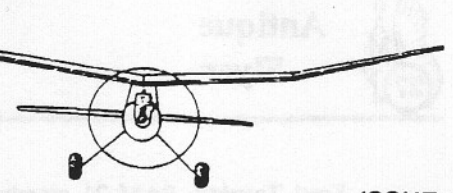




AMA Chapter #108

# ANTIQU FLYER



SEPTEMBER 1991

ISSUE 110

## THE WIND MAY BLOW, BUT ANOTHER FLYING SESSION TO BE HELD BEFORE NEXT REGULAR MEETING, SEPTEMBER 18TH

We'll try it again. The wind has nearly blown us out prior to our last two meetings, but it is now the beginning of the fall season and improving weather when the wind becomes gentle and forgiving. So let's have another go at it to see if we can get some flights in. Before our last meeting, the only brave souls were **Ed Hamler** with his glider and **Don Bekins** with his Playboy Cabin in 15 to 20 mph winds.

### AUGUST MEETING NOTES

The August 21st meeting featured a special program by **Fred Terzian** on the 1991 World Free Flight Championships held this spring in Yugoslavia. Fred brought a fat album of photos and many examples of hi-tech specialized components, timers, and engines for the modern FAI models which were passed around for all to examine. Luckily, Fred forgot to bring a power cord for the VCR so we're already planning a followup program this fall to view his two hour video. Look for Fred's articles on the World Champs in the model magazines this fall.

**Buzz Passarino** reminded everyone that the Sierra Cup FAI Free Flight competition is scheduled for October 19 & 20 at Waegell Field (this is equivalent to a mini-worlds, bringing in people from all over to compete — try to see it!) The next World Champs are slated for Lost Hills in 1993.

Though I made it to the flying session, I became a quick change artist, donning a suit and tie at the field and had to miss the meeting for a "command performance" in San Francisco. **Ed Hamler** kindly provided me with these notes.

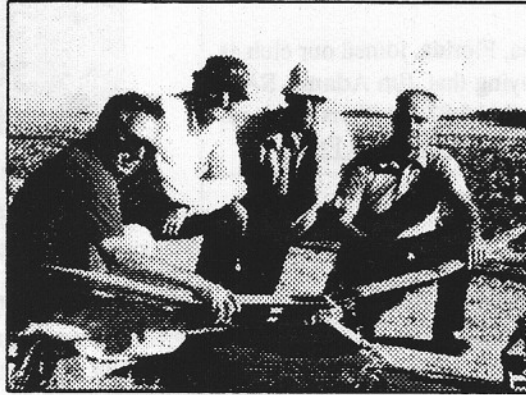
Others present were **Remo Galleazzi**, **Buzz Passarino**, **Rick Madden**, **Dick O'Brien**, **Ron Keil**, **Jerry Rocha**, **Earl Hoffman**, **Brian Ramsey**, **John Hlebcar**, **Nick Sanford**, **John Carlson**, **Park Abbott**, with guests **Dave Terzian** and **Charles Gewalt** (Napa).

I heard the treasury is quite solvent and the sales of "Crash & Bash" raffle tickets for the Edco Sky Devil engine are going great, thanks partially to our great add location (2nd page) in the last MECA Swapsheet.

### SHOW AND TELL

**Ron Keil** came all the way from Clear Lake to show us an old A2

Nordic towling glider built by deceased member, **John Drobshoff**. It made an interesting contrast to the modern Czech glider that was a part of **Fred Terzian's** program. Ron also had a beautiful specimen of a Hurleman Twin. **John Hlebcar** revealed a beautiful exploded view drawing of **Buzz Passarino's** balsa stripper, featured in last month's issue of the Antique Flyer. It appears later in this newsletter. Boy, do we have talent in this group! Thanks, John.



*The infamous "gang-of-4", Hlebcar, Hamler, Carlson, & Rocha, holding down Bekins' Playboy Cabin in the high winds*

**Jerry Rocha** brought his little 10 gram peanut which has already logged several one minute flights. In the same tiny rubber model vein, **Earl Hoffman** displayed his 4 gram indoor scale Piper Vagabond.

