

FEBRUARY 18TH MEETING SCHEDULED

Our regular meeting will be held at the Novato Firehouse Training Room Wednesday, February 19th. Bring your projects and ideas for future programs. We'll try to have video of the OT meet in England at Old Warden sent to us by our new member, Bob Munn.

JANUARY MEETING PACKED!

No problem getting into the meeting room this time. The gate was open and Don had a door key which worked. We had two dummies present, but didn't need either one because 18 members showed up for the big yearend raffle.

- | | |
|----------------|---------------------|
| Remo Galeazzi | Earl Hoffman |
| Brian Ramsey | Nick Sanford |
| Ned Nevels | Jerry Rocha |
| Jack White | Ed Hamler |
| Bill Gargan | Bob Wakerly (guest) |
| Rick Madden | Ray McGowan |
| Rocco Ferrario | Don Bekins |
| Park Abbott | John Hlebcar |
| Dick O'Brien | John Carlson |

two dummies

Our new member, Jack White, has attended a number of previous meetings and is know to many in SAM 27. He edits the Napa Valley R/C and Napa Silverado Soaring Society newsletters. Welcome Jack!

Ed Hamler brought a guest, Bob Wakerly, known to many as a member of Napa R/C, Silverado Soaring, Hennesy Lake Float Group, and who knows how many other R/C clubs. Bob has been building and flying models since year #1 and currently flies pattern competition ugly sticks, gliders (both models and full size) and float models. We hope to see more of him.

At Ed Hamler's prompting, Jerry Rocha told of two awards recently received for his U-control speed efforts. Trophies were for: Highest speed 178.50 mph, Overall Champ in class.

The models generally used 70% nitro fuel but new, 1992 rules will limit nitro to 10%, speeds will undoubtedly drop but engine life should be much improved.

Don Bekins told of Howard Osegueda's death. Howard

was a OT flyer first and an engine collector second. He was a super builder and an acknowledged expert on covering with Micafilm. As a competitor, he brought home many trophies and several sweepstakes championships. Though he sold antique engines for a profit when he could, he always gave preference to OT flyers and provided them with good runners at very fair prices, with a guarantee that if the engine did run satisfactorily he buy the engine back at the original purchase price. Howard was always the life of the party at contests — He will surely be missed. Incidentally, our new member, Dale Bowers, one of Howard's closest friends will be handling the liquidation of the engine and model collection.

Don has been talking more with Speed Hughes about a Fun Fly at Brown's Valley near Marysville. The site is a private grass airstrip about 20 minutes drive east of Marysville in the foothills. It was tentatively decided to hold the meet on May 2nd & 3rd, as a family campout. More to follow as plans develop.

Brian Ramsey conveyed some thoughts regarding programs for future meetings such as: Saturday AM workshops addressing construction (sanding, covering, doping), and engine clinic, etc. Don Bekins has some video tapes and Super-8 films on Crash & Bashes back in the '70's which may be of interest. Brian is looking for other suggestions. There is much expertise among members which could be profitably shared. Give Brian your input. He will soon be sending a letter to each member requesting background information. Everyone is urged to complete and return. Who knows what talents lurk in the membership?

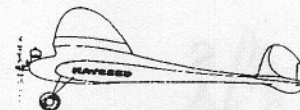
Remo Galeazzi advised the current status of purchasing dope as reported in the December Antique Flyer. Prices will be:

Nitrate Dope	\$9.60/gal
Butyrate Dope	\$11.60/gal
Nitrate Thinner	\$4.30/gal
Butyrate Thinner	\$6.00/gal

These will be available in 1 gallon containers. Remo will take orders by phone (707) 762-8261 or preferably at the February meeting. He may have some available at the meeting.

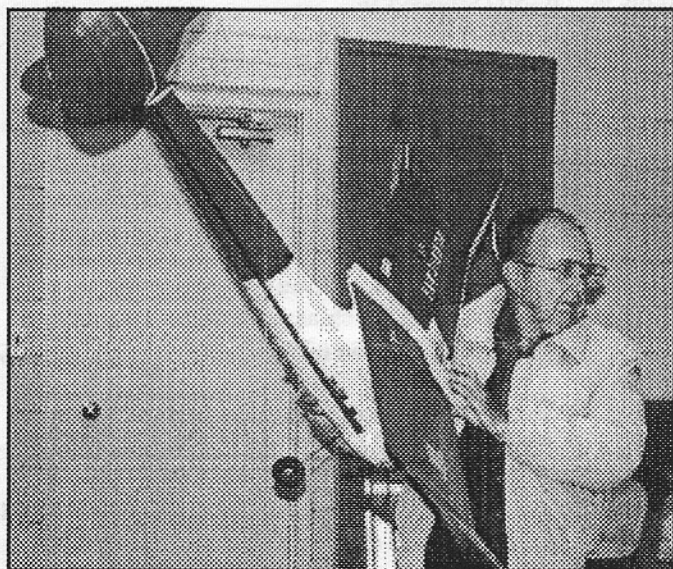
SHOW & TELL

Remo had his two completed R/C rubber models. No. 1 has a 15 minute flight so far. The second original design is yet to fly. Remo also showed a framed fuselage for a 1/2 A



Scale Texaco Lutens Minor, an early British homebuilt. It will have a 320 sq.in. 38 1/2 inch wingspan which, if the figures are correct, result in an interesting 4.6 aspect ratio.

