

ANOTHER INFORMAL FLYING SESSION SCHEDULED BEFORE REGULAR MEETING. WEDNESDAY, AUGUST 21ST. SURPRISE SPEAKER!

Next meeting, Wednesday, August 21, 1991, 7:30 PM, Novato Fire Station, Atherton Road. We will again try a **4:30 PM flying session at our new field** off Lakeville Road, 2 miles north of the stop signal on Hiway 37. In our last newsletter, I remarked that the site was 314 miles down a dirt road from a sign for the Riverside Farm, adjacent to the Sleepy Hollow Dairy. (Let's calculate that out: 314 miles down the dirt road would place us approximately at Taft! Needless to say it was a typo, but the flying site is nearly as good as Taft's Condor Field.) Pray for light winds and bring your 1/2 A Texaco models. We'll have OT trainers there for those who want to practice their flying skills.



**Fred Terzian**, member of SAM21, OT modeler and freeflyer of great renown, has just returned from the

World Free Flight Championships in Yugoslavia. He took videos of his adventure, and he brought back some fascinating technical equipment developed by the Russians, Romanians and Yugoslavs. Fred will be at our meeting and will show the videos and tell us about this world event.

JULY MEETING NOTES

A number of our members showed up at the Lakeville Road flying site at 4:30 in the afternoon before our meeting. The wind was blowing rather hard, but Ed Hamler put his Class B Bomber up and Don Bekins braved the winds with his Ohlsson powered Playboy Cabin. Ed also brought his sport glider and stretched out the high-start. He got some good flights in before we adjourned to the Novato Firehouse Training Room.

Not too much business to report. Everything is in order for our annual "Crash & Bash". The raffle tickets are going well for the Edco Sky Devil. We are sending out invitations to all past participants to make this a large and memorable event — a great practice for the upcoming SAM Champs.

One item of future business I would like our members to consider is increasing our dues structure for both regular and associate members. We are publishing a monthly newsletter which is running at a deficit due to increase mail costs. In addition, we now have a field which will entail future expense. I suggest we raise the dues for regular members to \$15 and

associate to \$10. Should we lose some of donated services from **Ed Hamler**, we would have to raise the dues even more. Thanks, Ed!

SHOW & TELL

It was a busy evening — so much gab and gawking that almost no serious business took place. **John Carlson** brought in a framed up 150% "Topper" which he powered with an OS 26 four cycle for sport flying. Beautiful work! **John Hlebcar** showed us his next project: a 1/2A scale Flyline kit of a 1935 "Monocoupe D 145". He had the fuse framed, sporting an intricately carved radial engine cowl with the Cox .049 hidden inside. **Don Bekins** also displayed a Flyline kit of the rare "Fairchild 22" which was shown in the old picture of **Nick Sanford** and his original OT model from 1937. Nick brought in his silk covered double size "Thermic 50". It had only two coats of dope covering a yellow, white and fuchsia silk colors.

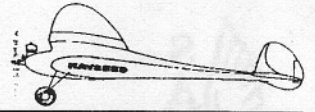
**Remo Galeazzi** displayed his new rubber R/C assist (which we dubbed "Remo's Ranger") This is a beautiful classic OT cabin model of his own design which he created and built in one week! Amazing! Even more amazing — Remo then presented it to Don Bekins as a gift, providing he install the R/C gear and promise to fly it at our upcoming meets. (The radio is already installed. Using the folding prop from the 25 year old "Flying Cloud" Remo turned over to Don earlier, the model just had its first successful flight. With some balancing and trim it should be a great thermaler.)

Boy do we have talent among our membership! **Buzz Passarino** showed meticulously machined balsa stripper of his own design along with some 1/64th in strips it created. He shared his detailed drawings with us and later sent me the



*Remo Galeazzi with his homebuilt Marquart MA-5 "Charger", Grand Champion at Oshkosh in 1987*





shared his detailed drawings with us and later sent me the instructions which appear later in this newsletter. Gorgeous work, Buzz!

**Rick Madden** scratch builds using xeroxed patterns which he transfers directly to balsa sheet. He demonstrated. It was easy! Then we had a great lecture on silking by **Walt Gunning**. He had one pattern plane there that was over 15 years old, built up from balsa and finished in silk & dope. Although it had over 1,000 flights on it, the model almost looked new! We had lots of discussion on butyrate and nitrate dopes and the techniques of plasticizing them.

Other members present were **Sky Greenawalt**, **Earl Hoffman**, **Dick O'Brien**, and **Karl Tulp** (thanks for the snack, Karl!) Hope I haven't missed anyone. Oh yes — our Prez, **Ed Hamler** showed off a need transmitter carrying case he built out of scrap lumber as he was cleaning up his shop. Boy, is Ed ever organized! Part of that cleanup was a voltmeter which Ed donated for a raffle prize that night.

