

# BABY ROG

Return with us to those thrilling days of yesteryear when there were no kits to speak of and very few magazines on the subject of aeromodeling. ■ George Clapp

Plan on Page 36

THE BABY ROG was the first flying model I built during the early days of aeromodeling. I built it at the Boys' Club on Montgomery Street in downtown Syracuse, NY—not far from the National Guard Armory where contests were held. Contestants came from all over to compete.

One of the first to build flying models was my cousin Bob Potter of Ithaca, NY. He built Indoor and Outdoor flying models which were all powered with rubber. He also built one of the first gas-powered models in the area.

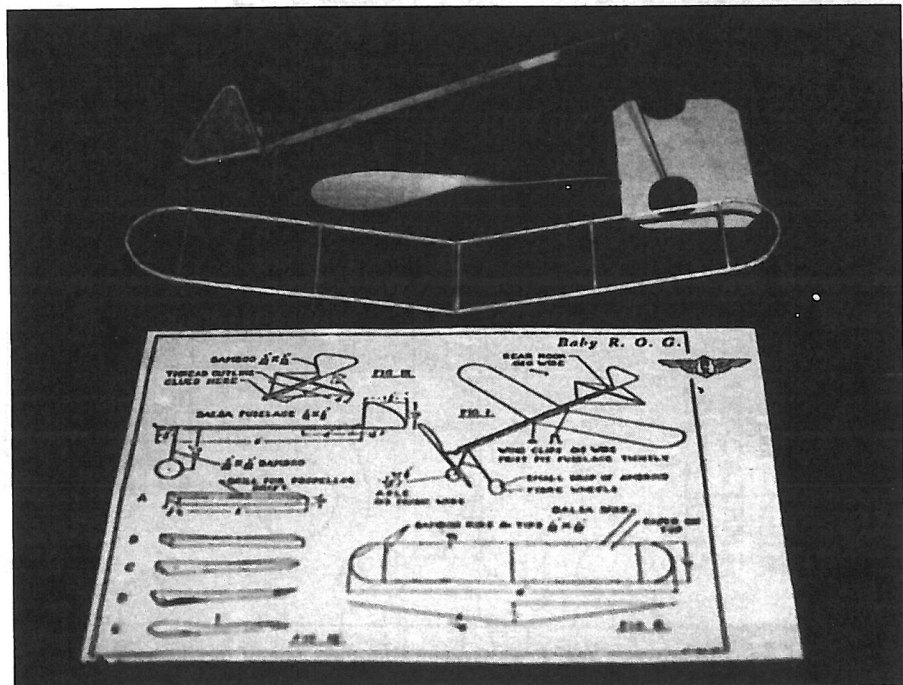
My first contest experience came when the chapter of the Boys' Club to which I belonged flew at the Eastwood High School gymnasium one night a week. I flew my first ROG and was awarded a Student Pilot's certificate. As you can see, staying aloft for 31 seconds was all it took for a qualifying record. At the time, of course, this was no record, but I was sure proud.

Following the ROG, I built the *American Boy's* larger Indoor Endurance Tractor, which was nothing more than an enlarged Baby ROG without the landing gear. A skid protected the prop during landings.

