

A SLAM-BANG YEAR END MEETING!

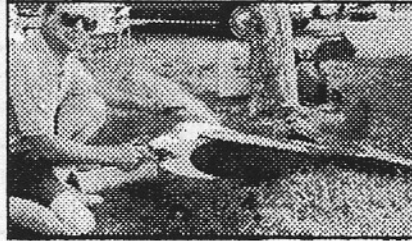
Our year end Christmas Bash was held December 19th at the Novato Fire House Training Room. We had great attendance. Of course, it had nothing to do with our big year end raffle. Attending were Nick Sanford, Karl Righetti, Ed Solenberger, Dick O'Brien, Bill Gargan, Buzz Passarino, Remo Galeazzi, John Carlson, Frand Ramail, John Hlebcar, Rocco Ferrario, Brian Ramsey, Don Bekins, Rick Madden, and Ed Hamler. Many brought gifts - anything worth over \$5 that was gathering dust in the shop - and there were 7 grand prizes, with a fine running Ohlsson 23 FRV donated by Ed Hamler at the top of the list.

Since there were not quite enough Christmas gifts to go around, it was decided to raffle the gifts off first, with only attendees eligible, and only one gift per raffle ticket winner, even if his name was drawn twice. After the first round, all tickets were again placed in the hat, mixed up, and 7 tickets were drawn for the big prizes. The last ticket drawn would win the grand prize.

To digress a little, raffle tickets could be purchased (6 for \$5) or "won" by bringing show-and-tell projects to meetings throughout the year. There was always a raffle prize at each meeting (balsa or other merchandise) awarded to those who brought projects or bought tickets. Then the tickets were thrown back in the hat for the year end drawing.

Almost everyone received some sort of a gift or prize. The last two tickets for the grand prize were held by Brian Ramsey (winner of the R/C set from the Napa club) and Ed Solenberger. After much fan-fare, the winning ticket was won by Solenberger. — Silence — Ed got up and made a little speech.

He said the club had been discussing how to bring more young people into our hobby as a project for the coming year. He said he had a dream the night before that he was going to win the raffle and decided what he was going to do with the engine in that dream. That decision now would become a reality, when Ed donated the Ohlsson 23 to our youngest member, Skye Greenawalt, age 14. Skye has been helped along in OT modeling by Don Bekins over the last three years. His modeling and flying skills have improved steadily, to the point where he produced the second best time for SAM 27 in the 1/2 A Texaco Postal Event. Thanks, Ed, for your contribution to inspiring young people!



Karl Righetti and his passion for unusual models: O&R 60 powered "2-in-1", designed for rubber or gas model.



Ed Solenberger, Mr. Ohlsson Event, flying to a win with Jack Albrecht timing

THE YEAR THAT WAS: MEMORIES OF 1990

It was a great modeling year! A bunch of us started the year by driving down to the IMS show in Pasadena. If you haven't been to one of those extravaganzas, you should try it this year starting Friday, January 11th. The first of many fun meets started with the Winter Bash at Waegell Field in Sacramento on February 4th. However, the big kickoff for the year always starts at the Southwest Regionals, put on by Dick Bringgold and his gang down in Phoenix. Contestants come from all over West and up from Texas. Though no SAM 27 members went to Arizona, our chapter was represented in all other contests during the year

— some 18 in all — capped off by our own 12th Annual CRASH & BASH, held at Loren Schmidt's ranch in Elk Grove, California. The hospitality of Loren and Miriam is legendary (pancakes for breakfast, laughs in the evening at sunset), bringing participants from as far afield as San Diego and South Carolina (Al and Judy Stabin, the man who conceived the Ohlsson Sideport Event).

Then there was our Gollywock Gaggle, inspired by Brian Ramsey. Eleven models were built by members. Our Aussie member, Bruce Able, even brought one from down-under on his first visit to the US. We all remember the special

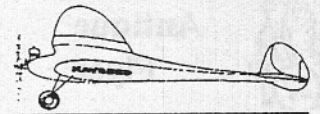
meeting we had at Remo Galeazzi's hangar to view the gleaming aluminum Ryan ST he has restored. Here are some images that bring back memories of '90 —

DUES ARE NOW DUE!