**Earl Hoffman** announced that there would be an indoor meet at the Cow Palace with the finest and lightest of the micro-film models flying. All were invited to attend (and we did — incredible stuff! 20 minute flights of 2 gram models turning 16 inch props at 15 rpm.)

NEW MEMBERS

**Dale Bowers**, newsletter editor for SAM 00, joined our group as a regular member. Try as I may, I can't match Dale's dry sense of humor that he filters throughout his monthly tabloid. Some day he'll come to one of our meetings — it will be a laugh a minute if and when he does.

Former newsletter editor of the SAM 46 "Aero-News", **Jim Alaback** has joined SAM 27 as an associate. It was Jim's



*New Associate, Jim Alaback, with his 1935 Flying Aces Stick, powered by OS .26 FS*

superb newsletter that has given me a guideline and standard of excellence that I am trying emulate in our "Antique Flyer". Welcome, Jim. I hope you can make it up to our annual "Crash & Bash" and show us how to fly 1/2 A scale and electrics.

COMPETITION REPORT

**Bill Bowen** of SAM 51 put on another of his great OT fun flies at the Stockton NCCFFC "Summer Bash" at Waegell Field near Sacramento. **Sky Greenawalt** and **Don Bekins** showed up and tried all day to get the old "Valkyrie", now powered by a Forester 99 into the air. Don also had engine troubles with his "Playboy Cabin", finishing in last place in Class C LER. **Ed Hamler**, **Ned Nevels** and **Rocco Ferrario** appeared with a bunch of models: notably Ed's hangar full of "Bombers" in various sizes. Between Ned and Ed, they brought home stacks of balsa wood prizes. Good going, SAM 27!

Be sure to mark your calendars for the annual 1/2 A Texaco Postal Meet: August 18th at our Lakeville Road flying site. We need as many 1/2 A models and flyers as possible. Don Bekins won't be around so someone can fly two of his models — a "Bomber" and "Anderson Pylon". This is a fun day of low key flying (complete with cheating, lying, tall stories, and good camaraderie) Bring your other models (freeflights, "Gollywocks" — anything that flies and have fun.

NEW FLYING FIELD: LAKEVILLE ROAD

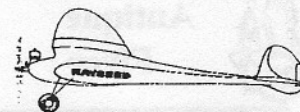
This field is superb (for old timers). Nearly as large as our old field off Atherton Road in Novato, it is good for all types of old timer flying. A group of us went out early Sunday, July 21st, and had a ball! **Ed Hamler** must have put up 15 flights on his sport glider. **Dick O'Brien** came with his beautiful "Buzzard Bombshell" but couldn't get his balky Super Cyke to fire up. **Sky Greenawalt** flew his 1/2 A "Playboy" a number of times, then flew Ed's glider, Don's "Playboy Cabin", then chased a "Gollywock" through ditches and over hay bales. Just a note on Sky — he is about to solo in full sized gliders, before he takes Drivers Ed. to get his drivers license. He just celebrated his 15th birthday. **Don Bekins** finally got his "Valkyrie" flying well at least once. On the model's second flight a servo went out and the big model had a rather serious "bump-in-the-night" — 14 of those beautiful built-up ribs were broken and a couple of cracked longerons, all repairable. The highlight of the day was a tremendous 12 minute flight by Don of **Remo Galeazzi's** rubber R/C assist "Flying Cloud". It hooked a thermal and was on its way out of sight, when Don thought it the better part of valor to bring it back alive to a gentle touch-down right next to the assembled group. Rubber R/C has its merits — namely no noise. And, they can be flown in the local school yard.



NEW NAPA R/C FLYING FIELD RESTRICTIONS

We have a number of members who are also members of Napa R/C. The Napa group has welcomed us to fly our old timers





there and have waived the requirement for having mufflers on our antique engines. As you may have suspected, all good things come to an end. Noise complaints have forced the the Napa group to require mufflers on all R/C aircraft, whether new or old engines. So, this is a word to SAM 27 members who have flown, and may fly in the future on the Napa field and enjoyed Napa R/C's warm hospitality. You must henceforth fly with a muffler (1/2 A and 4 cycle are OK without mufflers). — Thank goodness we have just found a new flying site for our old timers where there is absolutely no noise problem, nor flying height restriction. And because of the rough stubbled terrain, the Lakeville Road site is really only suitable for oldtimers, rubber, and gliders. Not all is perfect, however. During the summer months, the wind does blow — hard!

BALSA STRIPPER BY BUZZ PASSARINO

The balsa stripper shown in the drawing on the back page is the result of many frustrating and unsuccessful years of trying to get uniform strips from sheet balsa. The principle is simple and is the reverse of most strippers or straight edge strippers that are in use today. The desirable feature of this unit is that it produces square strips every time. For you "indoor buffs", it will cut strips as thin as .005". It will also cut "L" and "T" shaped strips.

