

## NOVEMBER MEETING NOTES: by John Carlson, Secy)

Light turnout for our November meeting. Could be that the November newsletter was too timely, coming out almost two weeks of its normal publication date, just before our regular member meeting, the third Wednesday of each month. At any rate, this was an important meeting for we elected new officers for the upcoming year, 1992.

The meeting was attended by the following members:

<b>Don Bekins</b>	<b>John Hlebcar</b>
<b>Ed Hamler</b>	<b>Jerry Rocha</b>
<b>John Carlson</b>	<b>Rocco Ferrario</b>
<b>Brian Ramsey</b>	<b>Elyse Ferrario (guest)</b>

Next meeting will be Wednesday, December 18th, 1991

The major item of business was a discussion on the increasing costs of the newsletter. With the exception of two issues, all of the work and most of the printing has been done on a volunteer basis (Bekins the editing and desk-top publishing, and Hamler the printing and mailing). However, if we take the newsletter to a printer to get it printed and stapled the costs go to approximately \$58 and issue. We break just above even when we have all volunteers do the publishing and printing, but we lose money when we take it to a printer. Because of time constraints on us who volunteer, we cannot always do the printing and mailing on a volunteer basis. Therefore, the members voted increase the dues to \$12, do away with the Associate Member category and establish a Junior category for \$6. We have one Junior member now, and through Rocco's science classes in Napa, it appears we may get some more.

Those who have just paid for their membership (at the Crash & Bash and at meets subsequent to that) will not have to pay the increased membership fee. However, the following year you will socked for the higher dues.

And **DUES ARE NOW DUE!** And the dues are now \$12! *When you do send in your check, please note on it your AMA and SAM membership numbers.*

**Ed Hamler** announced that **Don Bekins** is now the new Editor for **SAM Speaks**. Members present commended him for taking on that responsibility. The quality of the ANTIQUÉ FLYER bodes well for SAM Speaks. Don says he will continue doing the the ANTIQUÉ FLYER.

Next order of business was the election of officers for 1992. By way of history, SAM 27's elections have been very casual affairs, generally taking place at our annual Crash & Bash contest. The way it was done was unique. The past president with confer with his other officers, secretary, and other members and they would decide who would tagged for the job. Then this

august committee would wait until the unlucky candidate was taking an official flight. With his model at least 1,000 feet above the ground and concentrating mightily, the committee would tap him on the shoulder and say, "You have just been elected President of SAM 27!" There was no possibility of refusing the job. At least it's better than not being there and being elected! This year we broke tradition and did it the normal way:

<b>President:</b>	<b>Brian Ramsey</b>
<b>Vice President</b>	<b>Rocco Ferrario</b>
<b>Sec./Treasurer</b>	<b>John Carlson</b>
<b>CD's</b>	<b>Don Bekins</b>
	<b>Ed Hamler</b>
<b>Newsletter</b>	<b>Don Bekins</b>

*Our sincere thanks to Ed Hamler for a job extremely well done during his three year tenure!*

The GRAND DRAWING (end of year) for the monthly raffle to be held during the January 1992 meeting. The Grand Prize this year is an Ohlsson 23 FRV to be donated by either **Ed Hamler** or **Don Bekins** (they are vying for the honors). There will be many other prizes as well. To refresh your memory, anyone who brings a Show & Tell subject to a meeting gets a raffle ticket. We have a mini-raffle at each meeting, then those tickets are put in the hat for the Grand Drawing at year end. Members can also buy tickets if they wish, and many have done so to be eligible for the Grand Prize.

Last year, **Ed Solenberger** won the Grand Prize and promptly donated to our one Junior member, **Sky Greenawalt**. Sky was thrilled and spent the summer building an Anderson Pylon for his new engine, and Ohlsson 23. He is now in school on the east coast, but has the model framed up, just about ready for covering.

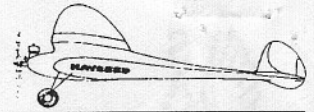
Under New Business, incoming President, **Brian Ramsey**, suggested that SAM 27 promote a 1/2 A Texaco Scale project among its members — somewhat similar to our Gollywock project that had 12 members build this great performing OT rubber stick model.

