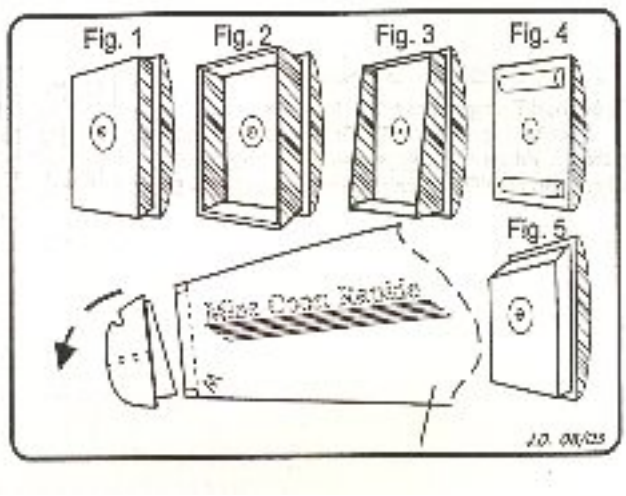
Nose Block 101

This unsigned article appeared in the latest issue of the Minneapolis Modeler, the newsletter of the Minneapolis Model Aero Club, Jack O'Leary editor, and is stolen here from the October 2003 issue of the "BatSheet," the newsletter of the MAC of Puget Sound, Washington, Chris Weinreich, Editor

Please note, we're talking here about nose blocks, not "front ends." Front ends are used by FIB, Coupe and Mulvihill flyers. Nose blocks are found on O.T., scale sport and craft with freewheeling props. Gabeesh? When I returned to free flight 25 years ago, the recommended nose block scheme was Fig. 1, thick sheet stock on the backside of the block. Simple and effective. Works every time.



Dismissing this solution as being too un-craftsmanship like, I opted for Fig. 2, a balsa and plywood box, with mitered joints. Nice, but fussy. And there was a problem. Upon landing, about half the flights suffered a bent prop shaft. Bummer! Solution: If the nose block could pivot on landing, the problem would be solved, Securing the nose block with a rubber band is a must.

Fig. 3: This scheme works if the top of the miter box is skinny enough. On small models, Fig 4 accomplishes the same task with split dowels. Finally, Fig 5 returns to Fig. 1 with the important modification.

Remember troops, keep it simple! Live long and prosper.