To use this stripper, the cutting blade remains stationary and the material is fed into the cutter (like a table saw) with no waste. With the base of the cutter clamped to a tabletop or held firmly in a vise, you can use both hands for pushing or pulling the balsa into or out of the cutter. You should also apply side pressure to hold the balsa against the fence. There are hold down shoes in front and in back of the cutter to prevent the strip from raising up and twisting. (the major cause of unsquare strips).

The stripper uses two kinds of blades. A stanley utility knife blade or a single edge razor blade with the back stiffener removed. When using single edged razor blades, 1/16" balsa is the maximum thickness you can strip accurately. With Stanley utility blades, the maximum thickness is 1/4". An Exacto #11 blade would also make a cutter for light material, as well as for cutting curved half ribs.

The secret to successful cutting lies in setting the cutter blade to go only 1/2 way through the sheet. Feed the material through the cutter, then "flop" it end for end and pass it through the cutter a second time. This method applies mostly to thick sheets. The thinner sheets are cut easily with a single pass. Small strips should be pulled through the cutter as soon as you can get ahold of the end.

Things to remember: Be sure to check the edge of ALL sheets for straightness. A sandpaper block, slid along the edge will correct most major defects. Remember the straighter the sheet, the straighter the strip. If you use the stanley double pointed blades, be sure to cover the unused end of the blade to prevent cutting yourself. This unit can also be made out of

hardwood if you have access to a table saw.



*Long time SAM 27 member, Park Abbott, heeded the call and came up with a great story about his youth, modeling during the depression years. Here it is, verbatim, scanned into the computer for all to appreciate and remember our modeling youth:*

Good Morning Don:

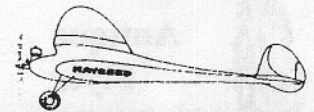
The other day when we were at the flying field off Lakeville Highway you mentioned to me, casually, about sending you something of interest to put in the SAM 27 news. Well maybe you would consider the following....it is real and might give some a laugh.....

I was living in Corte Madera in the thirties .... down on the flat land next to what is now a City Park. Times were rough in the depression days and money was scarce. There were three of us guys ... I was 13 years old. We three decided to pool our money and but a gas job. We sent away to Modelcraft on South Vermont Ave. in L.A. for a Miss Tiny kit. About 47" span that might take an Ohlsson. I was to build this craft. After that we would all pool our money again and buy an engine....one thing at a time guys.

I built it in the Summer of '38. The kit came with a small aluminum cowl. I had balsa wheels on hand and some silkspan all white a little red. It looked good to me and all we needed was an engine and a timer but no money available yet. One of the guys became disinterested and dropped out. That screwed up the engine deal. So we, the two of us, decided to test "glide" this thing off Palm Hill in Corte Madera. Palm Hill is just above Madera Gardens facing the 101 Freeway. The field used to belong to the Meadow Sweet Dairy...cows and all. Well, it glided OK but no distance. We put rocks in the alum. cowl for balance. We needed more elevation so we decided to fly it off the Corte Madera Ridge.

That ridge carries on top of the hills between Corte Madera and Mill Valley and goes on up to the East slope of Mt. Tam. I carried the fuselage. and Bill carried the wing. Up Redwood Ave. almost to the top and then up Summit Road t Rd. to the water tank and turn left up a final dirt road to come out on top of the ridge. It was a bare opening with a slight slope looking down toward Paradise Drive and the bay.





Fair wind and good visibility. Wing mounted with rubber bands...balance OK..... wait 'till it is right and heave it off towards the bay...a little over towards San Quentin.

I ran and heaved it straight ahead and down a little like any well experienced free flighter might do....HA....It cleared the brush. Bounced around in the wind coming off the bay, mixed with the wind coming from the ridge from over the Valley hills. Off it went all white with a little red on the horizontal stab. It sailed down the slope for about 200 feet, it seemed ...then the nose came up in the wind and climbed higher and higher above us. Geez...look at that thing go....wow....hard to see now end on. We should-have been chasing it but we were fixed there on the spot, watching. It was headed for-San Quentin or San Rafael or??

We dashed down the dirt road...down Summit...past the water tank...took a short cut down the cement steps-through people's yards...came out on the Corte Madera Grade ( now called Camino Vista). Where was it? ... holy cow ... jumped on our bikes and finally spotted it high up floating towards Green Brea...across the marsh. Out to the highway and pedal like hell trying all the time to keep it in sight. Over the railroad tracks, over the slight hill there, past what is now Lucky Drive...over the wood draw bridge that spanned Larkspur Creek. Turn left on Sir Francis Drake Blvd. ... two lane in those days and no houses....nothing but big hungry Oak trees all over the place. The model floated towards San Rafael turned a little and started to come down lower and-lower and settled down in the marsh between Sir Francis Drake-Blvd. and the creek.