## SHOW & TELL

Our guest, **Elyse Ferrario** showed her rocket complete with parachute. Elyse (age 5) assembled it herself ( with minimal assistance from Dad). It has had two successful flights.

**Don Bekins** displayed the Edward Roberts Trophy (a silver two-handled cup, standing about 25 inches high on a walnut base), donated to the SAM Champs in 1973 by **Chet Lanzo**. It is now called the Chet Lanzo R/C Texaco Perpetual Trophy. Chet had won this beautiful trophy back in the '30's and rededicated it to the Champs for one of the most popular events. John Pond won it twice ('76 & '78) and Chet Lanzo, himself,





won it in 1982. In 1983, Don Bekins won it at the SAM Champs in Taft. Chet personally presented the trophy to Don, putting a \$1 bill inside for good luck. Our own SAM 27 member **Karl Tulp** won the trophy in 1977. Don won it this year for the longest Texaco flight with his Lanzo Bomber, powered by an Ohlsson sideport, using a 16X7 prop by Master Airscrew. He also won the Ohlsson Sideport event with the same combination using at 14X6 Taipan prop.

**John Hlebcar** showed his Dennyrite engine and **John Carlson** displayed a Super Cyke twin plug, along with its dual high tension lead coil. He also had a really nice (good compression) DeLong 30.

**Jerry Rocha** brought in possible trophy for future contests — a glass mug with award data silkscreened on the side.

Prizes for our regular meeting raffle were donated by Ed Hamler and Don Bekins. John Carlson and **Brian Ramsey** won the balsa stacks and Jerry Rocha won the quart of 50 wt. oil.

WELCOME NEW MEMBERS

SAM 27 must be doing something right. New members keep beating their way to our door. This month we welcome past SAM 21 president and newsletter editor, **Steve Roselle**. Steve is a great competitive modeler and photographer. His modeling spans interests from R/C LER, Texaco, glider, and electric (where he usually wins). He also is great with hand launch gliders (HLG). His photo will be grace the cover and much of body of the new SAM Speaks. He has offered to be one of the official photographers for Speaks.

**Bob Holman** from San Bernadino joined up at the last Taft meet. Bob is known mainly for his Plan Service (1/4 scalers) and for his superb running Orwick that puts him in the winning column at most contests.

He is a great competitor, appearing at most of the old timer meets during the year. Welcome, Bob!

**Al Mortensen**, the Secretary for SAM 58 in New York joined to receive our newsletter. Al was kind to send an excellent Futaba R/C set for my "Sets for Czechs" program, which I forwarded on to Radoslav Cizek, the famous Czech old time



*Don Bekins with his venerable double size "Gas Bird", OS 4 cycle ign, at the 1983 SAM Champs in Salt Lake. The 'Bird' flew for the first time in 3 years at the last meet in Taft, placing 3rd.*

designer. In addition, Al sent me a beautiful Flyline kit of the "Fairchild 22" for the new 1/2 A Texaco Scale event. Thank you! Nice to have you aboard — I hope we will meet someday.

**Larry Davidson**, Sweepstakes R/C Champion of the '91 SAM Champs again signed up for 1992 as a member of SAM 27. Glad to have your continued support, Larry!

COMPETITION REPORT

The two fall events, The John Pond Commemorative put on by SAM 26 and the SAM 49 Fall Annual are now history. Over the years both have been great fun meets. These were no exception. Being so late in the year, there is always the chance

of inclement weather.

The first was the Pond Commemorative which landed on the weekend of the first **Big** storm in Northern California (over 3 in. of rain). Ed Hamler and I took off in a slight amount of rain, along with Associate member **Howard Osegueda**. The weather was great when we got down there. Saturday morning brought some threatening clouds way off to the northwest. It was breezy, but not bad. We got in some good flying until 1 PM, then we got a blast strong wind as new clouds threatened. I brought out my wind-killing kite, as did **Tom Empey** of SAM 49, and we had an aerobatic kite contest. Sure enough it killed the wind —

for awhile. We got in the rest of our flights, while to the north a really dark cloud bore down on us. We packed up our tents at 3 PM just in time for a blast of rain, dust and 30 mph winds hit as we drove back to town.

