

COMING EVENTS:

December 19th, 7:30 PM, at Novato Firehouse Training Room: Yearend meeting and GRAND RAFFLE. Bring your tickets collected over the year from Show & Tell as well as purchases. The prizes will be worth it! Also --- if there is anything you want to give away in your model shop of \$5 value or more, wrap it up as a Christmas gift and bring it along. Turn a dust collector into a treasure for someone else.

NOVEMBER 21st MEETING:

Present were John Hlebar, Rick Madden, Don Bekins, Ed Hamler (brought laser printed airfoil plots), Dick O'Brien, Walt Gunning (silk covered models), Rocco Ferrario (school science project), Frank Remail (Leisure Playboy), John Carlson (Prairie Bird, donated wing tie-downs), Karl Righetti, Brian Ramsey. New officers announced. Lots of gabbing. **DUES ARE NOW DUE!**

SAM IN CZECHOSLOVAKIA

My wife and I have just returned from Czechoslovakia. SAM is alive and well there --- in fact, thriving. The Czechs had their first OT contest September 18th near Prague. Earlier in the year, the Czech OT enthusiasts drove some 750 km to southern Germany to attend their first ever OT contest. With the borders opened up there is a breath of freedom in the air that pervades everything one sees and hears. For those who have always had freedom, it is somewhat hard to comprehend, but after a 10 day visit with two Czech families and travelling some 2,000 km through the countryside, my wife and I came to appreciate what freedom really means from those who have not had it for so many years.

Our trip started with a visit to Radoslav Cizek, considered by Czech modelers to be the "Sal Taibi of Czechoslovakia". A retired engineering draftsman by trade, "Rado" has had a love for airplanes and models since early childhood. He is 69 years old. His glider, U-control and R/C kits are featured in the few model shops that exist in Czechoslovakia. He has had plans appear both in SAM Speaks and the National Free Flight newsletter (often in the latter). He is also an international judge for FAI scale competition, and has travelled to many European countries in this capacity in the last few years as the communist stranglehold on his country gradually loosened.

Both our hosts took many days to drive us around the country to see the sights as tourists. With Rado I was able to fly R/C gliders, OT rubber models, and HL gliders. With his somewhat limited English and my limited German we were able to communicate quite well.

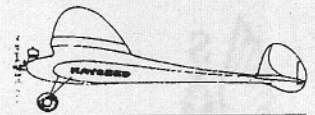
With each of my hosts, I left plans for 1/2 A Texaco models (Anderson Pylon and Bomber) and a Cox .049 Black Widow. The hope was that they could get a 1/2 A Texaco class started there and eventually participate in our annual postal contest. But, alas, they have very few radio control sets, and what they can buy in Czechoslovakia is of poor quality, and large--- roughly equivalent to a 1968 Kraft or Heathkit with monster linear servos, much too large to fit in 1/2 A models. They would like participate in our 1/2A Texaco postal contest with free-flight 1/2 A models, with .049 engines available in eastern Europe. There are quite a number of those, but practically no Cox engines. Perhaps we could adjust our Postal Event rules for eastern Europe to adapt to these problems so we can have more international participation in SAM.



Rado Cizek with an original rubber design

The Czechs fly on 27 Mhz (broadband) and 35 Mhz (narrow band). However, there is no narrow band available in the state controlled stores. They must travel to west Germany (which they can now do) to obtain one of the extremely expensive sets with hard currency. That is almost an impossibility for Czechs, with their very low wages and restriction on the amount of cash they can take out of the country for travel (\$50). Somehow they do obtain radios, for I saw two Krafts (very old) and a Futaba on 72 Mhz. That frequency is useable there, but, like our 27 Mhz, there is a lot of interference from police, fire and other communication equipment, making 72 not of much use to aeromodelers. There is no citizen band radio in Czechoslovakia.

What the Czechs really can use is all our old, discarded, broadband 27 Mhz equipment. I'm trying to figure out a way to get our cast-off 27 Mhz radios to them without them paying the horrendous 20 to 30% duty, based on new equipment costs. What SAM, as an organization, can do is try to collect



discarded broadband 27 Mhz R/C equipment as donations, rather than throwing them out as 1991 approaches, the witching year for our new R/C channels. Then we can try and work out some way to get the donated R/C gear to our new SAM old timer enthusiasts.