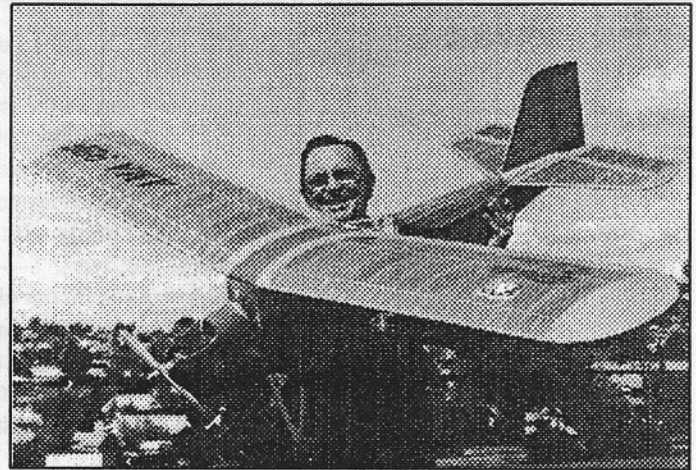
What a flight! We took off our shoes and socks and waded through the mud and picked up the model. The wheels were muddy and that was all. Cannot remember what the time was but seemed about 30 minutes maybe??

Well, we never did get an engine for it. It hung in my garage for some the next to an old canvas covered kyack I had. It was under the front porch which leaked a little in the winter and over several years water dripped through and ruined it. I gave it a suitable burial one Saturday morning out in front of my house with a match. Made it look like one of those WWI planes out of a Arch Whitehouse paper magazine or something out of a magazine about G-8 and his Battle Aces.

By the way...I still have that aluminum cowl in my "goodie box" in my work shop. Sometimes when I'm driving South through Corte Madera I see the ridge up there and it brings back some very fond memories of getting started in model airplanes when I was about 13 years old. There is a house up on that ridge now....I can see it. They probably wouldn't let me up there now to fly my glider...maybe?

Don ----- I got carried away a little remembering those good times. If this is too long it need not be run....I understand but thought you might be interested. Thanks for the opportunity to remember something. By the way....we considered Mt. Tam but that was too scary and too far away.....HA!

Park



*Associate Member, Bob Munn, with his gorgeous "Buccanneer", the subject of his silking articles.*

MORE MUNN ON MODELING AND SILKING TECHNIQUES

*Last month we started the first in a series on the techniques of covering and finishing "Ye Olde Timers" with classic silk. You may recall, Bob Munn wrote this article for a model magazine, which, because of a change in editors, never published it.*

*Covering with silk is an art. As with all art forms, there are many ways to accomplish the final, beautiful end result. Master builder and SAM 27 Associate member, Bob Munn, reveals his methods in this second of a series of very informative articles.*

SILK COVERING AND FINISHING

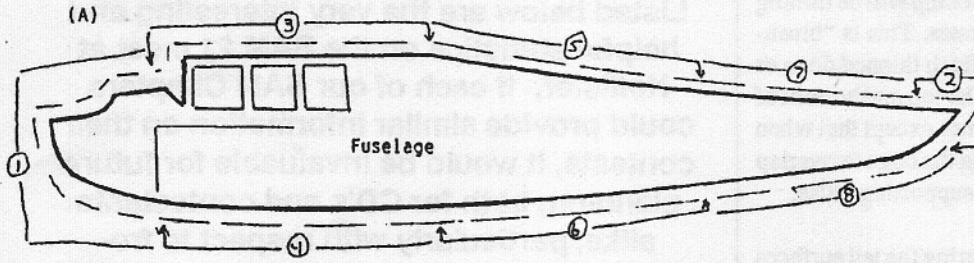
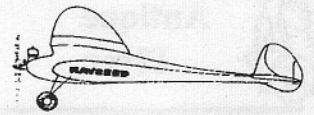
Robert H. Munn, AMA 926

Part #2

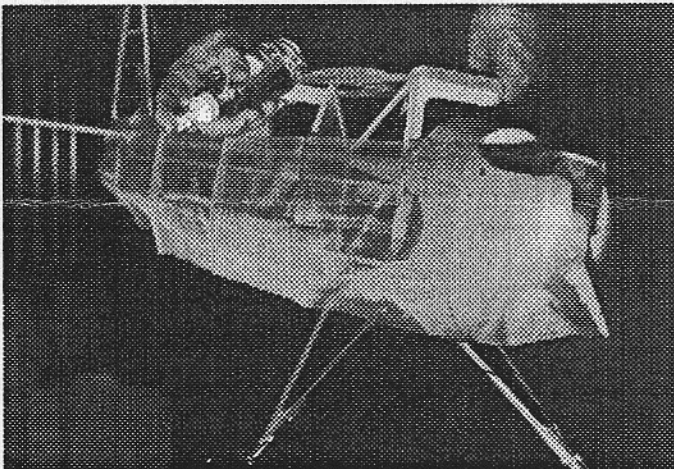
A. Covering the Fuselage: (refer to the illustrations)