☆ NEXT MEETING, WEDNESDAY, JANUARY 16TH



The ladies of SAM 27 hold up the beautiful poster created by Miriam Schmidt



EDITOR'S COMMENT —
ON YOUTH: PAST, PRESENT, & FUTURE

There are dozens of wonderful newsletters floating around written by, for, and to old time aeromodelers. They come from as far as Australia, Canada, England, Italy, New Jersey and contiguous states. Some are works of art, some are handwritten, some are packed with valuable technical information, some are hilarious accounts of happenings on and off the flying field, and some digress into the philosophy of why we do what we do — the love our hobby, our creations, our craft, our art, our technology, and the thrill of watching our handiwork actually take to the air and fly with the hawks.

An interesting thing happened at the last meeting of SAM 27. Our group got off into a discussion of how to interest *newcomers* to *old timers*, and in particular — young people. In our area, we are seeing some “younger” modelers take an interest in old timers. That is, those in their late 30's and early 40's, who have tried the zoom-zoomers, gliders, rubber, and now are discovering the low-key fun of antique modeling. However, for the most part, the stalwarts in the old timer arena are in their 50's, 60's, and older — mostly near or at retirement age. They

are returning to a fascination for aviation that was born in their more youthful years.

In my mail last week, a newsletter from the National Free Flight Society (NFFS) arrived and in it was a poem written by an anonymous “King Sugar”. I am taking the liberty of reproducing it for our club members, for it speaks volumes on why we continue to pursue our hobby of re-creating old timers.

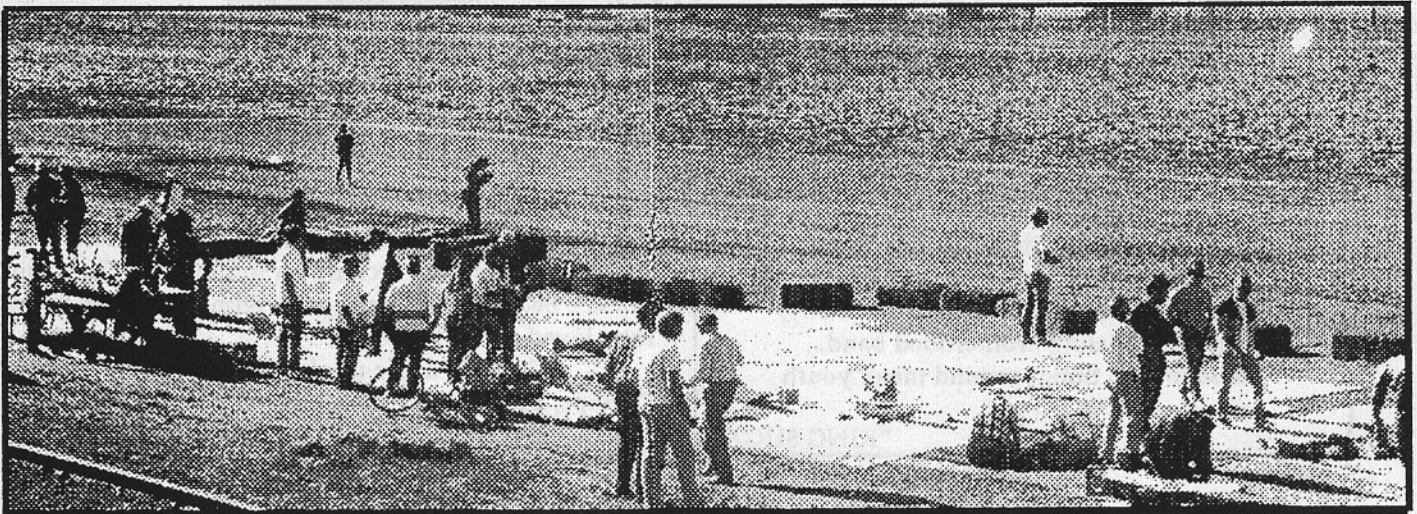
Then I received an essay from SAM's *Bard of Modeling Philosophy*, Rocky Mountain VP, Art Grosheider. He laments on the fact that few kids (youngsters in their early teens) are becoming involved in the aeromodeling hobby. Art recalls vividly what fascinated us, as youngsters, by the world of flight, but how that world has changed. His words are beautifully written and you will no doubt find them in many newsletters that pass around the “circuit” in the months to come. However, I would like to recapture here some of his words after he explained about our plastic throw-away economy in which few kids have the exposure or desire to pursue the modeling hobby. —

