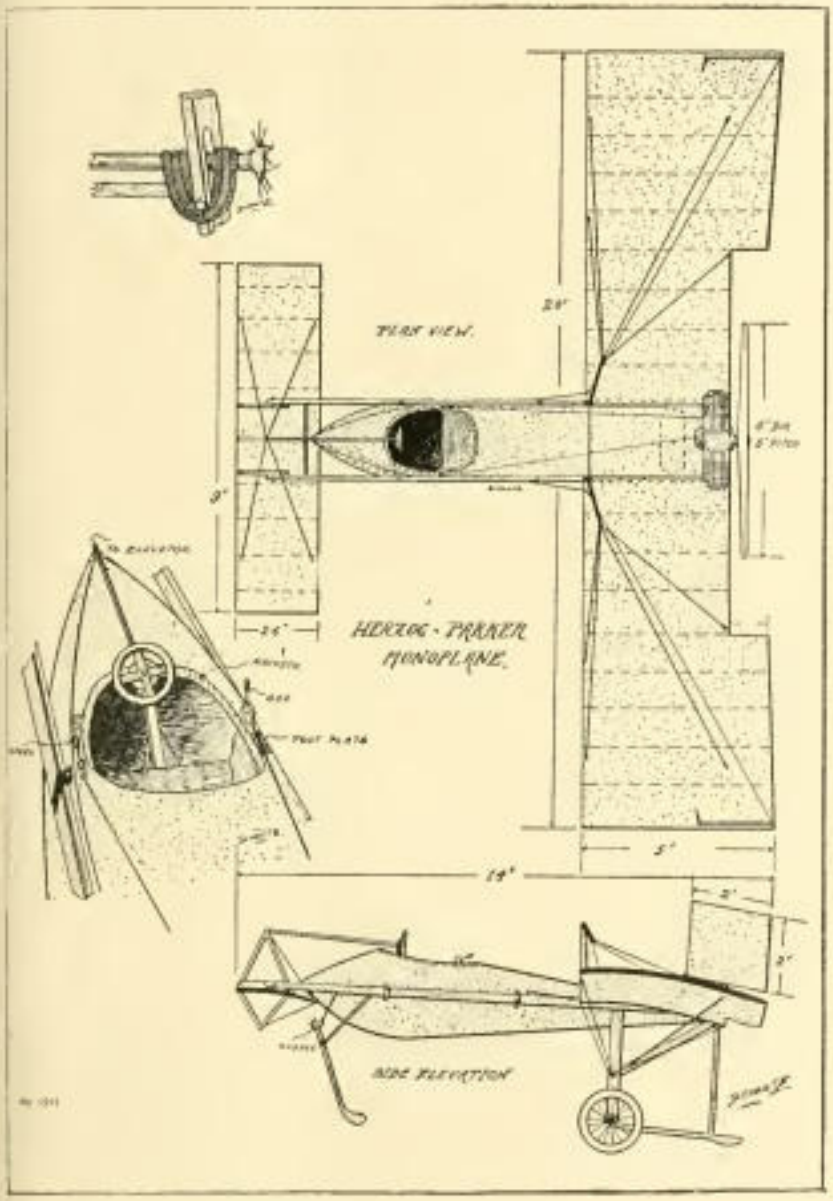
MODEL NOTES

HARRY SCHULTZ, Model Editor

THE HERZOG-PARKER MONOPLANE

The Monoplane shown in the accompanying drawing was designed and built by Harry Herzog and Cortland S. Parker of Brooklyn, N. Y. Both of these young men have experimented with models and gliders for some years and have at last turned their attention to full-sized machines.



This diminutive machine is of high-class construction and finish, and according to the statements of the designers, ought to prove an excellent flyer. The span of the main planes is only 20 feet, the overall length approximately 14 feet, and the complete weight, with pilot and full tanks, approximately 400 pounds.