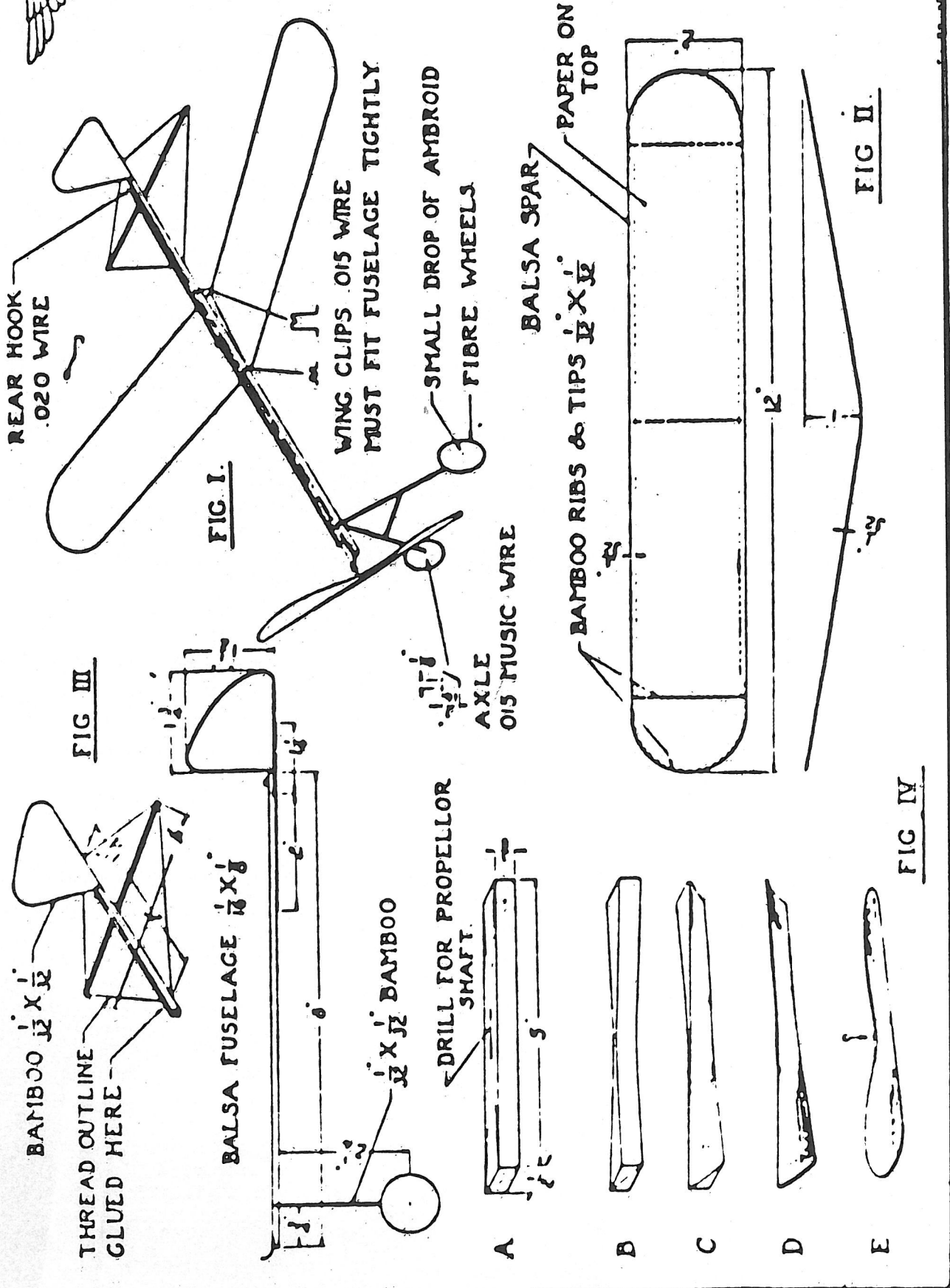
The next contest held at Eastwood High School was a Balloon Bust. Most of the fellows flew the Baby ROG. In fact I was the only one flying the much larger Tractor.

We used a needle pushed into the center of the prop to pop the balloons. The Tractor

had no trouble bursting the most balloons. *Continued on page 36*



Eager for a taste of the olden days? Try your hand building this 1927 vintage ROG. In fact, build several; then take them out of doors on a hot day and watch them catch the thermals.



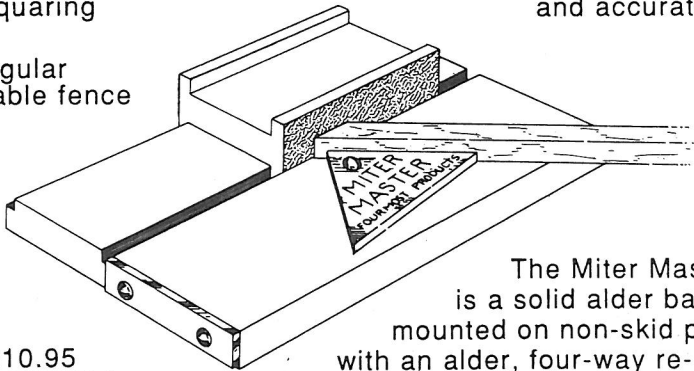
and winning the contest was a real feather in my young cap. During these years I built many ROGs and the one Tractor, but I also built a Stin-

son Detroit, one of the planes featured in Frank Zaic's *Model Airplanes and The American Boy Magazine 1927-1934*. Frank researched these magazines with the help of

many old-timers and published a wonderful record of the era. The cover shows a boy launching a twin pusher, one of the first  
*Continued on page 137*

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## Baby ROG/Clapp

Continued from page 36

twin-motored models available and a great flier.

The plan of the ROG shown here is treasured by many of us old-timers as one of the first to be published during those years when aviation was truly coming into its own. This, remember, is the era of the first transatlantic flights.

I tried, as many others must have, to design models without the aid of plans. I still have one sheet left of a plan for a World War I pursuit plane that I drew on the back of a kit in 1933. The kit was one of the first on the market.

From 1927, when the AMLA (Airplane Model League of America) was formed, on into the early thirties, kits were hard to come by. I had an early Ideal model of Every Boy's Model Airplane that left a lot to be desired. It was built of basswood and aluminum, and it was very heavy—would-

n't do much more than power glide. This model, too, is shown in Zaic's book.