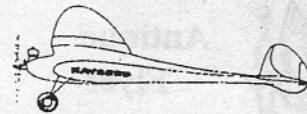
“I hate to be a pessimist, but the fact of the matter is that it's a different world (than the one we knew in our

NAPA R/C CLUB WELCOMES SAM 27 MEMBERS

New to our club is Gary Stanton, President of Napa R/C. Gary is a competition pattern flyer who has taken a keen interest in old timers. He has built and silk-covered Quaker Flash, powering it with an Ohlsson 60. Needless to say, under his expert hands it flew beautifully. His next OT project is a Weathers Westerner.

Our president, Ed Hamler, and VP, Ned Nevels, both belong to Napa R/C. This club has a beautiful field on a city park near Napa College. Its members have welcomed SAM 27 members whenever we have shown up to fly there, and extend that welcome to all 27'ers who have not. Last time we were at the field, there were rubber models, R/C gliders, sport planes, pattern, and even U-control at one end of the field. It's a great place to fly your Golly Wocks (if the wind is not blowing too hard). Below is a panoramic picture of the flying site. Come out and join the fun, and perhaps, join Napa R/C, as a number of us have done.





THANKS FOR THE MEMORY

Tattered old kit boxes,
treasure chests for kid dreams
Yellowed, glue-stained plans
growing into 3-dimensional schemes...
These foolish things remind me of youth

The endless prop flipping,
and the painful quiet
the discovered lose wlre,
and the house a sudden riot!
These foolish things remind me of youth

That very first thermal flight
into clouds, beyond our scan
Running outbound just as a kid,
but walking back, a modeling Man!
These foolish things remind me of youth

Old Hands in the clubroom watching
a shy kid showing his new plane
Blushing at encouraging applause
and never quite...a kid again...
These foolish things remind me of youth

That first contest; tagging along
shagging mostly, for the Big Guys
But, a 13th place ribbon!
more precious than a golden prize!
These foolish things remind me of youth

The smell of banana oil,
and cheap, shedding brushes
The closing contest dates, and the midnight rushes...
These foolish things remind me of youth

Years of sunshine and engine whine,
stopwatches and whirring rubber strands
Oily jeans, dirty bandaids,
and tennies full of sand...
These foolish things remind me of youth

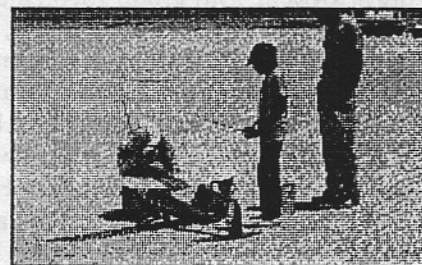
And, suddenly, the clock unwinds,
and we extend some kid a hand
Remembering how it works, man to boy,
in our modeling brotherhood band...
These foolish things remind me of youth

"KING SUGAR"

youth). There will always be a few who will take it up because they are "marching to a different drummer". You have to remember that when we took it up we were mostly marching to the same "drummer". (Aviation was new and exciting then. It's commonplace now.) — *Once in a blue moon you may trip onto a kid that's really interested. If you do, give him help and encouragement, for you have found a gem. —*

In years past I have endeavored to attract kids into our hobby. They are fascinated by flying things. What they see appears to be within their grasp. Then the inevitable questions: "Where can I get one?" — or — "What does it cost?"

Through patience and understanding, I was able to help my son, Laurence, and his friend, Chris, successfully build and fly a series of models, starting with gliders. On a slope near our home they mastered R/C flying at the tender ages of 10 and 11 years.