Trim the silk so that about one inch overhangs the principal longerons, slightly more in the cowling area in front of the windshield, where you will want to wrap it at least to the center of that area. Try to do this in a single piece with the grain of the silk paralleling the fuselage center line. If you must splice, do so on one of the vertical members. Wherever a splice is anticipated, it is wise to give a couple of coats of dope to the edges of the upright, or longeron, or stringer, or spar, so that the first piece of silk can be wrapped slightly around that edge. This avoids any possibility of loosening of the first piece when the second edge is doped down on top of it. Careful trimming is needed when covering a rounded or oval fuselage in lengthwise strips. You may find that it is handy to lay the dry silk over the plan and lightly mark the oversize outline with soft pencil or ball point, trimming away this reference line with razor blade or scissors as you cut the piece needed.





Now lay the dry silk as smoothly as possible over the section of framework to be covered. Spray the center area lightly with water dispensed as a fine mist from something like a Windex pump. Then grasp the silk at the nose end, and pulling slightly, dampen the forward area, then do the same toward the tail. To adhere the silk you can sometimes use plain nitrate thinner on your small brush if the undercoats have been sufficiently heavy. I prefer however to add thinner to the dope remaining in your original pint can to thin it again, and use that on the small brush.



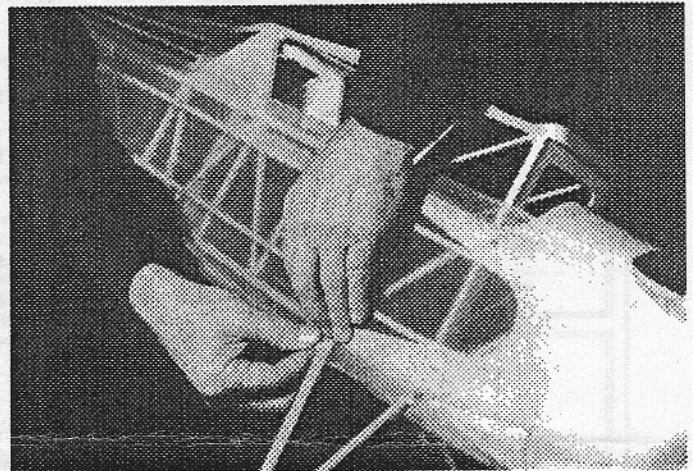
*Use an atomizer to dampen the silk after it has been placed over the fuselage. Don't get it sopping*

Put a stripe of dope over the wood supported area opposite the arrow ends of the front area marked (1) and use your finger to smooth the silk down tightly against the wood, pulling along the vertical line. **KEEP THE SILK SLIGHTLY DAMP AT ALL TIMES, SPRAYING INTERMITTENTLY AS REQUIRED. DO NOT GET IT SOPPING WET,** which will risk warping the framework and greatly slow the adhesion process. Now paint a thin coat of dope through the silk in area (1) and smooth it against the supporting wood, I use my fingers for this, but some might prefer a piece of foam or paper towel....just remember that fingers don't leave lint and bits! When this area has set 30 seconds or so, and making sure the entire area is dampened, pull the silk taut lengthwise by grasping the edge at the rear, area (2), and dope through the silk there. Maintain

slight tension for a few seconds until the adhesion sets. Again, rubbing slightly with the finger will improve adhesion and speed setting.

Now, working along the upper edge (areas 5 and 7) pull the silk smooth but avoid distorting the horizontal "grain" line of the silk. Now do the same along the bottom edges. Next, concentrating on

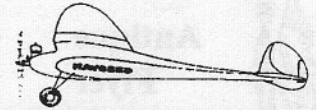
area (3), pull the silk smooth and dope through it along the topmost longeron, working from front to rear. Now move to the bottom area (4) and, from front to rear, pull the silk a bit more



*Pull the silk smooth and dope through it on area (3) then move to the bottom area (4). and, from front to rear, pull the silk a bit more tightly and smooth in the vertical plane, dopping down the edges as you go.*

tightly and perfectly smooth in the vertical plane, dopping down the edges as you go, and maintaining a slight rearward horizontal pull. Work areas 5 and 6, then 7 and 8 in a similar fashion. If, as you near the rear area 2, there are slight wrinkles or uneven areas, use straight thinner on your brush to loosen the silk at the rear and smooth the silk with slight tension. Be sure that the silk remains slightly dampened throughout. After doing the opposite side in a similar manner, return to the first side and, using a new razor blade, trim the overhanging silk neatly along the longerons by carefully running the blade right along the edge of the longeron. Then apply a small amount of dope along the cut edges and smooth them firmly down. If you are covering a curved fuselage with lengthwise strips, instead of trimming the silk exactly along the edge of the longeron or stringer, trim it about 1/8 to 3/16 away from the supported edge, then run dope along the edge and wrap the silk in toward the center of the fuselage along the edge of the longeron or stringer. This will avoid lifting the first silk panel when the adjacent one is applied, after coating the edge just covered with some of the thickened dope/cement mix.