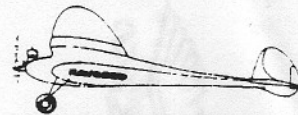
**Brian Ramsey** had plans for a Stearman C3B along with some examples of Aviation Heritage magazine. **Nick Sanford** showed off his recently finished Thermic 100. It already has several flights, so we can expect more competition in the OT Glider event at "Crash & Bash", September 7th & 8th in Elk Grove.

Special thanks to **John Carlson** for another pair of wing weights for the raffle.

### WELCOME, NEW MEMBERS!



*Fred Terzian, new Associate member, right, sporting his Russian Modelers T-shirt, displaying sophisticated goodies from the World Free Flight Champs*



**Fred Terzian**, SAM 21 member and well known free flight competitor, was arm-wrestled into joining SAM 27 after his terrific talk about his visit to the Free Flights Worlds in Yugoslavia. Great to have you in our growing membership, Fred.

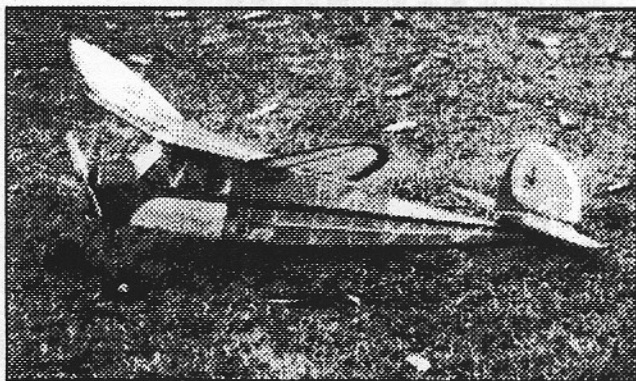
Since I was not at the last meeting, I don't have the full story, but understand **Charles Roth** of Cupertino joined our club. I hope I get some of his background and a picture so I can introduce Charles to the rest of the membership in the next issue of our newsletter.

**Fred Mulholland**, of Tampa, Florida, joined our club as an Associate member, with a note, saying that **Jim Adams**, SAM President, wrote him recommending SAM 27 membership to receive our great newsletter. Thanks Jim, and welcome Fred!

### AIR MAIL

Our non-resident Associate Members are keeping the postal service busy. Our policy to let you all know what's going on with our far-flung membership. So—— "Read On, McDuff!"

**Bruce Abell**, Sydney, Australia, wrote to our Secretary, **John Carlson**, enclosing his membership dues, saying: "Say G'day to the gang for me and tell 'em I'm still falt-out building gliders and Old Timers. The current project is an 84" span "Candid". I'll put the Enya .46 4 stroke on spark in it (swings an 18"X 4 prop at 4,500 RPM) for Texaco and the O&R 60 side port for the duration events.



*Aussie, Bruce Abell's, O&R 23 powered Comet Clipper Mk II, sporting the traditional Goldberg colors*

Bruce sent a report of their "Aeromodelling Veterans' Gathering", some 80 people signed the visitors book, representing 18 clubs. Great nostalgia event. (We'll pass out the report at the next meeting: dmb).

What an incredibly talented and energetic builder and writer Associate member **Bob Aberle** is! Every month I receive some new ideas or building project which he has just completed and fully documented for future publication. That is why there is almost invariably a picture of Bob or one of his models in our newsletter (send me a letter or picture and it will get published! dmb). This month Bob sends pictures and commentary on his just completed 632 sq.in. electric OT "Flying Stick", a 1937 design by Carl Schmaedig.



*Bob Aberle and Tom created the reduced size plans for this electric Schmaedig Stick completely on a computer. Now it can be recomputed in any size with the push of a button.*

**Bob Angel** of SAM 26 "discovered" this design and has used it with great success in contests to fly almost all events except Class A LER by deftly changing engines. Here is the scanned text of Aberle's comments:

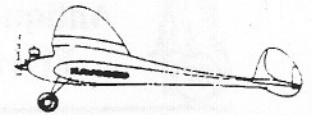
### **Some Notes on ~The Carl Schmaedig 1937 Flying Stick (for electric old timer LER competitions) (632 sq.in.)**

Designed in 1937 by Carl Schmaedig, who now lives in Port Orange, Florida and is very active in the new Vintage R/C Society. The original 1937 size Schmaedig Stick (984 square inch) has been actively flown by SAM Western V. P. and current SAM SPEAKS newsletter Editor, Bob Angel, for the past several years. This scaled down electric powered adaptation of the "Stick" was developed and engineered by Frank Heacox of Kernville, CA. My particular "Stick" is basically the Heacox version, with a few small mods. The final electric "Stick" plans were drawn by Tom Hunt of the big SEFLI club on Long Island.