The next day was breezy, but flyable. **Ed Hamler** did well, bringing home a 3rd in Class B LER ST 29 powered "Bomber". Then he won Pure Antique with his big Anderson powered "Bomber". **Don Bekins** did his fair share of winning and placing, bringing home the big Pond Commemorative Perpetual Trophy which has been continu-

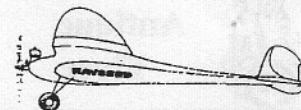
ously awarded since 1976.

The weather for the SAM 49 Fall Annual was totally different. A hazy sun shown both days and there was never even a whisp of wind — absolutely perfect flying conditions! Except for the haze — **Bob Angel** paid the price because of the haze the first day. He lost his 1/2 A Playboy in the haze directly over-



*Aussie Bruce Abell's new McCoy 19 powered "Brooklyn Dodger". Performs well!*





head. We got out the binoculars and tried to spot it. No luck. He said it was trimmed in a rather tight turn when he lost sight of it. I suggested he might give it full up and full right to spin it down, which he finally did for a while. But soon he gave up and considered the model lost. Then one of the OT freeflyters on the other side of the field yelled, asking whose model had just crunched into the ground near him. Sure enough, it was Bob's Playboy, landing no more than 200 yards away! Aren't windless days wonderful? With a little patching the model will be in the air again soon.

Ed Hamler came down to enter many of the R/C old timer events, but his most spectacular flight was his FREE Flight entry! Yep, he forgot to turn on his receiver. Here is CD Tom Empey's description of what happened:

"Not to be outdone, Ed Hamler launched his Anderson Spitfire powered Bomber as a freeflight entry. Excitement turned to amazement as the big Bomber slowly climbed in fast, tight circles until the engine finally became silent at about 1,000 feet and the model transitioned into a smooth, flat glide. It circle toward Taft and chase was given via a visiting freeflyter and his motorbike. About the time the ship reached the highway it changed direction and turned toward the field. Just as it appeared the plane would very likely make an on-field landing, it encountered some turbulence and began to porpoise. No one seems to understand why, but everyone agrees that a porpoising model will invariably stall about a half cycle up from the ground — stall, tailslide, flip and splat! How do it know? At any rate, Ed's plane suffered a broken prop and a venturi full of raw kitty litter dirt, otherwise unscathed!"

Ed got 2nd in 1/2 A Texaco, brought home the huge Doc Patterson Ohlsson Perpetual Trophy, and won 2nd in A/B Glow. But his pride and joy came from winning the Spirit of SAM Concourse with his new Playboy Sr. which he flew for the first time in this contest.

Don did his fair share of winning as well, bringing home the beautiful sweepstakes plaque. A great ending to a full and eventful old time modeling year.

**AIR MAIL ~~**

Our Aussie member, Bruce Abell, is a great correspondent. Between he and Bob Aberle on the East Coast, the mails are indeed busy. Here is what Bruce has to say:

G'day, Mate!

I was interested in the balsa stripper shown in your recent newsletter, so thought you might be interested in the simple unit I use now-a-days. The photo tells it all, actually. It's made from a wooden carpenters marking gauge and the scribing pin is removed, ground and sharpened and then replaced. This "blade" must be set at a slight angle so that it pulls the timber being stripped against the head. Several passes have to be made and the strips are cut in short strokes (about 6"), gradually progressing down the length of the sheet. I can actually strip up 3/16" spruce or soft pine with this unit but usually have to cut half-way through and then turn the sheet over and cut the rest of the way through from the other side. I find it much more convenient to use for all my strip needs (balsa or spruce) over 1/16" thick.

I finally discovered why my McCoy .19 powered "Brooklyn Dodger" was almost uncontrollable on the climb out. It seems that the tailplane was moving due to the lack of a wide mounting base and, now I have fixed that, it is behaving very well under power. The glide is beautiful!