Laurence at "77 Champs, Las Vegas

Then we had joint projects to build engine powered old timers. Like gliders, they are easy to fly and are quite forgiving to overcontrolling. For both kids, I was able to guide their building programs so they did 90% of the work. Radio installation and some of the finishing required more assistance. Both Laurence and Chris were fortunate in that they had a place to build and an achievable goal,

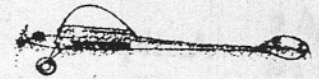


Chris Smith with Buzzard Bombshell

because they had seen the old man's models fly. Their major goal was to join me and the family on a trip to the first SAM Champs we ever attended in Las Vegas, 1977.

Both had spent many hours playing together with their gliders on slopes and thermalling in a sort of friendly competition. Thus they had no trouble catching on to powered flight, and quickly became very proficient with old timer flying. They loved it!

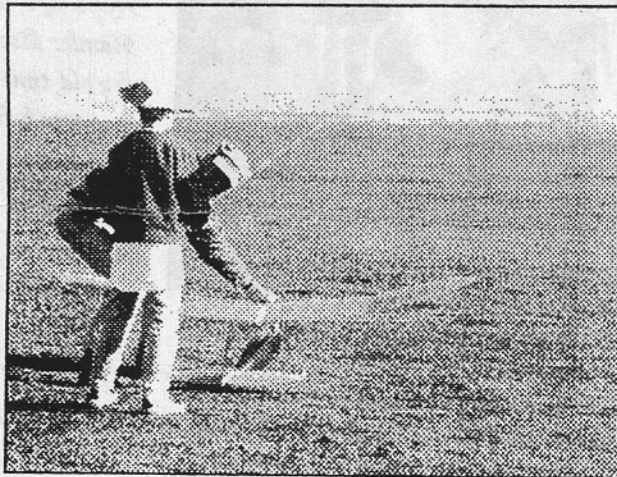
When we made our big pilgrimage to the SAM Champs, Laurence (11 yrs.) amazed the folks by winning Class C Glow with his Playboy, Sr. over 30 other entries, most of them 5 times his age. Chris (12) did a respectable 7th place with his Buzzard Bombshell. Because of their



R/C glider experience, they were good at spot landings, a key part of the SAM rules at that time. That gave them the winning edge, besides, they had great noses for catching thermals.

Now both boys have finished college, discovered girls, are finding careers, but some day, may remember their modeling past and come back to the hobby that was such a part of their formative youth.

In recent years, I found another "gem" — a lad by the name of Skye, who, totally on his own had learned to build and fly rubber and U-control models. He was, at the time I met him, working as assistant to the grammar school science teacher in a model building class. I gave him a Playboy, Sr. kit for his 10th birthday. He framed up the whole model in his building class, while the other kids were just learning the rudiments of construction. Again, with help in radio installation, Skye completed the model in time to travel with me to the Texas SAM Champs in 1987. He did alright there, but the difficult windy flying conditions and lack of experience with flying gliders



Skye at the moment of truth: that 1st takeoff!

placed him in the lower end of his class.

But what a great experience! Skye kept me awake during the 2,000 mile drive with his hilarious teenage one-liners, we rafted the San Antonio River at flood stage, and he met all the most famous designers and flyers of yesteryear.

Skye has since built a 1/2 A Texaco Playboy and a glider and has placed in numerous local contests. And, he built himself a shop, a place his own. He started out building models on his mother's sewing table.

If you discover a "gem", nurture the kid. Help him/her discover the joys of working with his hands, being creative in forming those sticks and ribs into a working model aircraft. Teach him/her about aeronautics, the basics of flight. Help him observe nature — how the hawks find thermals, what part of the landscape produces rising air. Help him through the frustrations of

learning to fly R/C — and recover from his first crash. Encourage him to repair that model to fly again, TO TRY AGAIN!

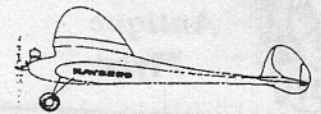
The lessons learned will be with that child for life. And, it will be the most rewarding and satisfying experience of your mature modeling years.

