

THOUGHTS ON THE GIZMO GEEZER NOSE BUTTON & FRONT ENDS IN GENERAL

By Wally Farrell

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Caveats: This is an explanation of how I usually do the front ends on my scale ships. It is "A" way, not "THE" way. Also, I am writing this of my own free will, and have not been given any presents, money or bribes. I sure hope they will follow ... HAW! Orv Olm is a genius.

The GG nosebutton is a real asset to achieving a good adjustable front end for FAC scale ships up to about 30" or so. It has had a major positive impact on my enjoyment of flying and my success at getting FAC scale ships well trimmed. It allows for very discrete, precise thrust adjustments and is very durable in our application. As we get started, please look at the photo (#1) of the GG nosebutton. Notice that it has 3 bumps on its perimeter (Ed note: when viewed from the back.)

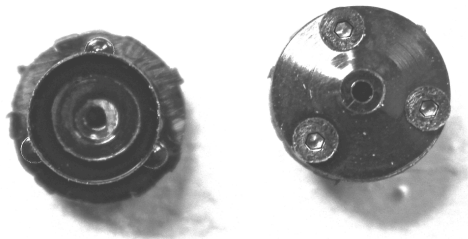


photo #1

1. My friend Mike Issermann did some writing about cylindrical nose blocks a couple of issues ago so here's my take on it. I have 2 cutters of different diameters made from brass that I use (see photo 2). These were given to me by a good friend and have been a real plus on getting the plane's front end neatly put together. Thank you George White! I usually use a cylindrical noseplug with a spline made from an ice cream bar, (how many other hobbies will endorse consumption of frozen confections? I love Free Flight!). I then make a matching notch in the airplane. The noseplug is faced with 1/32 plywood, (Ed Note — very important for anything larger than a dimer) (see photo 3). I drill a 3/8" hole in the noseplug, and then use a small flat file to notch 3 notches into it, matching the bumps on the GG button. I have found it most useful to put the notches at 10, 2 and 6 o'clock. This allows for really good adjustment for down and right thrust, which is what I usually need. I will drill in a small amount of downthrust into the noseblock when installing the nosebutton. You are going to need it anyway.



Photo #2.

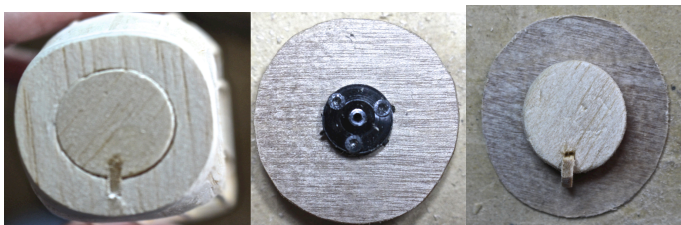


Photo #3

Showing nose plug with alignment spline, button mounted on plywood glued to nose plug (front view) and nose plug rear view.)

2. The button will take .06 wire. I hate bending that stuff, so I drill out the nosebutton with a 1116 bit and then bush it with a piece of brass tubing (1/16th OD), about 1/2" long and .047 diameter inside diameter. I usually have to pinch the brass tubing with pliers, sacrificing a little bit of the tubing, to gently twist the tubing into the button. If I am in the mood, I

will use a toothpick to put the smallest dot of CA on the tube as I push it in. I file the tubing level with the front of the noseblock and then use a rat tail file clean the end of the tubing, to be sure the prop wire will spin smoothly in the tubing.

3. So now you have a great button in a very secure noseblock. No more shimming the noseblock to get down/right thrust. I find that even $1/8$ th of a turn may have some effect and y. turn of a screw is a very effective change. When adjusting thrust with the screws at 10, 2 and 6, I usually find that I almost never need to change the 6 o'clock position. I will finesse some, say for example, turning the 2 o'clock screw OUT $1/2$ turn (adding thereby down and right), followed by $1/4$ turn of the 10 o'clock screw IN (easing off some of the down/right thrust). You will quickly get skill in making these adjustments as you "read" the effects turning the screws has on your ship. Don't like the adjustment? Just put it back where it was.

4. Installation - please take note: you need to have enough "headroom" at the back of your noseblock to allow the inner portion of the GG button to move, and to be sure your prop wire clears the inside of the noseblock as you add down thrust.

5. THE FINAL BONUS of using a round noseblock: this has only occurred to me lately ... in some situations, it is possible without too much fuss to have the option of making 2 noseblocks for an airplane. This then allows you to trim a plane, say with an 8" prop and get it how you like it. You can then use the second noseblock with a larger prop/motor comb, retrim and see if things are any better. If it is not an improvement, you don't have to go back to the drawing board; you just put the other prop block/motor combo back on. The time I spend trimming is very valuable to me. Making just a new nosebutton takes less time than a round trip to the flying field. It may work out that it would be possible to have 2 noseblocks, one for windy days, one set up for calm conditions ... Hmmm.

Stuff that you are worried about:

1. Weight- yeah, it weighs more than a Peck button ... but we usually need nose weight, and the ease of adding thrust changes is worth it to me. I am no longer moving/shimming a noseblock out of the front of the airplane. The last thing you need is a wobbly noseblock; it will lead to unpredictable performance. The front ends of my planes actually look better since there is not a hunk of balsa that has been used to push the nose down.

2. Breakage — this has not been an issue. Sure, I've broken a couple over the several years, but they are very reliable. Give me enough opportunity, I can break stuff. If you are in a situation where you have moved the screws all the way out, then you might need to ask yourself "what is happening here" the button will be more vulnerable if it is dialed all the way out.

3. Cost - OK, I guess for a nosebutton, this one is "expensive".

However, it is a great value. Well made, durable and a big improvement in terms of easing the trimming process.

4. Seems like a lot of fuss to install- heck, you have to drill a hole for a nosebutton anyway. Just add some slots for the bumps. It's easy, honest.

5. What am I going to do with the spinner in the way? Well, you can leave your prop hook wire long enough to be able to pull the prop forward so that you can get the short leg of the allen wrench (supplied with each button) into the screw. OR leave the spinner off, weigh it and put a matching amount of clay on the prop. After you are done trimming, swap the clay for the spinner. OR drill a really small hole in the spinner to put the long leg of the allen wrench into the screw.

Try this out, it is well worth the time and effort. As is often the case, it took longer to write this than it does to actually make a front end this way. The GG nosebutton really will simplify the trimming of your FAC ships! -