Jaroslav Rybak, the spark plug of the SAM movement there, started SAM Czechoslovakia by making up an attractive flyer and sending it around to modelers he knew. He distributed 60 of these flyers among his modelling friends and acquaintances and received 72 replies! The organization was formally inaugurated with their first old timer contest September 18th.

After four pleasant days touring and flying with Rado Cizek, Jaroslav Rybak drove some 120 km from Svitavy in central Czechoslovakia to pick Joanie and me up. He brought his 15 year old daughter with him who spoke English. As it turned out, Rybak spoke some German, but no English, and I speak a simplified kindergarten German (learned some 27 years ago). So, we got along quite well, the two gals in the back seat communicated in English and Rybak and I dredged up our limited knowledge of German to converse. By the end of 5 days, both Rybak and I had improved our language communication to the point that I could translate for Joanie. Without a mutual language it would have been a difficult week, particularly for the English speaking daughter, for her language skills were not much better than my German.

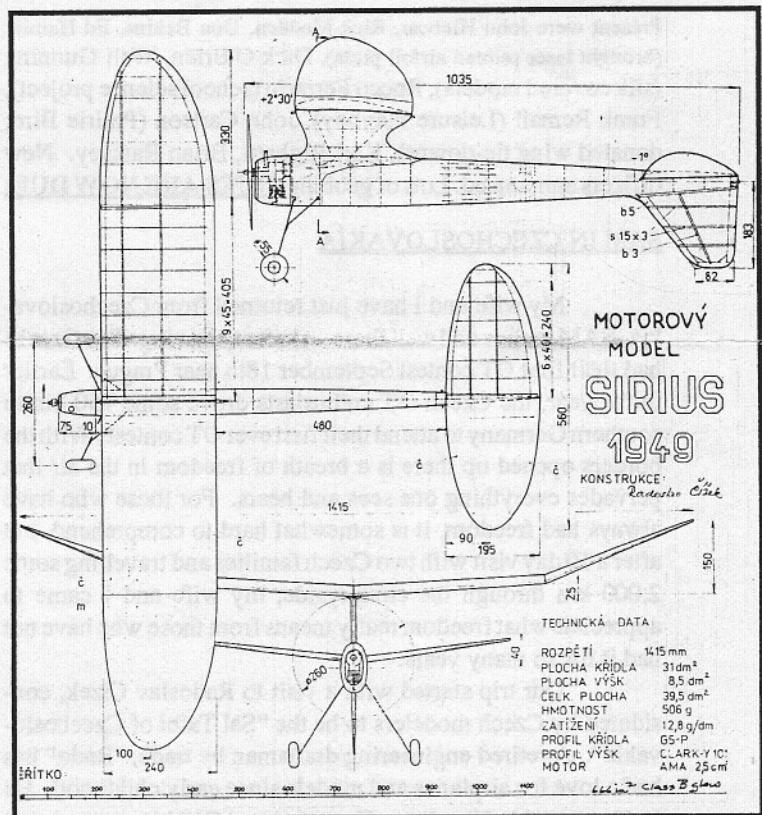
The fact that she spoke some English was remarkable in itself. You see, when the Russians invaded the country in 1968, they threw out all youth organizations such as Boy and Girl Scouts, installed their own communist youth organization called Pioneers and decreed that the only foreign language that could be taught in schools was Russian. The daughter secretly learned her English from a family friend after school, but she never learned Russian.

Ribak took five days off from his job (distributor for a state-owned furniture factory) and drove us from one end of the country to the other. We visited tourist sites, Czechoslovakia's largest and oldest truck factory (the Tatra plant and museum), the model engine factory (MVVS, where they practically hand make state-of-the-art schneurles, sized 2 cc to 10 cc's), met modelers who design and make their own high-tech four cycle engines and speed props, a restorer of antique motorcycles, visited model shops and flying sites. Very impressive indeed! We witnessed world-class model aerobatic flying by the Czech national champion, Cani Ivan, with a model he designed, making everything but the radio and MVVS engine from scratch. He used a 1968 Kraft radio with large linear servos, which worked flawlessly after thousands of flights.