The areas you have worked while damp will be turning white as they set and the moisture evaporates. This is "blushing" and will disappear completely when fresh thinned dope or thinner is brushed over those areas later. The top and bottom of the fuselage are covered in a similar sequence except that when the silk is trimmed, leave about 3/16" along the edge to overlap the side panels and completely cover the supporting balsa.

Next issue in Part #3, we will describe covering the tail surfaces and wing.

Listed below are the very interesting and helpful statistics on the SAM 21 meet at Hollister. If each of our SAM Chapters could provide similar information on their contests, it would be invaluable for future planning, both for CD's and contestants alike, particularly with respect to frequency distribution among contestants.

SAM 21 - HOLLISTER HOLDUP 1991 - STATISTICS

RAFFLE PRIZE AWARDS

FUTABA CONQUEST FM R/C SYSTEM - HARDY ROBINSON  
 OS26 - 4 STROKE SURPASS - FRANK WOMACK  
 BEN BUCKLE FOKKER KIT - MARVIN INGALLS  
 MIDWEST GOLLYWOK II KIT - TOM EMPEY  
 AIRTRONICS 50% GIFT CERTIFICATE - GEORGE JOKI

ENTRIES

SATURDAY	27 contestants	-	78 entries (23 dnf)	-	55 events flown
SUNDAY	17 contestants	-	33 entries (0 dnf)	-	33 events flown
TOTAL	31 contestants	-	111 entries (23 dnf)	-	88 events flown

Contestants Entering 5 or more events - 7  
 Contestants Flying 5 or more events - 5

Total excess (amount over 5) events Entered - 22  
 Total excess (amount over 5) events Flown - 11

MISCELLANEOUS

(LOF) - OFF FIELD LANDINGS (resulting in ZERO flights) - 8 #  
 (OOS) - OUT OF SIGHT FLIGHTS - 1  
 (SPC) - SPECTACULAR CRASHES - 2 \*

# Result of strong wind and off limits farmers field immediately downwind.  
 \* Both by same entrant (anonymous) resulting in ad-hoc creation of the official SAM 21 Bent Prop Trophy. IE: a bent prop (WHAT ELSE!) stuck in a well dried piece of cow dung.

