

# MODEL NOTES

## THE FUNK R. O. G. MODEL. By Harry Schultz, Model Editor.

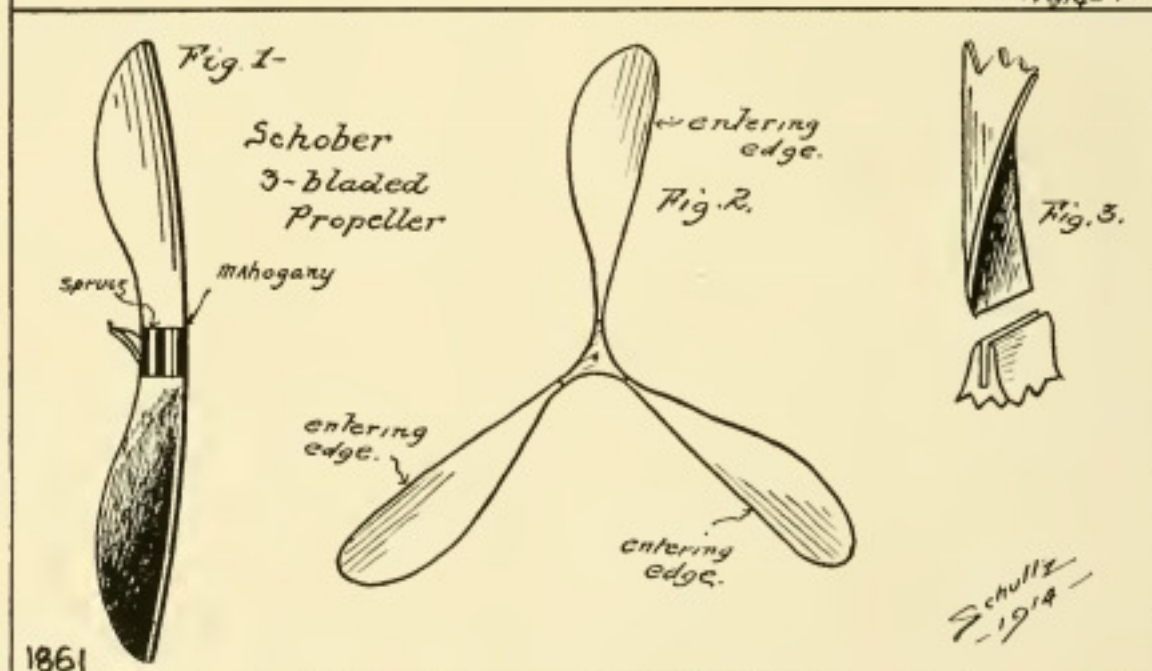
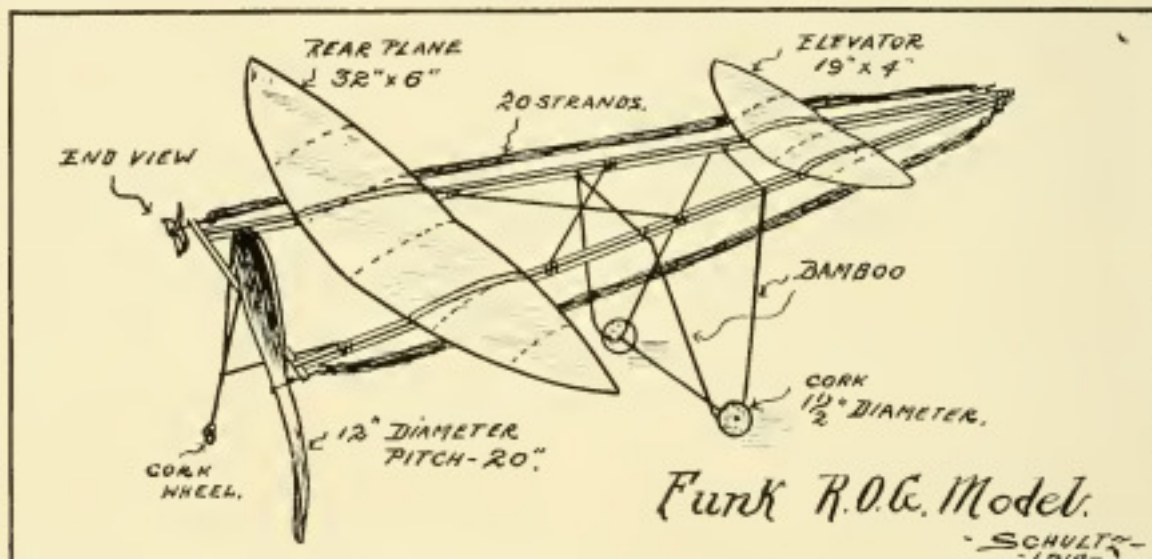
The model shown in the accompanying drawing was constructed by Mr. R. Funk, of the Long Island Model Aero Club, and at the present time is the holder of the world's record for distance for models rising from the ground, with a flight of 1,620 feet. In all contests in which this model was entered it showed its wonderful flying ability by winning each time, in spite of the very gusty winds and inclement weather prevailing.

The fuselage is constructed of two strips of spruce 5-16 x 1-4 in., tapering toward their ends. It is in the form of a triangle, braced at its center by an "X" bracing of bamboo, as shown. The rear brace or propeller bar is of split bamboo 1/4 in. wide

and 13 in. long. The propellers are made of birch, steamed to shape, and have a pitch of about 20 in. and a diameter of 12 in. The bearings are of the usual type, consisting of small pieces of tubing and washers.