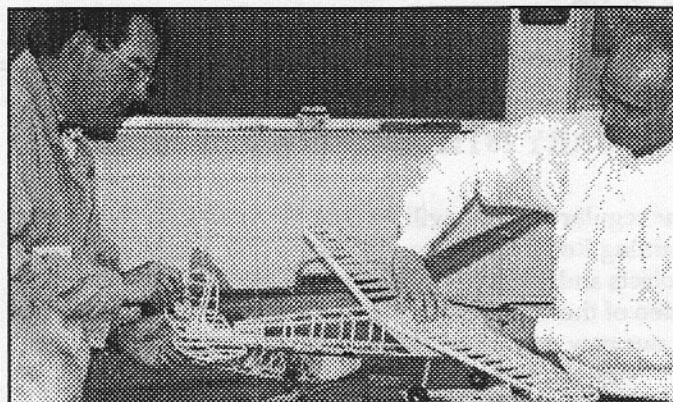
Ray McGowan displayed his completely restored, 50 year old, "Hurricane 69", converted from free flight to R/C. Because of its free-flight origin, it had no controls, so Ray's sailplane background resulted in the rudder and elevator controls being concealed in the fuselage. Apparently balsa deteriorates with age — Ray said it become "punky". He strengthened the wing by adding a spruce spar. The old Comet glue popped out with a flick of a knife blade, so all joints were reglued with Franklin alphatic glue. Ray added the radio, servos and completely recovered the model in red, white and blue — a beautiful job.



Ray McGowan's 50 year old "Hurricane", Super Cyke powered, restored and adapted to R/C assist.

Jerry Rocha and Ed Hamler showed their partially framed AVRO 560 models for 1/2 A Texaco Scale. Both do impressive work. Ed had the recently received Airtronics radio he will be using. It was ordered last March, but production problems delayed things. The Tx is 4 Ch. FM. The Rx is dual-conversion, light weight (1 oz.) as are the two micro servos. A 250 Mah battery brings the total flight pack weight to about 4 1/2 oz. The Tower price is \$179.99. Don suggested the club buy one to be raffled, possibly at the May Fun-Fly, which received at rousing "aye" vote. (the set has been ordered)

Rick Madden displayed (again) his 1/2 A Interceptor, originally brought to the March 1991 meeting. The model was lost OOS on a test flight in August during the 1/2 A Texaco Postal Challenge at the the Lakeville Road SAM 27 flying site. Subsequent search by ground and air failed,



Assembling their AVRO 560, Ed Hamler and Jerry Rocha display their 1/2 A Scale Event project. Tail and wing tips made with laminated balsa.

and Rick had neglected to attach his name to the model, only his AMA and SAM numbers. It turned out that a Novato hunter found it in a field beyond Sears Point and brought it home. His son-in-law, who was a mail carrier, recalled he delivered model magazines to someone on his route, but this person was out of the country for several months. When he finally returned he was contacted and, by using the AMA and SAM numbers on the model, he was able to identify Rick and return the model. (ALWAYS put your name on your models!) This rivals Don Bekins' story of the Edco powered Playboy Sr. lost for nine months.

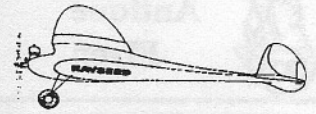
Bill Gargan showed a 1950's radio. A North American Dynatron with escapement mechanism which still worked. SAM member may build and fly oldtime models, but few would or do use oldtime radio equipment.

RAFFLE

The monthly raffle winners were: Ed Hamler, Nick Sanford, Rick Madden with prizes of balsa stacks contributed by Don Bekins. John Carlson and Bob Wakerly won T-bar sanders contributed by Rick Madden.



Blushing Brian receives the Grand Raffle Prize



The big yearend and Grand Raffle prize, an Ohlsson 23 Front Rotor, also contributed by Don Bekins, was then drawn by Ed Hamler from a genuine "Mad Hatters" top hat brought by Brian for the occasion. The winners was none other than our lucky — new Prez, **Brian Ramsey**, who had the grace to blush deeply and long during the good natured comments made by the all present.



Remoplane "Shocker", so named by Remo Galeazzi to describe his latest rubber R/C assist creation which incorporates an internal rubber tube around which the fuselage is built. The tube prevent rubber lube from spattering the inside of the beautiful tissue covering.

COMPETITION

The first meet of the new year is always the Southwest Regionals in Eloy, Arizona. It's a "fur" piece from SAM 27's home territory — some 814 miles, or 15 hours drive. Ed Hamler has been building, furiously. He needed

to really test his balking engine installations in his new Playboy Sr. All business commitments tidied up, Ed decided to make the trip, with or without company and represent SAM 27. Don Bekins, at first said no, but thought about it long and hard.