The body of the machine is of streamline form, built up and covered with fabric, and, as shown by the detail sketch, has a very neatly upholstered cockpit and seat. Extending along the sides of the body, and secured thereto by steel plates, are spruce outriggers which support the elevator.

The main planes have a dihedral angle of 17 inches and are supported above by stranded steel cables running to two uprights, secured to the fuselage at the entering edge of the main plane, and below by cables running to beams forming part of the chassis. At the outer ends of the main plane are rudders two feet square, which act on the principle of the Boland device, steering and balancing the machine. These rudders are operated by the turning of a hand wheel and the elevator is controlled also by pulling backward and pushing forward on the hand wheel.

The chassis consists of an elastically sprung skid at the front of the fuselage and two elastically sprung wheels at the rear, together with a rearwardly extending skid to protect the propeller.

A Detroit Aero Motor has been used on this machine, but owing to its age and for other reasons has not been giving its usual amount of power, which has been a great handicap to the testing out of the machine. However, the builders expect to install a new motor shortly.

THE FENOUILLET GLIDER.

The subject of the scale drawing shown is the Fenouillet biplane glider, constructed and flown by Louis A. Fenouillet, Jr., of Brooklyn, member of the Aeronautical Society of America and the Aero Science Club.

The glider, which was one of the aeronautical exhibits at the Spring Festival and Ball held at the Seventy-first Regiment Armory in April, has proven to be a very steady flyer, as scores of hand-towed flights have been made at Governor's Island and other places, ranging in distances of 100 to 3,000 feet at altitudes of 20 to 100 feet.

The design of the glider is somewhat on the standard biplane type, but some novel features are employed in the construction, namely, the beams of the main planes, tail planes, rudder outriggers, vertical rudder uprights and arm pieces are of ash, as most strain is upon these members, while the laminated ribs, streamline uprights, and struts, are of spruce, and clamps, hinges, and rudder sockets being sheet iron, while the upright sockets are of aluminum, and eyebolts for clamping the upright sockets and all other stove bolts employed are 3/16-inch round.

The ribs of the main planes are of two laminations, with a 2½-inch camber, one-third back from the entering edge, and are bound to the main beams with a strong linen thread, and then glued with Ambroid, while the main plane uprights are stream-line, tapering from ⅞ inch round at the ends to 1½ inch in the centre.

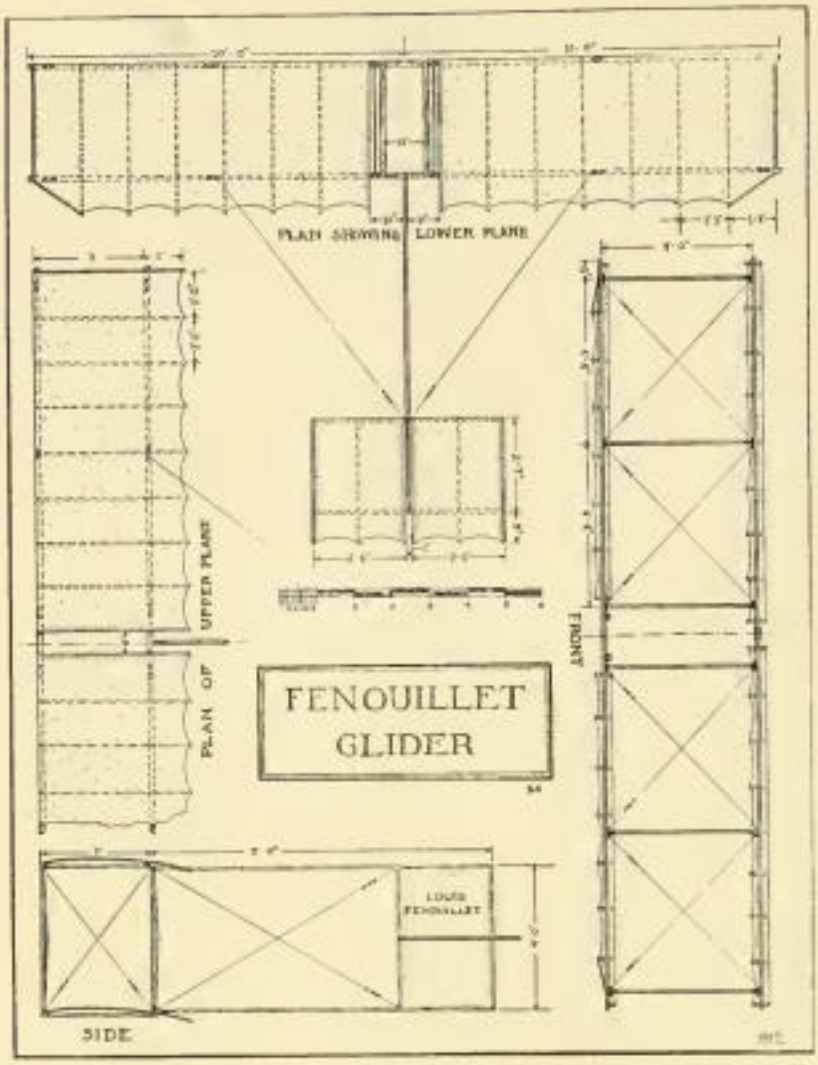
Another feature of the construction are the hinged tail planes (the ribs of which are straight) to make assembling and dismantling quicker.