The technical capabilities of the Czechs are truly remarkable, considering the lack of materials available in that country. Rybak took me to the largest hobby shop in the country in the city of Brno, which turned out to be no bigger our local shop. There is almost no balsa available, so, for the most part they build with spruce and aircraft plywood, which is available

because of the sophisticated sailplane industry in Czechoslovakia. They do not have cyano glues, so they use the old acetate and wood glues to build some of the most beautiful models I have seen. R/C supplies a very limited, but available. There are no ARF's, but there are a lot of non-flying plastic models. I never saw a silk covered model. Models were mostly tissue covered. However, my host got ahold of some Monokote with which he covered a OT pylon model similar to a Zipper, powered by the repro OS 60K antique ignition engine which we have seen in the US. Rybak got the Monokote from a friend in west Germany.

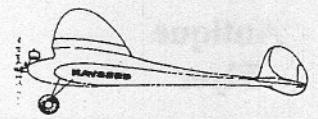
There is a lot of glider and rubber free flight, but I saw no R/C old timers — only OT free flight. I flew a really fine nostalgia-type glider on mode one R/C (I normally fly mode 2). There is one very well known Czech engine collector, whom I



SIRIUS: A beautiful OT design by Rado Cizek.

did not meet, who has a lot of antique engines and has written books about engines. He advertises in the MECA Swapsheet from time to time. However, there are almost no other antique ignition engines in evidence.

For the eastern European countries to participate with SAM, as is common in England, Australia and Canada, we would have to work out a postal event similar to our 1/2 A Texaco meet. However, in the initial stages, it would have to be free flight, or glider, with larger models. Cizek has made up some trial rules (enclosed) that could be workable and bring the



international chapters to more of a feeling of belonging to the old timer movement as we know it.



With Czech SAM organizer Jaroslav Rybak and family

The eastern block countries have a basic problem with our design cut-off time of 1942. They had some limited modelling and designs prior to '39 when the Nazis invaded. Then, at the end of the war in 1945, they started designing again, but that flourished for a short while as the Russian-installed communists started imposing their dictatorial system over these creative people. Thus, their old timer designs, which are great, evolved primarily from 1945 to 1950. They would like to get SAM design approval for their old timer models during that period and before.

I brought back one Class A pylon plan from 1940, called the "MURA", which, for the Czechs, is really an antique. The rest are '45 to '50, power, rubber and gliders. There are some unique and unusual designs, which I would like to build and fly, if approved for old timer use here in the USA.

Cizek, the aeromodel designer, is anxious to draw up some of the older plans and submit them to our magazines with building instructions. He writes well in English (better than he speaks), and I told him I would try to help him with the contacts for publication. He does some beautiful plans, very detailed, on the order of Phil Bernhardt's work. He would be happy with a fee of even a small amount of hard currency for his fine plans.

They had some broken nostalgia-type engines — Hi-Johnson and Testors/McCoy — that I said I would help them get parts for. Howard Osegueda is working on that for me. And, I am sending some matched crystals from my old Futaba, Ch 50, for one fellow, who, by some underground means in the past, obtained an R/C set through Germany.