COVERING WITH SILK: MORE MUSINGS FROM MUNN

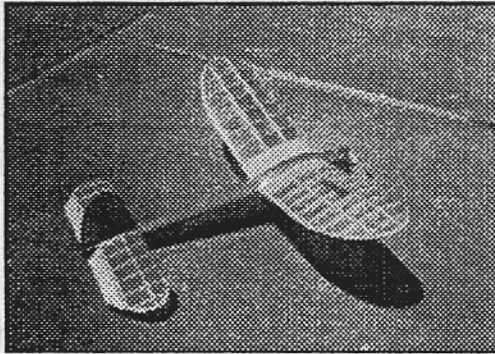
Dear Don:

Thanks for sending along the issue of ANTIQUE FLYER with the continuation of the silk article...you've done a fine job, and it should be very helpful to those tempted to try. My experience during the past couple of days is a painful reminder of a mistake I have made before, and one which you may want to mention in some follow-up: Nitrate dope is a fine base for almost any material put over it, but there is one monumental drawback in certain instances when you want to use butyrate dope over a nitrate base. That can happen when you have used several coats of nitrate and then decide that a coat of butyrate would be helpful as a fuel proofer. The problem almost always occurs when one has used several coats of nitrate after adhering the silk (or other covering material). You build up a fairly substantial amount of nitrate on the material. Then the butyrate, especially if thinned out for brushing, or even thinner for spraying, will dissolve the top layers of nitrate and a horrible bubbling pock-marking will almost inevitably occur. I recall once having put about four or five coats of nitrate on the silked fuselage of a mini-Powerhouse, and then brushing on clear butyrate...the effect was AWFUL!! Instead of the clear translucence, there was a pronounced mottled marbling effect, coupled with gruesome looking blotches everywhere, which DO NOT GO AWAY AS THE MESS DRIES, and cannot be removed. Since the two types of dope are basically incompatible, you have, by putting thinned buty over thick nitrate, mixed a mess!

A similar thing happened to me before (and again yesterday) when I applied several coats to nitrate over a fairly heavy polyester fabric on an 8 foot sport plane, then began spraying my butyrate color coats over that. The nitrate had dried for 3 - 4 days before the buty was sprayed — not a question the base being thoroughly set. Where I had used only one thin coat of nitrate over the cloth, the buty sprayed on very nicely, even and smooth. Where I had (trying to use up the last of a can of nitrate) used several coats, the buty caused a horrible pock-



marking, i.e. little bubbles formed almost everywhere and the surface became dotted and ridged with blotches as the two dopes reacted, since the buty was thinned out for spraying.



*Rick Madden's silk-covered Vespa
An Italian old timer design*

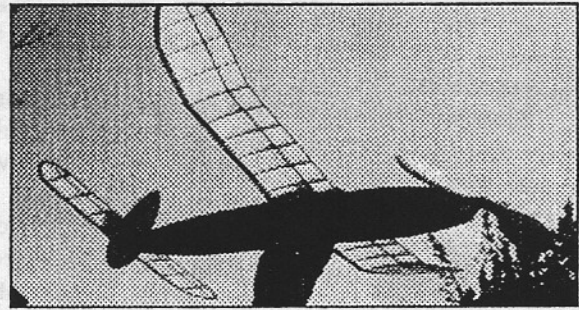
especially if you are working for a translucent finish. You might get away with one coat of nitrate over the open silk, but I'd advise against it. If using colored buty over fabric, silk or otherwise, don't put more than one or two very thin coats of nitrate on the surface before beginning to use the butyrate. Of course if you were using polyurethane or epoxy as a fuel proofer in the form of a clear coat sprayed on, you could have as many coats of nitrate under it as you like, since those finishes won't react with the nitrate. You may want to try duplicating this awful mess sometime just to see what I mean...but please do it on a test strip and not a plane!!