The covering, which is laced to the planes, is a cheap unbleached muslin treated with a "dope," consisting of a coat of thin, hot glue, applied on each side and then shellacked.

The principal dimensions of the glider are: Span, 20 ft.; chord, 4 ft.; length, 9 ft.; span of tail, 5 ft.; width, 3 ft. 4 in.; rudder, 2 ft. 7 in. by 3 ft. 10 in.; gap between planes, 4 ft., and the weight 55 lbs.

Frenchman Finds Safety in Aviation.

Another parachute pack. Somehow or other nothing is done in aviation save in France.



Aero Science Club of America Bulletin.

A model propeller testing machine has been donated by the Aeronautical Bureau for making relative thrust tests of model propellers and tractors. A vote of thanks has been extended to the Aeronautical Bureau for this donation.

At the meeting of June 13 Messrs. L. & H. Blomquist visited the club and gave a very excellent demonstration of their "Synchronous oscillators," which were tested in many ways, and clearly demonstrated their practicability. Mr. George Bauer, one of the members of the club, will co-operate with Messrs. Blomquist in constructing a model having oscillators as a substitute for planes and propellers.

It has been decided to hold a contest for flying boats at Prospect Park Lake, Brooklyn, on July 12, 1 to 4 p. m.

29 West 39th Street, New York

OFFICIAL BULLETIN.

New Members.

Elias E. Ries, 116 Nassau St New York.

Gail Ison, 510 Mill St., Raymon Wash.

Directors Meetings—

Directors' meetings are being hel every Thursday evening throughou the summer, as usual. Regul weekly members' meetings are he as usual. The monthly lectures ha been suspended for the summer se son.

Data Sheets.

The second series of data shee has been sent out to members, co sisting of nearly a hundred sheets.

Annual Derby—

Plans are in progress for the pe petuation of the race around Ne York as inaugurated last Fall, ma ing it an annual event on a pa with the great classics of the spo ing world.

Meetings are held every Saturda evening at the Aeronautical Societ 29 West Thirty-ninth street, Ne York City. This club controls th model flying in this country throu its branches, and all records of of cial flights must be certified by it.

E. H. Jaquith is operating a Cu tiss flying boat at Atlantic City, d ing a good business in carrying pa sengers at $15 a flight.

Tony Jannus is creating splend interest and doing good work in ca rying passengers at Sandusky, whe he has established himself, as a nounced last issue. Jannus devot himself exclusively to water flyin and is open for engagements an where for passenger or exhibitio work.