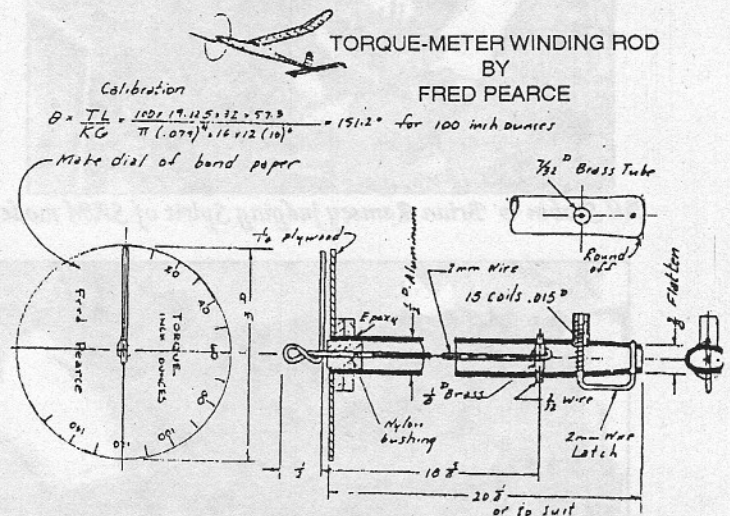
The Czechs can now travel freely, but, as I said, they still have a restriction on the amount of currency they can take out. That severely limits their ability to buy when they get to Austria or Germany. Their wages are extremely low by our standards, but so are their costs. For instance, we took the bus some 22 km into Prague, then rode the underground from place to place in the city all day long, returning late in the afternoon. The total cost of transportation for my wife and me was less than a dollar apiece! Everything is subsidized, from transportation, to food, to rent. Thus, they are going to have a painful transition

to a market economy as their prices rise to western market levels, the subsidies are removed, and their currencies become convertible. But, I am confident the Czechs can do it without too much internal strife. They are clever, hard workers, and technologically advanced in many areas, particularly in mechanics and aeronautics.

So, that is my report on the "State of SAM" in eastern Europe, our newest old timer aeromodelers. I hope we can somehow help the Czechs and their neighbors with our old radios, ignition engines, old timer plan approvals, friendly postal events. I will be more than happy to help in whatever way I can to coordinate a SAM outreach program which will encourage a revival of old timer aeromodelling in those eastern European countries that have suffered so much from war and lack of freedom.

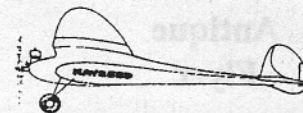
MORE GOLLYWOCK GAB

Below is a torque winding rod developed by Fred Pearce of SAM 86, Ontario, Canada. Don Reid from the same SAM Chapter has been providing us with excellent tips on trimming the 'Wock. If you have ever had a rubber motor let go while winding, you know the consequence -- either a blown out fuselage, or, at the very least, all your covering torn up. I was lucky; only my tissue went. The torque rod is used in conjunction with a winding hook and tube for maximum winds and safety. Karl Righetti is using that setup now. So, on our next Gollywock Gaggle, he will demonstrate.



*Heaven is where the police are British
The cooks French, the mechanics German
The lovers Italian, and it is all organized by the Swiss*

*Hell is where the chefs are British
The mechanics French, the lovers Swiss
The police German, and it is all organized by the Italians*



FLASH - -

As many of our members may not know, our great past newsletter editor, Ned Nevels has had some serious health problems. After two surgeries, Ned spent more than two weeks in the hospital. Ed Hamler, Don Bekins, and Brian Ramsey visited him last Saturday after a marvelous day of flying with the Napa R/C club. We hear he is now home recuperating. What Ned didn't know, was that we voted him in as vice-president of SAM 27 in his absence. Drop him a card to cheer him up.

Great News Department

During our fun fly at Napa, raffle tickets were being sold for a super Airtronics PCM R/C set. Hamler, Ramsey and Bekins bought tickets to support the great guys at Napa R/C Club. This group has been fantastic to the members of SAM27, welcoming us to fly at their wonderful field near Napa College. Ed Hamler has been a long time member there, and Bekins just joined. **GUESS WHO WON THE RADIO?**

Congratulations Brian Ramsey!



All Stabin & Brian Ramsey judging Spirit of SAM model



Prez Hamler's Red Zephyr: 1st Flight preparations

Another Aussie Daffy Definition



ROOT

Americans should be warned about this one. To 'root' for a favourite team, player, or performer, in the sense of lending encouragement, is not done in Australia. The Australian equivalent is to 'barrack' for. The word 'root' has a fundamental, biological, extremely vulgar application. And as a result of this meaning, the crudest, most direct, most unmistakable brush-off is to tell a man to 'go an' get rooted'. Insulting words, not to be used without due care and forethought.

On the other hand, 'rooted' can mean a deficiency in supplies. You can be 'rooted for bricks', 'rooted for beer', etc. But not when ladies are present.