Despite the simple stick construction, this model still took me over a month or more to construct. Final weight was 43 ounces, including about 3/4 ounce of added weight in the tail to correct a nose heavy condition. Final C.G. should be approximately at 40-50% back from the wing leading edge. Keep in mind that the original electric version, built by Frank Heacox, **weighed only 36 ounces**. If we were flying to the current California electric O/T rules, we would only get a 75 second motor run with a Cobalt motor. At 75 seconds, you won't be competitive with a 43 ounce model! I guess I just naturally build heavy! I have a High Sky on/off switch forward of the leading edge of the wing, the 7 cell 800 MAH battery (new SR "SAM" pack) is located under the front half of the wing. The rear half has an ACE Silver Seven receiver, two Kraft KPS-18 micro servos (using Deans connectors!) and the charge ~ack/power switch. The Sanyo 150 MAH receiver battery pack is located just aft of the wing trailing edge.

Frank Heacox uses a geared Leisure (ferrite) motor in his "Stick" swinging a REV UP 11 X 6 extra wide prop. Frank does get





the advantage of the full 90 second motor run, by using the ferrite motor. He personally would like to see the ferrite motor planes and the Cobalt types, flown in separate events. Much like glow and ignition is separate in the regular SAM events, despite the difference in engine run time. My "Stick" presently is flying on an Astro Flite geared Cobalt 05, but is about to be "upgraded" to an FAI winding geared Cobalt 05.

Flying is a delight! With all that dihedral, even a rank beginner could have fun with this model. Symmetrical stab airfoil works just fine! Glide is very flat and slow!

Tom Hunt and I have been flying my Schmaedig Stick for the past two months or so, usually early in the morning on our way to work. Our local Long Island rules allow all types of electric motors to compete against each another. We also allow a 90 second run time on all motors. After receiving some help from Jim Alaback out in San Diego,

we eventually settled on a Master Aircrow 12 X 8 folding prop, with the blades tightened so that they can't actually fold in flight. The prop hub on this folder was slightly modified to reduce the diameter to 1 1/2 inches. At the same time the pitch probably increased somewhat (how much we don't exactly know!). With that prop and a regular geared 05 Cobalt, we can consistently obtain 6 1/2 to 7 minute flights on a full 90 second motor run. The new SR "SAM" 7 cell 800 MAH battery pack provides at least 10-15 seconds run time beyond the 90 seconds. So we never "run out" in that configuration. Battery drain is about 22 amps with the starting RPM around 5300.

Wing and stab are covered with Hobby Lobby Supercoat (Solar Film) transparent. This material added 1 3/4 ounces to my finished wing structure, bringing the wing to a final weight (covered) of 7 3/4 ounces. The Supercoat has a very "rubbery" feel and does easily loosen up, especially when stored in a hot car for several hours. The fuselage is H. L. Oracover white. Those wonderful decals were made for me by Clyde Geist of our SEFLI club. They are the best!

Arming switch/fuse is a bulkhead mounted Sermos connector (pair). Auto type spade fuse (25 amps) was modified, per a July 1991 MAN article, so that it plugs directly into the Sermos connectors. Into these same connectors you can also plug a Davies meter to read the current drain of the full system. A real convenience! The rudder and elevator are connected, from servo to surface, with .030 diameter wire, supported by inner (yellow) Sullivan Gold N' Rod. A red Gold N' Rod outer tube runs out to the tail and permits passage of the receiver antenna (internally mounted). Landing gear is time consuming to fabricate and assemble (a lot of wire bending and soldering!). Even if you are not interested in old timer competitions. This "Stick" could be an excellent "first" model as an entry point in the hobby.