Each propeller is driven by 20 strands of 1/8-in. flat rubber. The large plane is constructed of flat steel wire 1-24 in. by 1-32 in. in thickness. The ribs of the plane are mounted on a strip of white pine, 7-16 in. in width by 3-32 in. in thickness. The main plane measures 32 in. in span, with a chord of 6 in. in its center. The elevator is 19 in. in span, with a chord of 4 in. in its center, and is constructed in precisely the same manner as the rear plane. Both planes are covered with silk paper treated with celluloid solution and are secured to the frame in the usual manner by rubber bands.

The chassis or running-gear is constructed



of split bamboo, the front side members each being in the form of a "U," joined together by bars extending across the frame and acting as a brace for the same. The wheels are made of cord, fitted with tubing acting as hubs, and these wheels are mounted on an axle made from an ordinary hat-pin.

The rear portion of the chassis is made of bamboo, to which is secured a small cork wheel  $\frac{1}{2}$  in. in diameter. The front chassis, including the wheels, is  $9\frac{1}{2}$  in. high; the rear skid, including the wheel is 7 in. high.

As above stated, this model has made a flight of 1,620 feet, but has practically flown over 1,000 feet on every flight made by it.

### THE SCHOBER THREE-BLADED PROPELLER.

Three-bladed propellers are fast coming to the fore among the model builders, and many different methods of constructing them are known. One of the chief difficulties of making this type of propeller is securing the blades at the center, or hub. One of the best methods of doing this, and obviating the necessity of an awkward and weighty hub, is shown in the accompanying

drawing, which is the idea of Mr. Frank Schober, lately connected with the Curtiss company.

The hub of the propeller is laminated from strips of spruce and mahogany, as shown, and is in form the general outline of a triangle. At each point of the triangle are saw-cuts or slots into which the three blades, which are made of birch and are bent to shape by steaming, are inserted and glued therein. When the glue becomes hard all the surplus wood around the hub is cut away, and the propeller is carefully sand-papered and schellaced or painted, as desired.

It might be well to state, however, that these propellers are very unsuitable when used singly, as they exert a tremendous amount of torque, and if used singly a propeller of this type should be set slightly to the side of the model in which the propeller turns, instead of at the center line of the model.

In the next month-end issue of AERONAUTICS I will describe the Schober model flying boat. This should prove of interest to all model builders, as, so far as I am aware, it is the first model of this kind to be a success.

### SLOANE 220 H.P. AERO-SKIMMER.

By Walter H. Phipps.

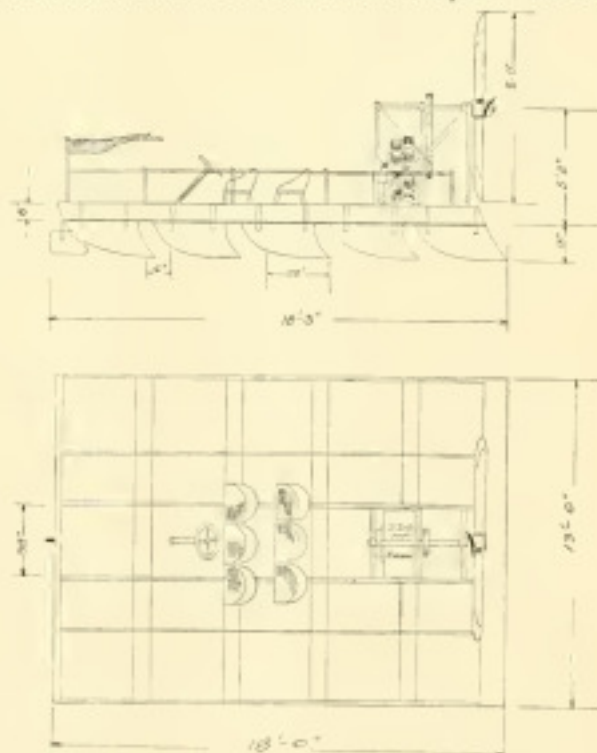
The new aero-skimmer, or gliding boat, built by the Sloane Aeroplane Company of New York for Robert J. Collier, is the first of its type ever constructed in this country, and doubtless the highest powered in the world. It was designed specially for Mr. Collier by John E. Sloane and Aviator Frank Coffyn. In general appearance the craft resembles a huge bob-sled, and in fact when traveling at speed it greatly resembles one, for it glides swiftly over the surface of the water in a similar manner to a sleigh over the ice. Since this one was produced, another has been ordered by another prominent sportsman.

The Sloane Aeroplane Company expects to sell a number of these gliding boats during the spring and summer for pleasure and commercial use, for, owing to their high speed and shallow draught, they are valuable on shallow streams and in the tropics.

General Dimensions: Length, 18 ft. 3 in.; width, 13 ft.; depth of hull, 2 ft.; depth of hydroplanes, 16 in.; number of hydroplanes, 5; width of hydroplanes, 28 in.; length of hydroplanes, 13 ft.; motor, 220 h.p. Anzani; seating capacity, 6 people; speed, 60 miles per hour.

The chief novelty of the boat is the hull, which is of unique design. It consists of five very wide and narrow hydroplane surfaces, each measuring 13 ft. by 20 in., attached one behind the other to a girder frame work, with a 6-in. air surface be-

tween each one. This arrangement gives the utmost possible planing surface with the least possible drag and suction, which accounts for the tremendous speed of the



new craft—just over 60 miles an hour, which is faster than the fastest motor boat.

The construction of the hull is both simple and strong. The five hydroplane surfaces, which are of two-ply wood construction are bolted and fastened to four main

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