Ed's photo of your 60" "Clipper Mk II" with you releasing it on its maiden flight is published (in colour!) in the current issue of the Australian aeromodelling magazine, Airborne.

Say "G'day!" to all the gang and tell Remo I'll drop him a note, soon, with some photos of vintage aircraft.

Bruce

**Chuckle for the Day**  
Swiped from Jack Tatum's SAM 74 (Clear Lake, CA) newsletter. Keep that model shop clean, guys! —DMB  
"Do you remember in one of our newsletters I mentioned that Meg Reifers was going to clean up Jack's workshop? Well I just talked to Jack this morning, and he told me that while she was cleaning out his drawers she found a worm. The next time you see Jack you might ask him about that one. It might be a good idea for all you guys to go out to your shops and check your drawers for worms. For all of you that find worms, just remember to always practice safe modeling".

**MORE MUNN SILKING TECHNIQUES**

*We continue the series on the techniques of covering and finishing with classic silk, which master builder, Dan Lutz, says is the best he has seen yet. Covering with silk is an art. As with all art forms, there are many ways to accomplish the final, beautiful end result.*

**SILK COVERING AND FINISHING**

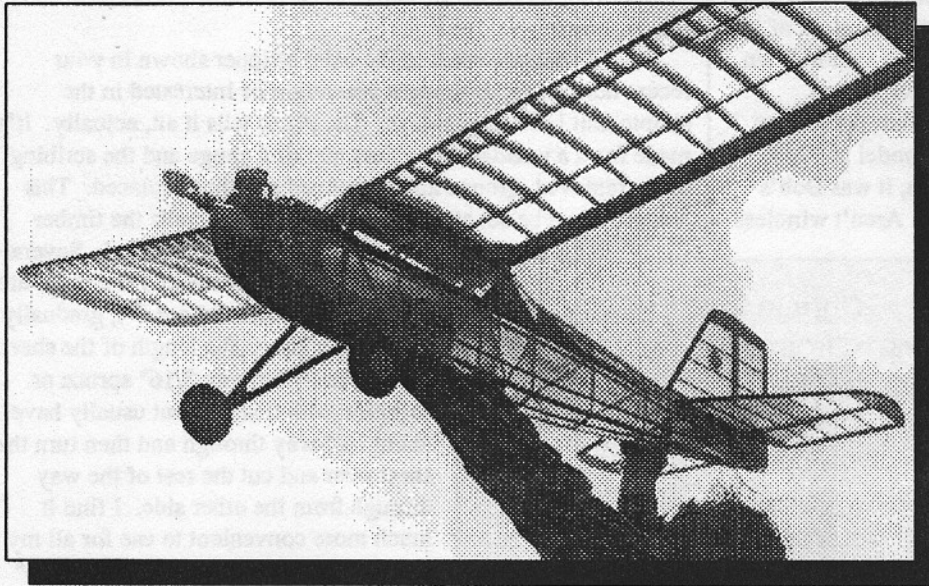
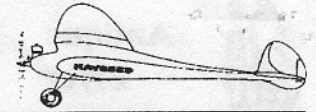
ROBERT H. MUNN, AMA 926

PART #5

**Finishing:**

ALLOW ALL COVERING TO DRY FOR AT LEAST 12 HOURS BEFORE PROCEEDING.





*The final result. A "Super Buccaneer" built and finished in beautiful, classic silk by Bob Munn. When done properly the silk-and-dope finish will last for years and not be susceptible to sagging as is the case with many iron-on coverings.*

If you plan to use butyrate dope at any point in the finishing process, start using it now. Translucent surfaces doped first with nitrate, then with butyrate, may develop an unhealthy mottled appearance. Remember that nitrate dope will happily accept almost any finish over it for fuel proofing or trim purposes. I -therefor prefer to proceed with nitrate dope in most cases, since it does not continue to shrink over a long period as does butyrate. Our objective now is to fill the silk with dope as evenly as possible minimizing the formation of droplets or runs under the surface being doped. This thorny problem has been attacked from a variety of angles, including the use of various forms of "sizing" such as spray-on starches, jelling agents, anything which someone felt would keep the finish from blobbing. Almost all these techniques add a lot of weight as well as odd tones to the coloring. Smearing the doped surface with paper towels or foam brushes really does help avoid runs, but also soaks up a tremendous amount of dope which is wasted, and requires more coats to obtain a comparable finish. The technique I use avoids these drawbacks but taxes ones

patience and dexterity!