At the present time I'm preparing a full construction article for publication in the December 1991 issue of FLYING MODELS. This particular "Stick" version will be in collaboration with both Frank Heacox and Tom Hunt. To my knowledge, Bob Angel is going to eventually publish a separate article on the full size Schmaedig Stick, set up with an ignition .60 for the SAM antique,

pure antique and LER ignition events. I have hopes of building one of these myself.

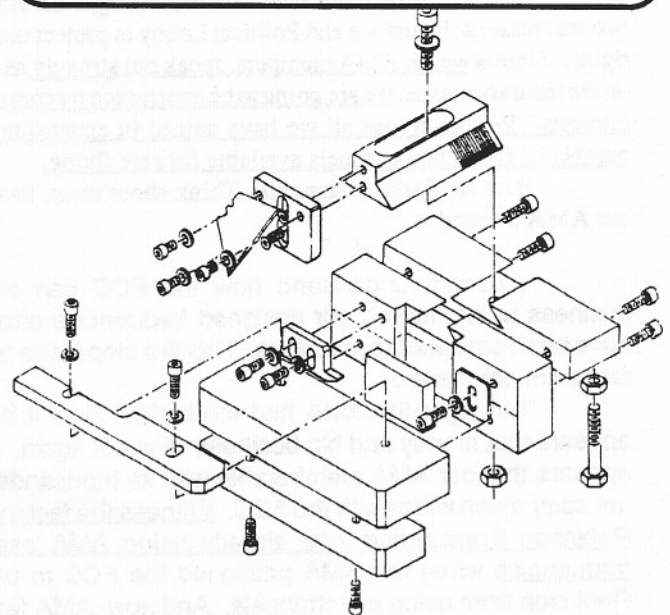
As of this writing I'm trying to both reduce my 43 ounce weight, by hopefully at least 5 ounces and I'm installing an FAI winding motor. I expect to compete with the 75 second motor run next year. At present I can obtain 5600 RPM (at the start) with the modified folder prop on the FAI cobalt, drawing 30 amps. Motor run is about 85 seconds (max.) off the same SR SAM 800 pack.

Bob Aberle

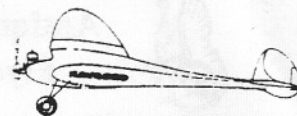
August 26, 1991



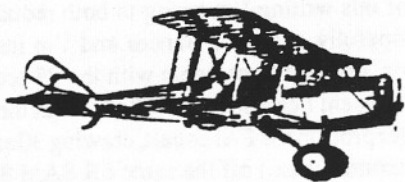
*The Balsa Stripper, machined by Buzz Passarino, which was described in our last issue accompanied by plans. Those are 1/64th in. strips, right angle beams, and I-beams of balsa cut on the stripper.*



*John Hlebcar's perspective of the Passarino Balsa Stripper. What talent we have in SAM 27!*



# AIR MAIL



## IMPORTANT ISSUE ---

I received a letter regarding the AMA and their handling of commercial radio interference on model aircraft frequencies from Park Abbott, who gave us our *Modeling Memories* column in August newsletter.

A brief background: A national company, Robinson Engineering, that owns and operates cranes for heavy construction throughout the country, utilizes radio control operate their cranes on large building projects. After AMA was assigned the new frequencies and began the long narrow banding program which has culminated with our 1991 Gold Sticker requirements, Robinson Engineering began utilizing the AMA assigned frequencies (without a permit) to operate cranes on their many building projects. The AMA protested, Robinson was given a two year hiatus to change their equipment to meet FCC guidelines. In other words, hundreds of thousands of R/C modelers are at safety risk while an illegal commercial interest takes its good time to adhere to a regulation they ignored in the first place. "Possession is nine tenths of the law", as they say, and Robinson may never change their use of model frequencies. Remember, they already have a large investment in equipment, legal or illegal.

This is an important issue. We all belong to the AMA for two real reasons: Insurance and Political Lobby to protect modelers' rights. Unless we, as AMA members, speak out strongly as we did on the insurance issue, we are going to be overridden by commercial interests. We could lose all we have gained in expansion of the number of frequency channels available for safe flying.