If you'd like to return to those nostalgic times and build a Baby ROG the good old-fashioned way, good luck. But remember, this small aircraft was meant to be flown indoors. So when you build this tiny model, you might do well to make several. Outside, on a hot day with any thermals at all it will fly out of sight in no time.

**Plan Notes:** Readers may have trouble reading some of the details on the plans, so here's a list of measurements and materials:

- Fuselage:  $\frac{1}{16}$  x  $\frac{1}{8}$ -in. hard balsa
- Rudder:  $1\frac{1}{2}$  x  $1\frac{3}{4}$  in., cut from  $\frac{1}{32}$  bamboo
- Stabilizer:  $3\frac{1}{4}$  x 4 in., cut from  $\frac{1}{32}$  bamboo
- Wing: 2 x 12 in., from  $\frac{1}{32}$  balsa
- Wing ribs and tips:  $\frac{1}{32}$  bamboo
- Dihedral: 1 in. at each tip
- Prop block:  $\frac{3}{8}$  x  $\frac{5}{8}$  x 5 in.
- Wheels:  $\frac{1}{32}$  Fibre

Continued on page 138

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Music wire: .015  
 Prop hanger: .015 x .32 drilled for wire  
 size, bound with light thread and coated  
 with Ambroid.  
 Landing gear: 1/32 x 1/32 bamboo with cross-  
 piece  
 Prop shaft and tail hook: .015 music wire  
 Covering: light tissue  
 Rubber: 1/32 x 1/32 Pirelli

### HiLiner/Srull

Continued from page 44

your favorite connector to the end of the cable that exits from the wing into the fuselage. The new Deans Power Plug (sold by ACE R/C and HiLine Ltd.) seems to be a

very compact and efficient connector, just perfect for small electric RC use. Attach both props, either 5 1/2 x 4s or 6 x 3s, to the motors, and give them a test run to make sure everything is OK. Don't overdo the test running on fully-charged batteries since the current draw will be higher than in flight (it should be between 10 and 11 1/2 amps), and the cooling is not as good as it will be in the air.

**Radio system.** First coat the inside of the fuselage sides with epoxy in the area where the two miniservos for rudder and elevator will be located. This will harden and smooth out the balsa, providing a good surface for the double-sided foam tape that will be used to mount the servos. Make up the two pushrods from hard 1/8 in. square balsa and .045 wire. Install the aileron servo up against the rear of the main spar using double-sided foam tape, and make up the short pushrods that attach to the 2-56 threaded nylon servo connectors. The aileron bellcranks are cut from .015 sheet brass, drilled and soldered to the torque rods.

Align the torque rods and bellcranks, and tack glue the 1/32 ply torque rod bearings onto the appropriate ribs. Take care not to get glue inside the bearing holes! Make sure the aileron controls work smoothly and properly. Temporarily hook up the radio, charge the batteries and test the whole system, including the motors. If all is OK we are ready for covering and assembly.

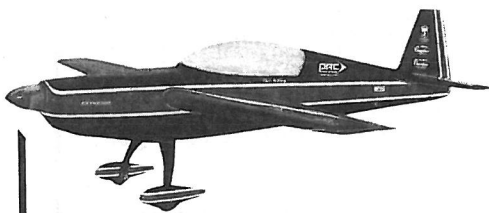
**Covering and finishing.** Use your favorite covering method, but keep it light. Any of the plastic films will work fine. Since I prefer a painted finish on my models, I covered all balsa surfaces with light tissue (Plyspan) after brushing a few coats of nitrate dope on the bare wood. The wing was then covered with light silk (or if you prefer, clear Mica-film is a good, lightweight substitute). All surfaces were then sealed with two thin coats of clear nitrate dope. Before color doping, the tail surfaces are glued in place, and the hinged control surfaces are attached. I highly recommend Sig (RC)'s new Easy Hinges. For small models like the HiLiner, they are very easy to install and do the job nicely. I cut the hinge pieces into 1/4-in.-wide strips to make installation simpler and to get better flexibility than full width

hinges would provide. After assembly is complete, airbrush on a couple of thin coats of Dianna Cream butyrate dope overall. When dry, the trim stripes were masked off and a thin coat of metallic green dope was airbrushed on. A few pieces of 1/8-in.-wide red trim tape provided the final touch to a very light painted finish.

**Flying.** Let's first discuss batteries. As the saying goes, there are batteries, and then there are batteries. I can't emphasize too much the importance of good, properly-sized flight batteries. There is no other way to get decent flight performance out of Electric RC (or Free Flight) models. Old batteries from worn out radio gear or second



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