ATTENDANCE BY SAM CLUB

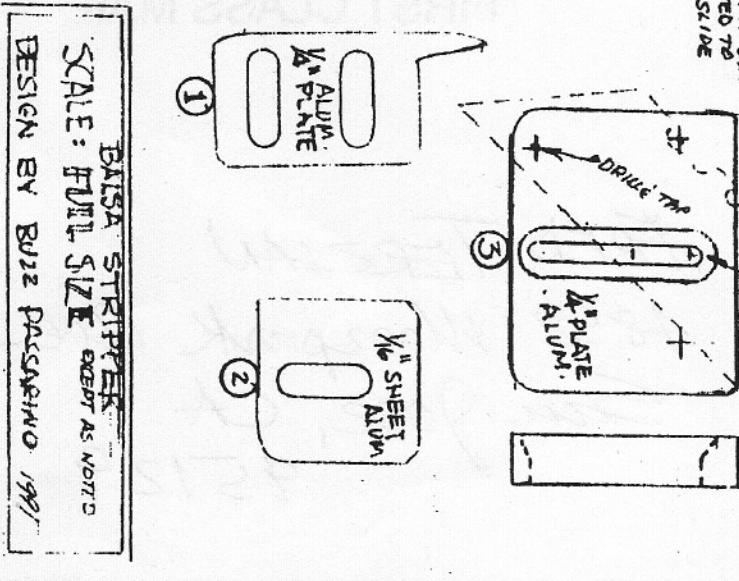
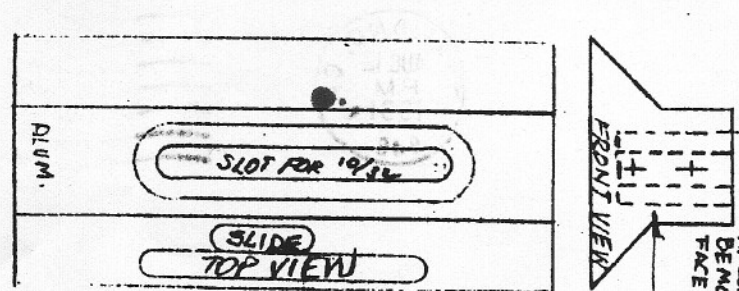
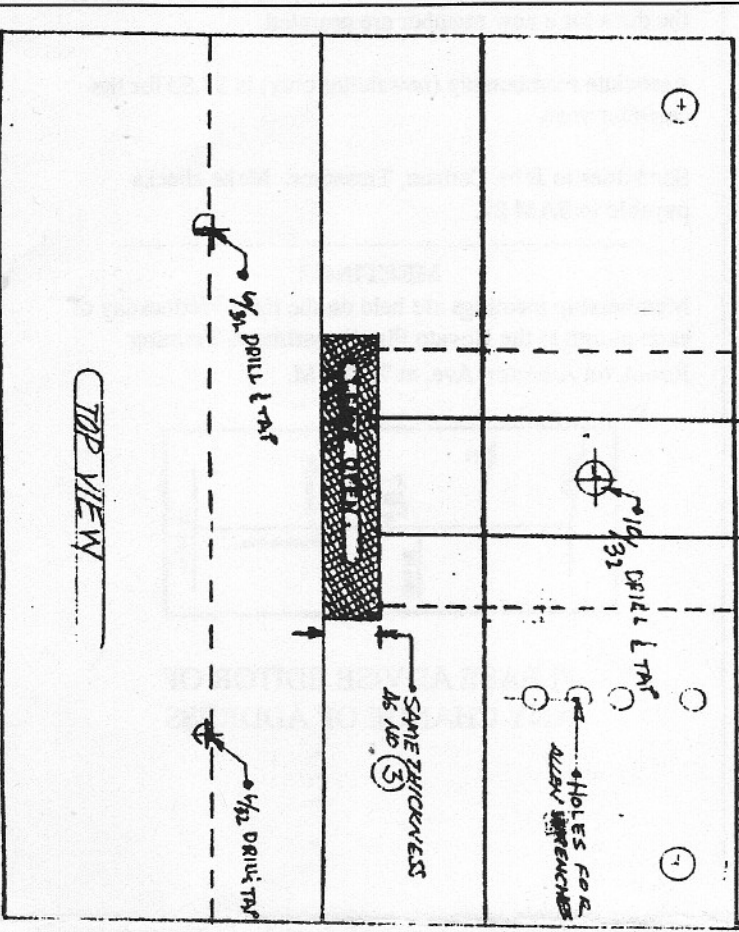
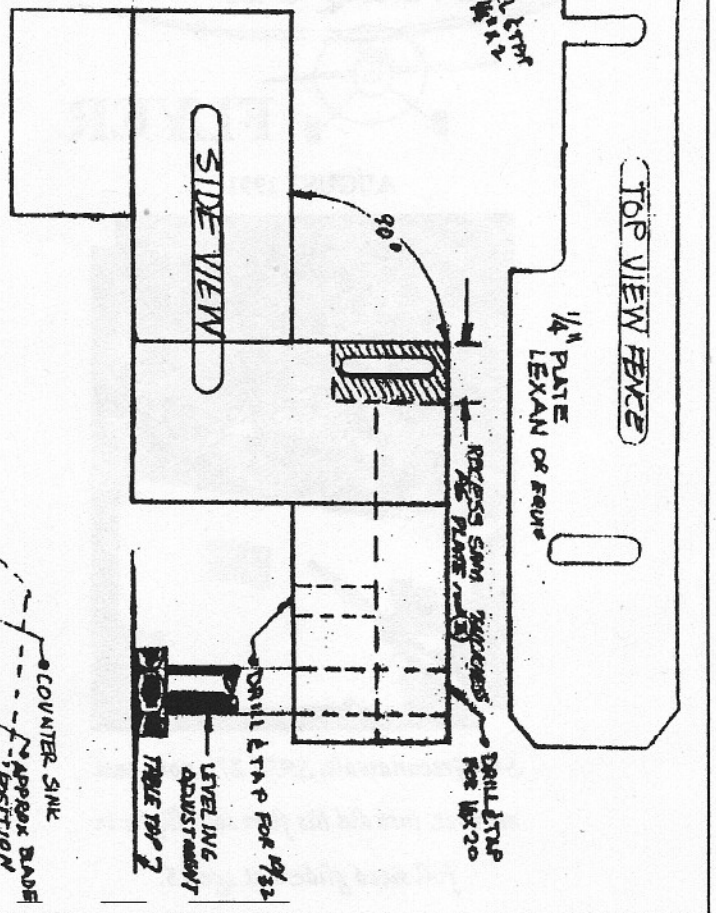
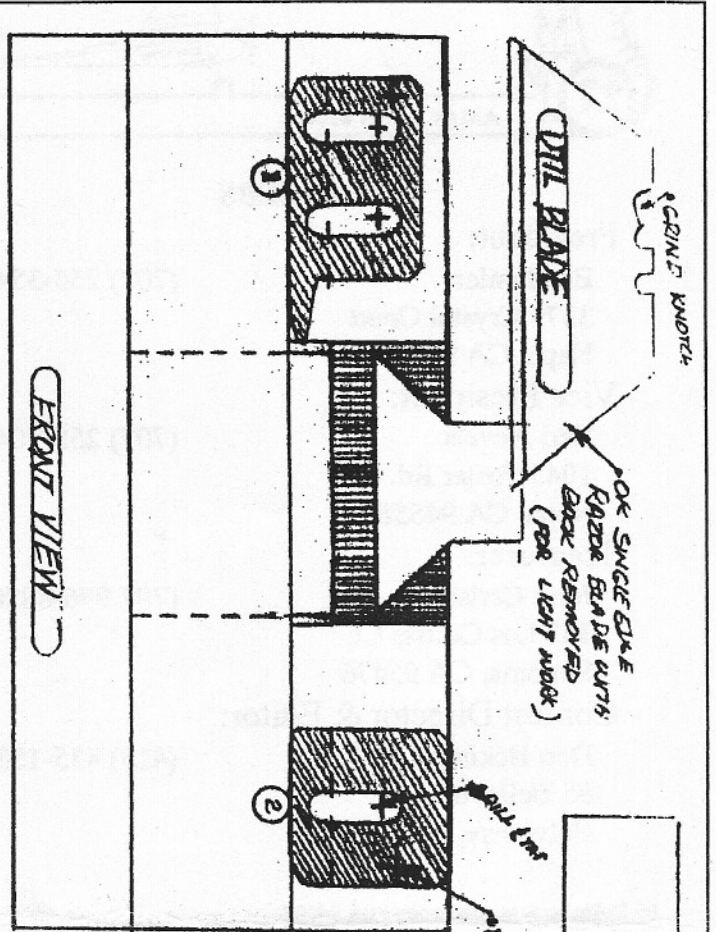
4 - SAM 00 (East Bay) - Dublin, Fremont, Oakland, Pleasanton  
 14 - SAM 21 (Southbay/Peninsula) - San Jose, Boulder Creek, Daly City, etc  
 3 - SAM 26 (South Coastal & LA) - Lompoc, San Bernadino, Santa Maria  
 4 - SAM 27 (North Bay) - Belvedere, Napa, Santa Rosa  
 2 - SAM 30 (Central Valley) - Elk Grove, Marysville  
 1 - SAM 49 (Southland) - Lomita  
 3 - SAM 51 (Central Valley & Sierra) - Incline Village NV, Sacramento,