Here are Park's comments. Think about them, then write our AMA leaders!

"I cannot understand how the FCC can allow a business to infringe on our assigned frequencies after they have been assigned to modelers. This is a slap in the face as far as I'm concerned."

"I thought the AMA had more clout than it has. It appears that money and big business wins out again. It also appears that our AMA membership with its thousands does not carry much water with the FCC. Witness the fact that this Robinson Engineering was already using AMA assigned frequencies when the AMA petitioned the FCC to prevent Robinson from using our channels. And now, AMA fear that other AMA frequencies will be used also during this period until June 30, 1993 ... that is TWO YEARS FROM NOW! How

will we be safe at contests until then? I don't mean to sound like a bucket of tears, but this is outrageous!!!!!"

Park

## COMPETITION REPORT

The major competition news is the 1/2 Texaco Postal Meet in August. I was off on a fishing trip to Alaska, so Ed Hamler will give us a blow-by-blow account of all that happened:

### 1991 International 1/2A Texaco Postal Challenge Report by Ed Hamler

SAM 27 posted its flights on Sunday morning, August 18, in steady breezes and light thermals at our Lakeville Road Field. Early preparations had indicated a potential of nine or ten flyers this year, but after the morning's drama was over your team manager barely had five flyers required for a team entry. Stalwarts, Sky Greenawalt and Nick Sanford couldn't make it and Don Bekins was fishing in Alaska but loaned the team two good models.

Rick Madden arrived early with two beautifully silked models, a "Playboy" and an "Interceptor", to find that the recently upgraded radio in the Playboy was not functioning predictably so we scratched that entry. Then everybody watched Ed Hamler lose the Interceptor out-of-sight downwind on a test hop. A two hour ground search in the hills was futile as was Rick's air search by seaplane later that afternoon. Scratch another entry.

Meanwhile, back at the ranch, Rocco Ferrario has broken the tail off of Don's little "Bomber" while starting the monster Cox engine and has also managed to securely glue one pushrod to a longeron while making repairs. A slip of the knife while dislodging the stuck rod almost destroyed the other pushrod, but a double scarf with some scrap balsa, a little CyA, a kick of dust for accelerator, and Rocco's in the air on his first flight. Karl Righetti arrived later and saved the day by posting two nice flights with his "Shrimpo" and completing our team entry.

Soaring ace, Gino Ferrario, flying Don's "Anderson Pylon", scored the team's only double max but the first flight was a white knuckler with tight turns at low altitude after a three minute engine run. The second max was a laugher after an eight minute run. Jerry Rocha showed us his newfound R/C expertise by flying his "Rambler" to within 8 seconds of a double max. Ned Nevels found himself in a big patch of down air on his first flight but had a nice max on his second. Complete team details are shown below:

Gino Ferrario	Anderson Pylon (Don Bekins)	max+ max = 1800
Jerry Rocha	Rambler	14:52 + max = 1792
Rocco Ferrario	Lanzo Bomber (Don Bekins)	12:23 + max = 1643
Ned Nevels	Quaker (Ed Hamler)	9:41 + max = 1481
Karl Righetti	Shrimpo	5:13 + 10:46 = 959

SAM 27 Team Total = 7675





MORE MUSINGS WITH MUNN

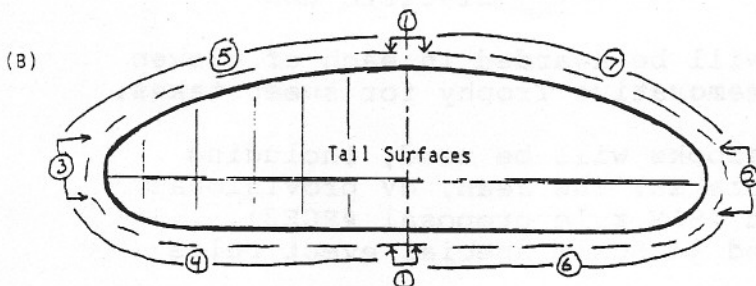
This will be the 3rd in a series by Associate member Bob Munn. We're sorry we can't complete the article with this issue, but we have too much to cover in this "Crash & Bash" issue. Keep posted. It will all be published. We promise. dmb

