fillets and cowling.

Fuselage: Start the fuselage by assembling the sides, cut from $\frac{1}{16}$ " hard balsa. Using the simple jig shown on the plan, laminate the $\frac{1}{8}$ " doublers to the sides. Be sure you make a right and a left. Next, cut out all the bulkheads, 1 through 9. Join the sides with the bulkheads and cut the rear rudder spar from $\frac{1}{4}$ " hard sheet balsa and glue it in place. Be careful of alignment. Next, glue the "chin block" into position. The lower $\frac{3}{8}$ "x $\frac{3}{8}$ " maple engine mount is now glued to the chin block. Note the proper right offset. Now bolt the engine to the lower mount, line up the upper mount and glue the upper block into position. Cut the side block and mount fillers from $\frac{3}{8}$ " sheet and glue them into position. We recommend that you use epoxy glue all throughout the engine compartment area. The right and left fillet blocks are cut to shape as shown on the plan and glued in position.

Plank the tail cone and glue the side stringer into position. The rudder and fin are self-explanatory; watch the alignment. Now, fit the wing into the wing saddles and epoxy .010 aluminum sheet to the wing fillets. This will allow you to carve your fillets to a sharp edge. The rest of the fuselage is



The "T"-tailed end is unique, practical, easy.

straight forward. The finished fuselage can be covered with silk or Silkspan before finishing.

You may wish to use "Ny-rod" instead of the elevator linkage shown on the plan. The method of fastening the wing and the cowl may be done to suit yourself. We used the "Ukie" style bike spoke method of holding our cowl and nylon 8-32 screws for the wing hold downs.

Unfortunately, the canopy is not standard. We had to mold our own, as on so many scale aircraft. When you get that far, write me and I'll work out some way of making them available at nominal cost.

Wing & Stabilizer: The flat bottomed wing can best be constructed on a board with the dihedral built in so that the wing can be assembled in one piece. The wing, of course, is covered with $\frac{1}{16}$ " medium balsa sheet. The stabilizer is typical flat construction $\frac{1}{16}$ " sheet covered.

Miscellaneous: Install your gear to suit yourself. "Orbit" servos are shown on the plan. The fuel tank can be constructed from .005 sheet brass. The pick-up should be located at the right rear corner of the tank for racing. Finish the ship to suit your taste. We used the "Hobby Pox" #2 method and are very pleased with it, as it has lasted the entire season and still looks great. The ailerons should have no more than $\frac{1}{8}$ " up and $\frac{1}{16}$ " down movement. The elevator, $\frac{1}{4}$ " up and $\frac{1}{4}$ " down. Do not exceed these recommendations. Good luck with yours.

Joe Foster, 3771 Timberline Drive, San Jose, California 95121