R/C FREQUENCIES IN USE (total for both days)

CH	#	CH	#	CH	#	CH	#	CH	#
11	- 1	21	- --	31	- --	41	- --	51	- --
12	- 1	22	- 3	32	- 3	42	- 2	52	- 5
13	- 1	23	- --	33	- --	43	- --	53	- --
14	- 2	24	- 5	34	- 3	44	- --	54	- 1
15	- 2	25	- --	35	- --	45	- --	55	- --
16	- 7	26	- --	36	- --	46	- 3	56	- 9
17	- 3	27	- --	37	- --	47	- --	57	- --
18	- 2	28	- 7	38	- 7	48	- 10	58	- --
19	- --	29	- 3	39	- --	49	- --	59	- --
20	- 3	30	- 2	40	- 1	50	- 8	60	- --

NO 50 mhz or 53 mhz entries - One 27 mhz entry

Balsa Stripper by SAM 27 Member Buzz Passarino

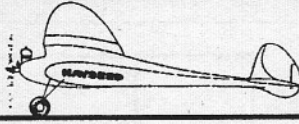


BALSA STRIPPER  
 SCALE: FULL SIZE EXCEPT AS NOTED  
 DESIGN BY BUZZ PASSARINO 1997





AM A Chapter #108



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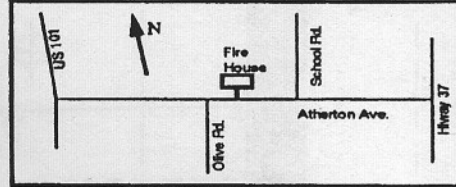
Membership is \$10 for the calendar year. After February, the dues for a new member are prorated.

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

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

### MEETINGS

Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.

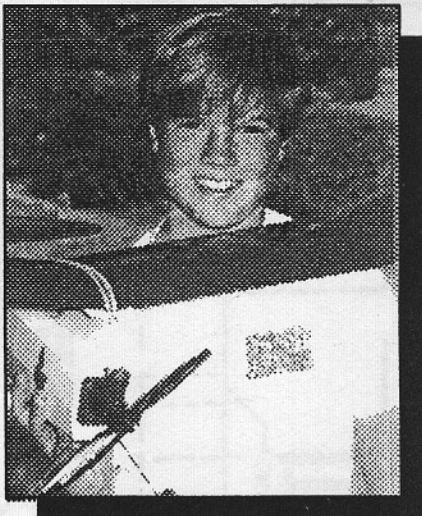


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85 Bellevue Ave., Belvedere, CA 94920

# ANTIQUE FLYER

AUGUST 1991



*Sky Greenawalt, SAM 27's youngest member, just did his first solo flight in full sized gliders at age 15.*



FIRST CLASS MAIL

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