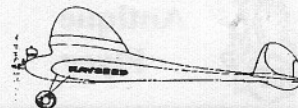
Bearing in mind that too thin a dope mixture will run through the silk quickly to form runs and droplets, and too thick a mixture will not permit smooth brushing, thin your nitrate only slightly. Remember too that brush pressure will force the dope through the silk even more quickly and unevenly. It takes some practice to develop a gentle, quick one-two-three brush stroke, but once mastered you'll have it forever. NEVER brush dope more than 3 or perhaps 4 strokes, for it sets up quickly and brush ridges will result from even the softest sable. The brush must touch the silk gently in motion, moving perhaps 2 inches, then immediately back about 3 inches, then again back along the same path about 3 inches, and that's it. Overlap previous strokes slightly, and move quickly. Dope only an area of about 16 square inches holding the surface horizontally. Gravity will draw the dope downward through the silk. Immediately turn the surface upside down and dope a similar area on the other side of wing, fuselage, or what have you. Immediately turn the surface over and brush another area adjacent to the earlier one. It takes

some dexterity to flip a surface or fuselage over and back repeatedly, but learn to do it. You will be keeping the liquid dope in suspension within the weave of the silk, while not allowing it to remain in one position long enough for gravity to cause runs or formation of droplets. As you turn the surface over, you may see an incipient run or droplet forming on the surface now just turned upward: you may very lightly and quickly brush it out a touch to obtain a more even spread.

Remember to continue turning the surface over every few seconds even if you have stopped applying more dope. It takes about 2 minutes for this first somewhat heavy coat of dope to set adequately to avoid drops and runs. As it sets, the surface will have an uneven appearance because the thickness of the dope will be slightly uneven, but not enough to cause blobs or runs, and when thoroughly dry it will appear almost perfectly even. This rather tiresome technique should give you about a 90 percent fill of the weave on the first try. Once a surface has set for a few minutes, you will easily see the small unfilled areas mostly around the edges of your brushed applications. Although not as critical as the first pass, it is better to touch up several unfilled spots on one surface, then flip over and do those on the other side, again keeping the liquid dope in suspension in the silk weave.

The worst is over! Thin the nitrate dope a bit more so that you can lengthen your brush strokes without feeling that dragging which presages too rapid drying and brush marks. Thinner is better for the most part. Brush on a nice even coat on all surfaces, then let the whole thing set for a day or so. Lightly sand all edges with number 320 silicone carbide, and use an old piece of the same grit to very gently sand along rib, spar, longeron and stringers which touch the silk surface. It should look pretty good by now, but it needs more attention. You can either brush or spray from now on, depending on the equipment and facilities you may have at hand. I tend to brush and suffer the inevitable slight brush marks which creep in. About four thin coats later,





think about trim. If you wish to use contrasting tissue for stripes or numbers, cut them neatly, lay in place dry, spray with a light water mist and tenderly rub out smooth with your fingers, then brush a coat of thinner through the tissue to adhere it evenly to the silk beneath. A dark tissue color works well over light colored silk, but not vice versa. When the initial adhesion is dry and complete, brush on 2 or 3 coats of thinned nitrate dope.

If you are running ignition engines using oil and gasoline, or diesel engines, you might consider the aircraft finished at this point. You will still be able to see the grain of the silk: it would take about 6 more thin coats of dope to fill it almost completely. Don't try to do it in one or two thick coats: brush marks and gross uneven areas will rob you of pride in your workmanship. If you have been working with butyrate dope, you may wish to add about two more thinned coats to which some form of non-tautening agent has been added: aircraft supply houses normally sell both tautening and nontautening varieties of both butyrate and nitrate dopes. With butyrate, it seems useful to use the non-tautening for the last three coats of clear which will help to a certain extent with the strong shrinking tendencies of that material.