Cheers,

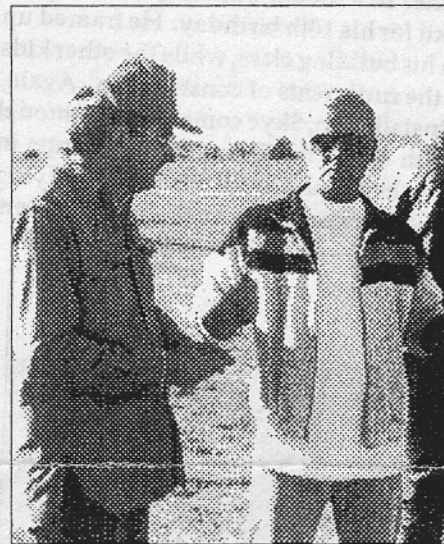
Bds (Munn)



*Czech O.T. designer, Rado Cizek, launching original glider
near Prague at site of first O.T. meet, Sept. '90*



Golly Wock, pride of SAM 27

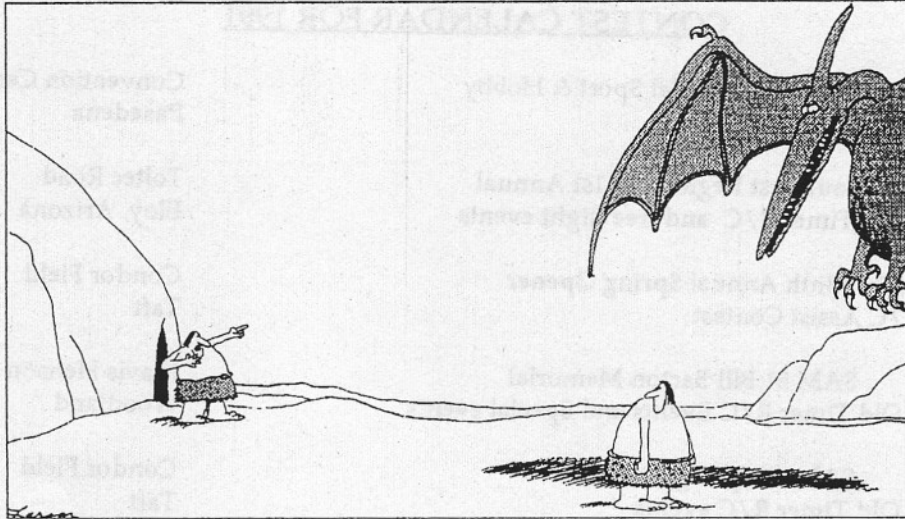
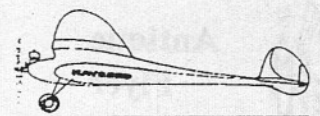


*New SAM 27
member, Gary
Stanton, president of
Napa R/C and Ed
Hamler discussing
why old timers are so
much fun*

SCIENTISTS DISCOVER NEW ELEMENT— ADMINISTRATIUM

The heaviest element known to science was recently discovered by university physicists. This element, tentatively known as Administratium (Ad), has no protons or electrons, which means that its atomic number is 0. However, it does have 1 neutron, 125 assistants to the neutron, 75 vice-neutrons, and 111 assistants to the vice-neutrons. This gives it an atomic mass of 312. The 312 particles are held together in the nucleus by a force that involves the continuous exchange of meson-like particles called memos.

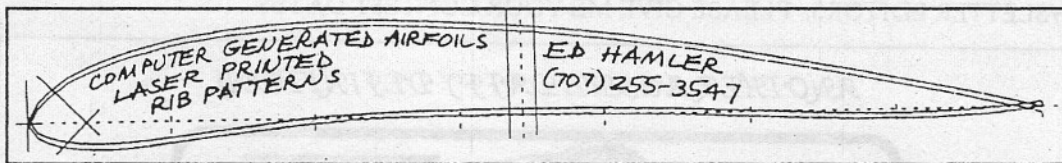
Since it has no electrons, Administratium is inert. However, it can be detected chemically because it seems to impede every reaction in which it is present. According to one of the discoverers of the element, a very small amount of Administratium made one reaction that normally takes less than a second take over four days.



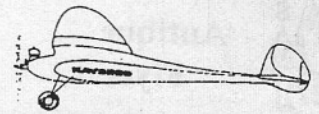
Look out Thak! It's a...a... dang! I never can pronounce those things! It's a.. a..
"Bomberopterix"!!

UNPAID ADVERTISEMENT

Our "Prez", Ed Hamler just obtained a neat program to plot wing ribs. This being a non-profit institution, Ed has offered to help our members in their quest for the "perfect rib". If you are scaling any model up or down, pass on your rib patterns to our aeronautical technician and he will make up some fine patterns for you exactly to size.