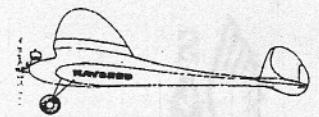
COVERING WITH SILK - (continued from November issue)

As was pointed out in our last newsletter in the discussion by Larry Davidson on silking, there are many differing opinions on "How To" and the nuances of various types of materials to use. Opinions seem to break down into various categories:

1. Nitrate dope versus butyrate dope
2. Methods of plasticizing & what materials are effective
3. Methods of sticking silk to undercambered surfaces
4. Methods of applying the dope and number of coats
5. Retarders and blushing

1. The two basic types of aircraft dope have differing characteristics. Nitrate dope acts as a filler, a shrinking medium, and as an undercoat when other types of finishes are to be applied. After about 24 hours of drying, nitrate dope shrinks to its maximum extent and stabilizes. It is susceptible to solvents such as alcohol and methanol which is commonly used in glow fuels. It will blush and run when glow exhaust droplets land on it. It fills well and can be used as a sealer and undercoater which will accept most types of other paints from epoxies, oil based paints and butyrate dope.

Butyrate dope has strong long term shrinking characteristics. It continues "gassing" years after coating a surface, and, at the same time shrinking. Frames must be built stronger when coated by "bute". It is relatively immune to blushing and running from methanol based glow fuels and exotic gasoline-based fuels and oils. Other types of finishes will not adhere to



bute, including epoxies and nitrate dope. You can paint bute over nitrate, but not nitrate over bute.

2. Without additives, both bute and nitrate dopes will get brittle and craze over the years. Non-tautening nitrate and bute dopes are available from various manufacturers. However, unless you do a very good job of applying the silk tight and wrinkle-free initially, these dopes do not shrink enough to provide the structural strength inherent in the standard varieties. Plasticizing is the answer.

Plasticizing is adding an soluble oil to the dope. The silk still shrinks, but remains somewhat pliable and less brittle over time. Two oils commonly used are pure castor oil and oil-of-wintergreen (synthetic methyl salicylate). Both have the characteristic of retarding excessive shrinkage and they add luster the finish coats. The more coats you add, the shinier the finish. There are commercial plasticizers available at the same automotive paint shops where you find the retarders (mentioned below). Bob Munn tells me acrylic lacquer plasticizers should be used in the amount of a tablespoon to 8 ounces of ready-to-paint (thinned) dope.

In addition to the more attractive finish, the oils add years to the life of the covering job. Walter showed us a Nordic glider and a nostalgia Civy Boy that were over 25 years old and in beautiful condition -- no crazing or cracking of the silk. It was not brittle to the touch.

Just an note about letting coats of dope dry. Though the paint appears to dry almost immediately, it is best to delay applying another coat for 24 hours. That way the silk will completely dry and shrink evenly. Painting on dope too soon between coats is a sure way to induce warps.

3. There are three methods, and perhaps more, to attach silk to undercambered wings. Larry Davidson uses cyano glue (sometimes leaves white gas marks), Bob Munn mixes Duco cement with dope for an adhesive, and there's the plain old multiple coats of dope (sanded between coats) on each rib. Al Heinrich of Aerodyne sells a special adhesive for the same purpose, which I have yet to try.

4. In applying the dope, one can use a variety of methods. Tried and true is the fine camels hair brush. Be sure to get a good one that does not loose hairs. Another that Otto introduced to me is the inexpensive and readily available foam brush (1/2 to 3 inches wide). I have heard of a light weight cloth or Kleenex impregnated with dope and drawn over the surface to fill the silk pores. Munn and Gunning are the proponents of camels hair brushes, but I have found the foam brush to be superb. With practice, you do the top of a wing panel in three swipes of a three inch brush. And, you can control the density of the dope to evenly fill the pores. The foam can be reused for about three coats, cleaning with thinner between coats. However, after that the foam starts to flake and a new brush should be used. Don't worry, they're cheap -- about \$.50 to \$.75. Keep a supply on hand.

If applied evenly, 4 to 5 coats of dope should fill the pores of the silk. To obtain more of a gloss finish and seal the

silk from fuel absorption, there should be at least 7 coats of 40% to 50% thinned dope. The addition of castor oil (4 or 5 drops per ounce) will enhance the gloss.