SILK COVERING AND FINISHING

Robert H. Munn, AMA 926  
Part #3

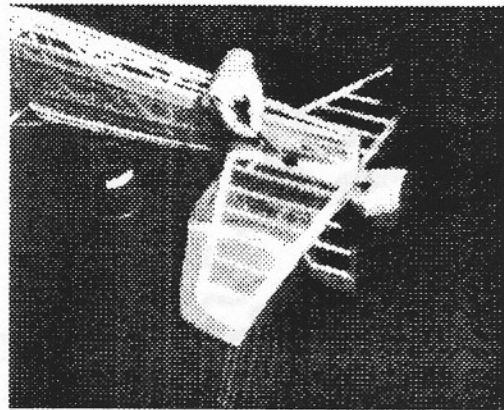
COVERING THE TAIL SURFACES: (refer to the illustrations)  
COVER BOTTOM FIRST!

Trim the silk about one inch oversize and lay it over the prepared framework. Dampen the center area with your spray, then pull the silk chordwise in area (1) and dope through it so that it adheres to the sheeted center area or to the center ribs of unsheeted surfaces. When firmly set, dampen the entire area and pull spanwise in area (2), doping through the silk along a 2 to 3 inch area of the wingtip. Do the same to the opposite tip at area (3). Now beginning adjacent to area (1), pull the silk gently chordwise as you work outward toward area (3), doping the silk to the spar (or trailing edge) as you go. Take care not to distort the spanwise run of the "grain" of the silk. Now work along area (5) from center outward, pulling slightly chordwise and spanwise to assure a smooth covering. Any necessary adjustments in area (3) can be made by loosening the silk edge with thinner and gently pulling taut. Repeat this process along areas 6 and 7.



Now go back around the edges and wrap the silk around each edge a little past center, using dope and finger pressure to get a smooth wrap, and avoiding loosening the previously adhered areas. Now, using a new razor blade, trim off the surplus silk just past the center line of all edges so that the top covering will overlap a bit. Cover the top surface next using the same procedures. On other tail parts, dope down the longest straight edge first, pulling the silk taut along that dimension. Then (again keeping the silk damp at all times), dope down a small area opposite the center part of the previously adhered edge. Then start at one end of the long doped edge and, pulling gently, work your way around to the small area adhered earlier. Then do similarly around the other edge, making any required adjustments with thinner and gentle pulling. C. Covering the wing: (refer to the illustrations) COVER BOTTOM FIRST!

It may be possible to cover the entire surface of the wing



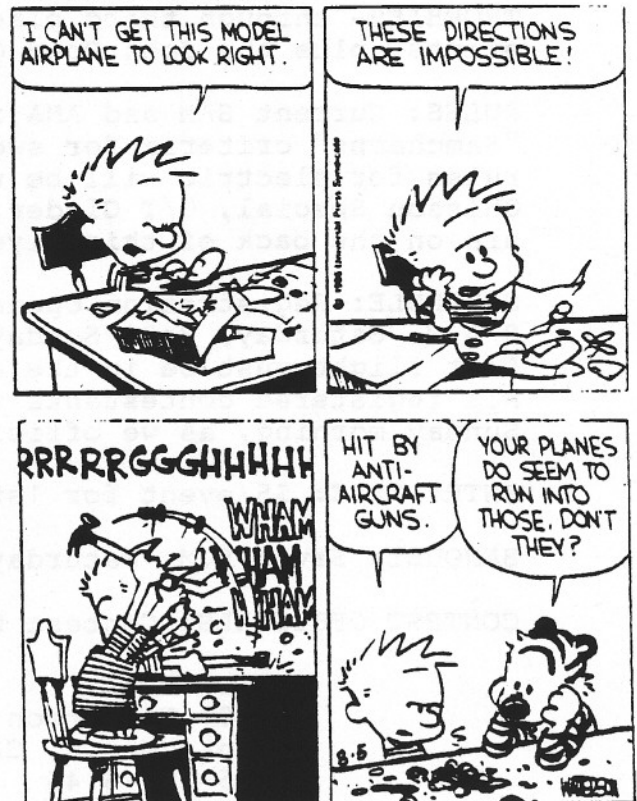
*Pull the silk chordwise and dope through it so that it adheres to the sheeted center area*