Bruce Abel's "Flying Minutes", 1938 Vintage Wakefield

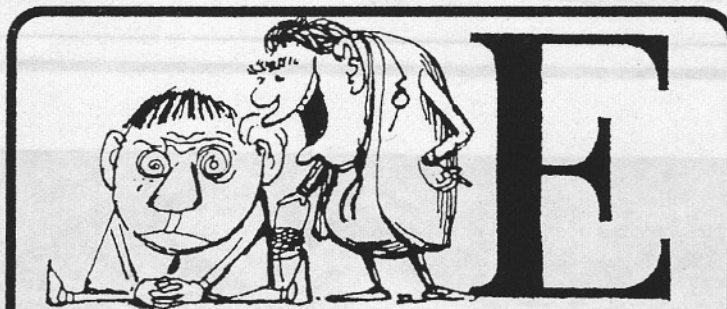


CONTEST CALENDAR FOR 1991

January 11/12/13	IMS Show, Model Sport & Hobby	Convention Center Pasadena
January 19/20/21	Southwst Regionals 41st Annual Full Slate of Old Timer R/C and free flight events	Toltec Road Eloy, Arizona
March 16/17	SAM 26 Ninth Annual Spring Opener Old Timer R/C Assist Contest	Condor Field Taft
May 4/5	SAM 51 Bill Barton Memorial Full Slate of Old Timer R/C Events and Special events	Mavis Henson Field Woodland
April 27/28	SAM 49 Spring Annual Full Slate of Old Timer R/C events	Condor Field Taft
September 7/8	SAM 27 "Crash & Bash" Full Slate of Old Timer R/C events and Special events	Schmidt Ranch Elk Grove
November 9/10	SAM 49 Fall Annual Full Slate of Old Timer R/C events	Condor Field Taft
NCFFC Waegell Field contests to be announced		
FIRST SGMA Winter Bash about February 3rd		Waegell Field

NEWSLETTER EDITORS: PLEASE GIVE ME YOUR CONTEST DATES

ANOTHER AUSSIE DAFFY DEFINITION!



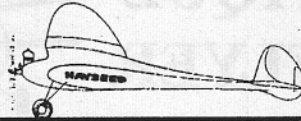
EARBASHER

Also known as a 'lug punisher'. The fellow who backs you into a corner, and talks and talks and talks and talks and talks.

Professional earbashers can be found in local government and parliamentary circles, where they spend most of their time earbashing each other, and annoy us less than the amateurs. Amateurs are to be avoided. Go to another pub.



AMChapter #108



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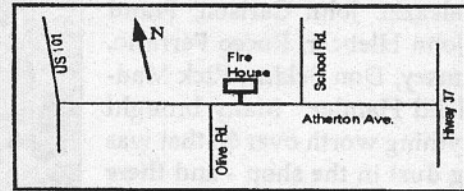
Membership is \$10 for the calendar year. After February, the dues for a new member are prorated.

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.

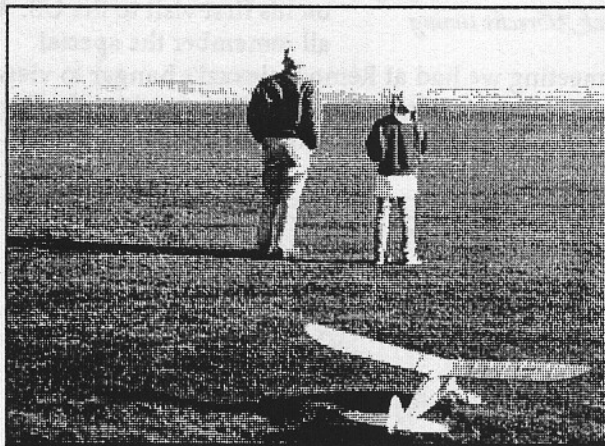


PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

85 Bellevue Ave., Belvedere, CA 94920

ANTIQUE FLYER

JANUARY 1991



A BOY AND HIS TEACHER ON FIRST FLIGHT

FIRST CLASS MAIL