

# The .020 Dilemma for NOS

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Since the National Cup events (with their accompanying points system) it occurs to me that it is well within the possibility that 1/4 NOS could be the decision maker for the championship point total.

In looking over the catalogs I found very few kits and plans that qualify and at the same time are likely to be competitive. Lee Campbell's T-Bird (80%) has it pretty much to itself for the event.

It happens that in the last couple of years age (and health problems) have reduced my activity to small rubber and power — hence my interest in .020. The .020 replica event is still very popular (see Rozelli's event count at the last Nats), although since the mid-70's when the event originated it has deteriorated down to just a few designs.

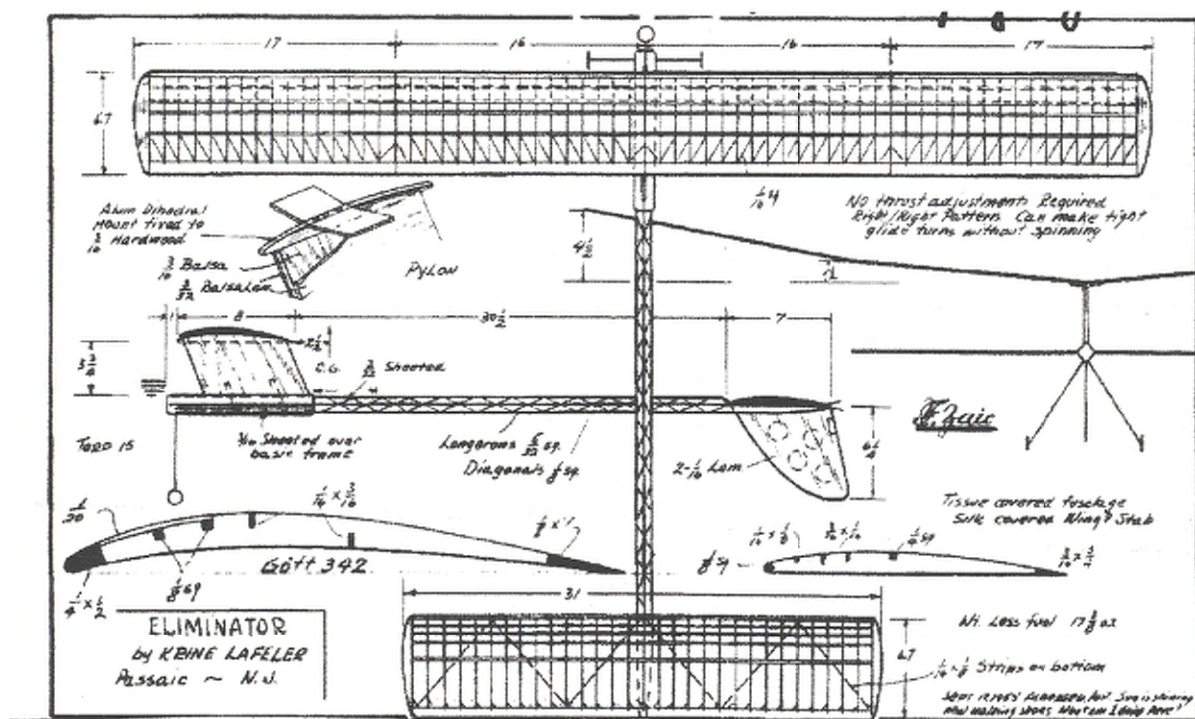
Initially the event was pure SAM with a twenty second motor run and three minutes max. Now it is largely NOS and AMA merged with most CD's using the regular NOS nine second engine run and two minute max. Unless you are a real good air picker the event is hard to max out.

Further, the demise of the TD.020 has really occasioned decreased interest and this can be expected to carry over to NOS 1/4A. I believe COX is still making the Pee Wee .020 and one solution would be to give this engine a run bonus over and above the regular TD engine run, say 12 seconds for the Pee Wee if the TD is nine seconds.

Last year I built a couple of coupes and was amazed at the glide of these airplanes, which is caused, I suppose, by their thin airfoils and high aspect ratios. Oddly enough, an 80-85 gram coupe is pretty close to the weight of an .020 power airplane if it is built as carefully as rubber guys build coupes.

Now the search for plans began in the Ziac yearbooks and I found there are plenty to choose from. Finally, I selected and built the Eliminator by Krine LaFeler (Ziac 55-6, page 80). With the selection of light wood, light covering and carbon spars reinforcing, this 160 square inch airplane weighed 86 grams — REALLY good glide!

For those interested in the .020 history, I recommend Bob Oslan's article on page 50 of the 1976 Symposium. Further, with small fields the .020 probably deserves a comeback.



For .020 multiply basic dimensions by .6. If you want to try a 1/2A, multiply by .75. This structure is rather complicated when reduced. I simplified it. Any one desiring to try this airplane can get a plan from me but realize I am not a draftsman and it will be a little rough! My phone number is 713-467-0042