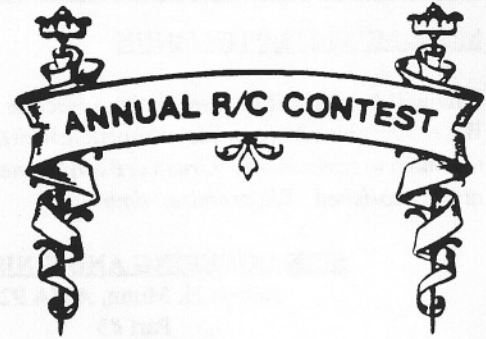
with one piece of silk, but it is very difficult to maintain proper orientation of the "grain" on both halves, and one must work one half of the wing at a time anyway. I prefer to use four pieces to cover the wing in a manner similar to that described above. Trim silk oversize, lay on

prepared surface dry, dampen the area near the wing center, pull silk taut chordwise and dope down to the center sheeting or rib. If only a single rib is at center (or at a dihedral break, for example, then trim the silk about 3/16 beyond the rib and wrap it around the edge, doping it firmly to the normally vertical surface of the rib.

Next issue, in Part #4, we will describe covering the wing.

**CALVIN & HOBBS**





SIXTEENTH ANNUAL

JOHN POND COMMEMORATIVE OLD TIME R/C CONTEST

Taft California, October 26 & 27 1991. Unwind from the SAM Champs!

Sponsored by SAM 26, the Central Coast Chapter.

EVENTS: Saturday-	Class C LER (Ign & Glo) Electric Texaco	Texaco Ohlsson Special O/T Glider
Sunday-	Class A LER (Ign & Glo) Class B LER (Ign & Glo)	½A Texaco ½A Scale Duration Antique Pure Antique Electric LMR

TROPHIES- through third place will be awarded in each of eleven events, plus the John Pond Commemorative Trophy for sweepstakes.

RULES: Current SAM and AMA rulebooks will be used, including "Samchamps" criteria for sweepstakes. The Jean, NV provisional rules for electric will be used (SAM rule proposal #RCE2). Ohlsson Special, O/T Glider, and ½A Scale special event rules are on the back of this flyer.

SCHEDULE: Registration opens 8 A.M. both days. Pilots briefing 9 A.M. Saturday, 8:30 Sunday, with flying immediately after. Last flight must be in the air by 4 P.M. Saturday, 3 P.M. Sunday. All registered contestants will receive an extra hours sleep Sunday morning, as we officially reset clocks an hour earlier.

ENTRY FEES: \$5/event for 1st 4 events entered, \$3/event after.

BANQUET: Seven P.M. Saturday at the White Elephant. Menu orders.

CONTEST OFFICIALS: Contest Director and assistant C.D. are:

Bob Angel  
1001 Patterson Rd.  
Santa Maria, CA 93455  
805-937-5145

Hardy Robinson  
804 E. Tangerine  
Lompoc, CA 93436  
805-736-8741





## THE SOCIETY OF ANTIQUE MODELERS

August 5, 1991

### SAM OFFICERS

Jim Adams, President  
2538 N. Spurgeon St.  
Santa Ana, CA 92706

Mike Granieri, Eastern VP  
3 Dryden Road, Box 78  
Pottersville, NJ 07979

Robert K. Larsh, Midwest VP  
45 South Whitcomb Ave.  
Indianapolis, IN 46241

Art Grosheider  
2045 So. St. Paul  
Denver, CO 80210

Robert Angel, Western VP  
1001 Patterson Rd.  
Santa Maria, CA 93455

Robert P. Dodds, Sec.-Treas.  
209 Summerside Lane  
Encinitas, CA 92024

Abe Gallas, FF Coordinator  
28 Rustling Wind  
Irvine, CA 92715

Everett Woodman, RC Coordinator  
233 Longview Dr.  
Bayville, NJ 08721

Dear SAMCHAMPS Contestant,

Due to ongoing problems obtaining hotel rooms Friday night Oct. 11th, we finally felt it best to move the contest up a day. This means flying starts 7:30 AM Monday Oct. 7th. The schedule for all flying events will move up one day and the Champs will end Thursday the 10th. Evening events will stay as is except the Banquet & Awards will now be Thursday night October 10th.