5. Blushing and retarders: Most of us do the majority of our building in the winter months when it is both cold and humid. These conditions are guaranteed to cause blushing or white streaking in the finish. Retardant lacquer thinners can be obtained at automotive paint stores. They come five different drying rates: fast through slow. Medium-slow and slow rated thinners are highly blush resistant and encourage very even flow of the dope. They also can be used for spraying if a final overspray of clear is called for after trimming with colored dope. However, as their name implies, the retardant thinners are slower drying, and will take more time between coats. I generally use a retarder on my last two or three coats.

So after you have spent days and weeks obtaining this gorgeous antique silk finish, (and you have been ostracized from the house for smelling it up) you are now in your car driving to the flying field with your work of art. Everything goes well until you hit that first bump on the dirt road to the flying site. Then you discover the true meaning of "hangar rash". Your beauty got a hole poked in by that invisible protrudance from your flight box or whatever. The *King of Hangar Rash* is John Pond. He always "throws" at least 8 models in his car for every contest, therefore he has also inherited the title of *Regent of Repairs*. Damn! What to do now?

If you prepare for the inevitable, you will find that a silk finish is very easy to repair. Either make up a solid frame or cut a hole in the side of a large cardboard box. While you are preparing your model frame for covering with the three coats of dope, put the same undercoat on the frame or box. Then stretch of scraps of silk over the opening and dope it along with the model, giving it the same finish. When your aeromodelling creation is finished in all its glory, cut away that finished material from the frame and put it in your flight box in a safe place along with a brush and small bottle of nitrate or bute thinner. When you get that hole from hangar rash, cut a small piece of patching material to just cover the hole and touch the edges with thinner. After it has dried 5 minutes go over the whole patch with a coat of thinner. Voila! You have a patch that will shrink up and match the rest of the finish almost perfectly. All done in the space of 15 minutes.

There are commercial plasticizers available at the same automotive paint shops where you find the retarders (mentioned below). Bob Munn tells me acrylic lacquer plasticizers should be used in the amount of a tablespoon to 8 ounces of ready-to-paint (thinned) dope.

Any comments or ideas from our members would be appreciated. Your editor guarantees equal time and space for rebuttal or helpful hints.

NOTE NEW DUES STRUCTURE ON COVER



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Chapter #108

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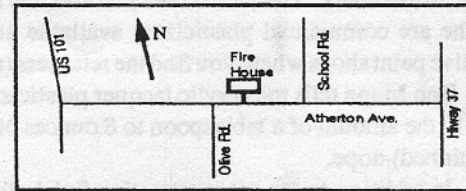
Membership is \$10 for the calendar year. After February, the dues for a new member are prorated.

Associate membership (newsletter only) is \$7.50 for the calendar year.

Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.

MEETINGS

Meetings of the membership are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 PM.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

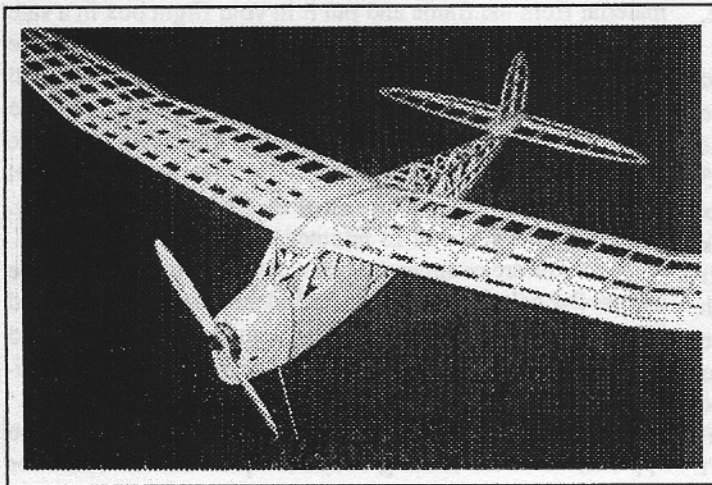
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