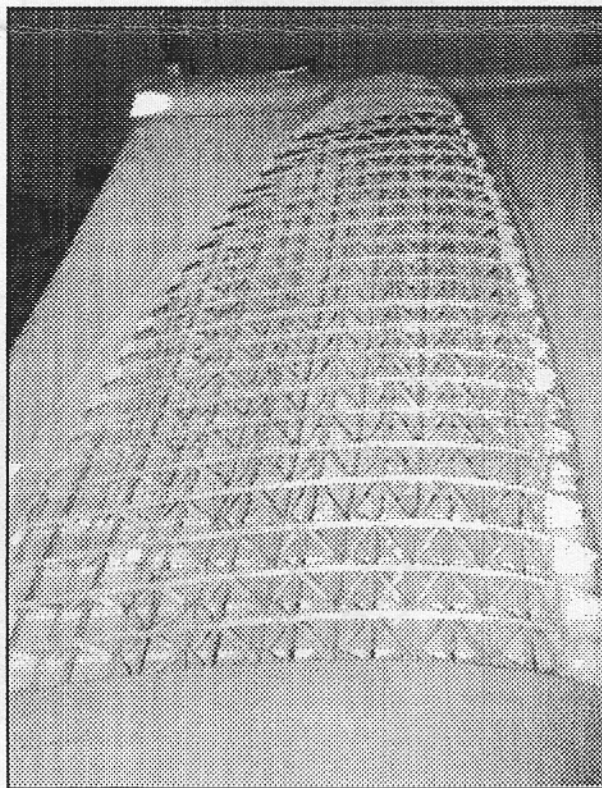
Personally, I like to add a durable fuel proof finish over the nitrate anyway, especially in the engine area and the fuselage. If I am using high nitro fuels in some two stroke engine, I spray all surfaces with two thin coats of K&B Super Poxy. This gives a very high shine to the surfaces and is very durable. For gas or diesel power, I spray one generous coat in the engine area and fuselage. If adding trim color, I almost always use K&B Super Poxy color for trim, then overspray with the clear over the remaining translucent silked areas.

There will be one more short article by Bob Munn on silking techniques: The all important information on patching the inevitable "hangar rash" (punctures in the silk covering). Stand By!

--DMB

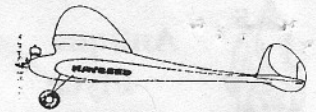


*Don's Forester 99 powered Valkyrie takes to the air. Built by SAM 27 co-founder, Jim Drier, 15 years ago, using the original Goldberg construction plan.*



*Jim Drier patiently fitted 1,100 pieces of balsa stick and sheet, with spruce spars — a true labor of love! Drier and our other found, Bill Hooks went out flying nearly daily with their models. The "Valkyrie" was originally powered by an OS 4 cycle, which gave it slow majestic climb.*

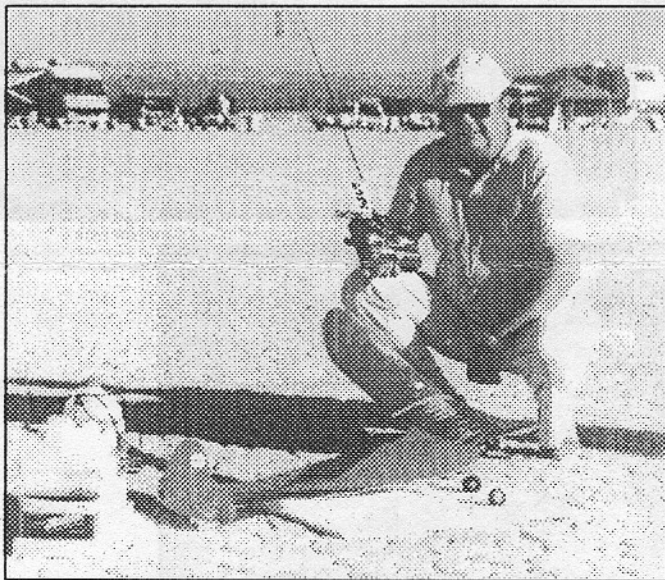




Young Laurence Bekins, age 11, with the Playboy he won C Glow with at the 1977 SAM Champs in Las Vegas. His dad flew the same model in the flyoffs at the '91 SAM Champs.