Since it all begins Monday, you will need your Hotel reservations for Sunday night, as there is NO REGISTRATION (contest) on Monday. It is up to you to call the hotel to make reservations and/or any changes you need. You MUST be registered for the contest by SUNDAY NIGHT.

By way of explanation, the weekend following our contest is Columbus Day weekend - a biggie for the Nevada casinos. Early on they were reluctant to book us on Friday night, and as things progressed, they flat refused. While we weren't too happy about it, there wasn't much we could do. And we can understand their problem - there is just too much lost revenue for them involved. Also, SAM folks spend most of their time on the models and little in the gaming rooms.

We hope this doesn't cause you a lot of inconvenience. We had no choice. Communicating this glitch is a problem for us. We are trying to let everyone know, but please spread the word among your friends and club members that you know are going, so nobody drops through the crack.

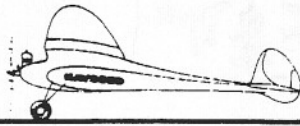
See you soon,

Mike Fields, Contest Director

P.S. The Northrup Flying Wing contest will remain on Monday  
The Wakefield contest will now be spread over Monday  
and Tuesday.



AM A Chapter #108



### OFFICERS

**President:**

Ed Hamler (707) 255-3547  
3379 Crystal Court  
Napa, CA 94558

**Vice President:**

Ned Nevels (707) 255-7047  
1045 Foster Rd.  
Napa, CA 94558

**Treasurer:**

John Carlson (707) 996-8820  
353 Las Casitas Ct.  
Sonoma, CA 95476

**Contest Director & Editor:**

Don Bekins (415) 435-1535  
85 Bellevue Ave.  
Belvedere, CA 94920

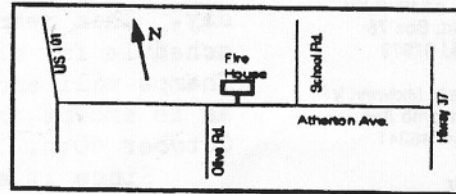
Membership is \$10 for the calendar year. After February, the dues for a new member are prorated.

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.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

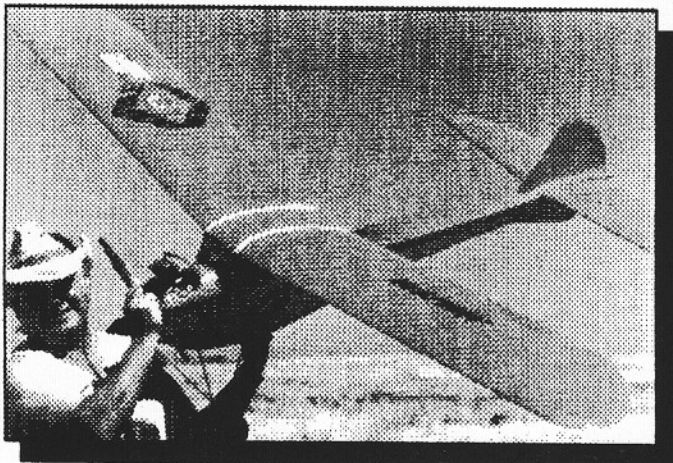
85 Bellevue Ave., Belvedere, CA 94920

## ANTIQUE

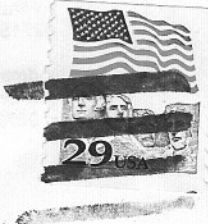


## FLYER

SEPTEMBER 1991



*A new beauty has been born. Howard Osegueda's double sized "Diamond Demon" with a Forester 99 for power.*



FIRST CLASS MAIL

First Edition  
4858 Moorpark Ave.  
San Jose, CA 95129