Don Bekins, age 17, with his Super Duper Zilch powered by an Anderson Spitfire on glow. He still has that engine



Ron Keil at the SAM Champs, shown with the L'il Diamond that was designed by John Drobshoff



18 November 1991

SUBJECT: 1991-1992 WEST COAST AREA S.A.M. CONTEST SCHEDULE

TO: See Distribution

FROM: S.A.M. Radio Control Assist Contest Coordinator

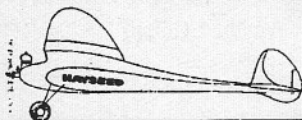
The following is the latest schedule for the 1991-1992 contest season.  
Merry Christmas and thermals for the new year.

1 Dec 1991	#6 NCFFC Meet	Waegell Field
7 Dec 1991	MECA Region I Collecto	La Palma Recreation Ctr. La Palma.CA 1300-1600 Hours
18-20 Jan 1992	Southwest Regionals OT R/C Assist & FF	Eloy, AZ
28-29 March 1992	SAM 26 OT R/C Assist Spring Annual	Taft, H.Robinson, CD
11 April 1992	MECO Region <sup>r</sup> Collecto	La Palma, CA 1300-1600
25-26 April 1992	SAM 49 OT R/C Assist Spring Annual	Taft, CA
16-17 May 1992	SAM 30 OT R/C Assist Spring Annual	Loren Schmidt's Ranch Elk Grove, CA
30-31 May 1992	SAM 21 OT R/C Assist	Wave Master's Field Hollister, CA
4-5 July 1992	SAM 26 "Coaster Cooler"	Lompac Area Ron Doig, Host
15-16 August 1992	International ½ A Postal Challenge	Ron Doig, CD
26-27 Sept 1992	SAM 27 Crash & Bash	Loren Schmidt's Ranch
10-11 Oct 1992	SAM 30 OT R/C Assist Fall Annual	Loren Schmidt's Ranch Elk Grove, CA
31 Oct-1 Nov 1992	JOHN POND COMMEMORATIVE XVII OT R/C Assist	Taft, Bob Angel, CD
14-15 Nov 1992	SAM 49 OT R/C Assist Fall Annual	Taft, CA





AMChapter #108



### OFFICERS

#### President:

Brian Ramsey (415) 474-5175  
3098 California St.  
San Francisco, CA 94115

#### Vice President:

Rocco Ferrario (707) 258-1705  
2063 Lonr Oak Ave.  
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

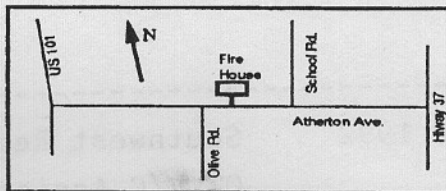
Membership is \$12 for the calendar year. After February, the dues for a new member are prorated.

Due to increasing cost of publication and mailing, the Associate Member category has been dropped.

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

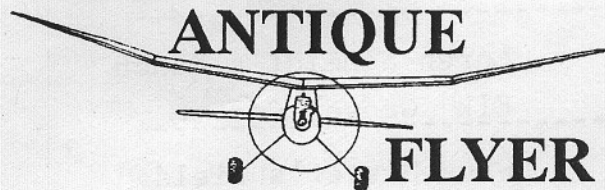
### MEETINGS

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



DECEMBER 1991



*Brian Ramsey, new SAM 27 President, with his Gollywock. Brian created the 'Wock project for our club and won the event at the Crash & Bash*

FIRST CLASS MAIL

Fred Terzian  
4350 Moorpark Ave.  
SAN JOSE, CA 95129