"It's a long way for a few days of flying", says Bekins, still smarting from the long solo drive back from the SAM Champs. "And I've got this and that to do — must be done — Aw, bother: Let's Go! Maybe the weather will be better than last time (1989)."

So Bekins and Hamler loaded up 10 models in Ed's van — like packing ("careful, quick, and kind" - an old BEKINS advertising motto) for a trip around the world. "Make sure we don't put the heavy stuff near in back of models in case we are bumped from behind or have to stop fast."

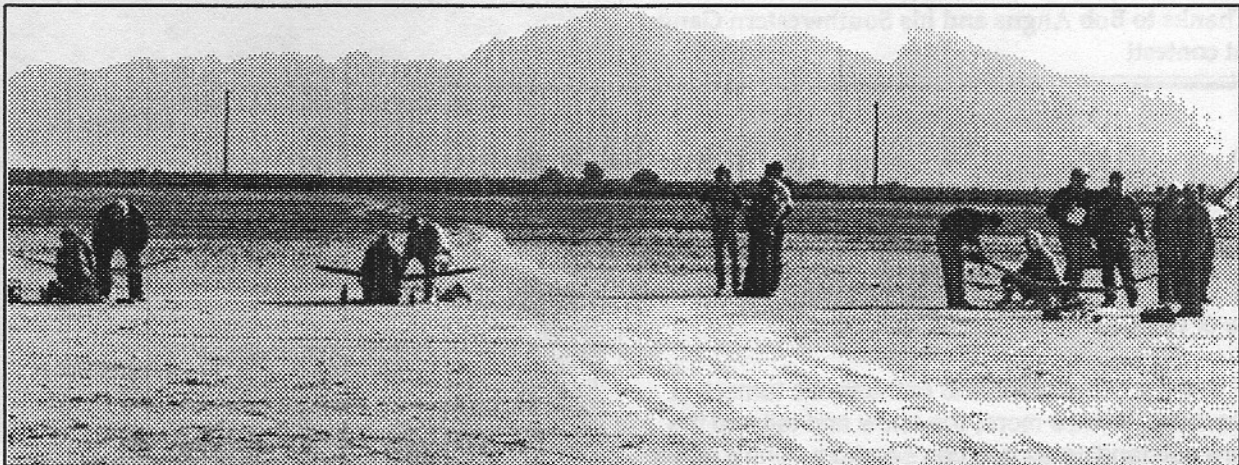
Somehow we got all the models in (3 full size Bombers, 2 Playboys, 3 smaller Bombers, 1 Foo-2-U-2, 1 Anderson Pylon A ship) with no room to spare. We carried a Bomber for Ned Nevels, who joined us there Sunday.

For entertainment, we carried three Aussie books sent over by our SAM 27 member, Bruce Abell. They are titled, respectively: "Drunk, Insane or Australian?", "New Tales by Uncle Harry", and "Aussie Etiket - or doing thing the aussie way!" Ten hours of down-under laughs, for sure.

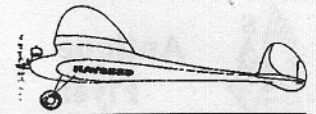
We took off about 8:30 in the morning, expecting to stop enroute. Everything went great (2 hours on, 2 hours off driving), and before we knew it we were having dinner on the other side of Palm Springs. Eloy just over 200 miles from there, so we drove straight through, arriving at midnight.

The next morning (Friday) we awoke and the wind was blowing a gale. So much for model meets!

Undaunted, we made our way out to the field and the wind velocity dropped as we went. Dead Calm! What



The flying field at the 1992 SW Regionals was large, flat, and had beautiful mountains miles away on all sides. Lack of wind made for perfect flying conditions.



a perfect way to start a model meet!

The Texans were there (what country you'all from?), the Kansans were there, even old timers from as far afield as Washington, Oregon, Saskatchewan, Canada, were there. Of course, the Californians were well represented. Got a bunch of good action pictures, some of which are shown here.

The action started early the next morning — dead calm again — using the new rules for LER times. Maxes all over the place. Twenty people flew in C LER Ignition, 9 maxed out to go a fly-off. There were double maxes in most of the other events, with three maxes in C Glow LER. Five of the entrants in the Ohlsson sideport event maxed out. Thus, the new rules appear not to have accomplished their intent of cutting down on flyoffs, particularly in the larger engine LER events.

The weather remained perfect, almost windless, except for the end of the day when flyoff time came. Then, wind and rain came out of nowhere and really hampered the flying. All in all, however, the SW Regionals could not have been a more perfect way to start the flying season.

Ed Hamler represented SAM 27 well with a 2nd in Texaco and a 3rd in Pure Antique, and an 8th in C Ignition LER. Don Bekins brought home a 3rd in 1/2 A Texaco, 5th in C Ignition LER, 3rd in Texaco, 2nd in Pure Antique, 1st in Ohlsson 23. Don qualified for the flyoffs in Ohlsson Sideport, but we left in the middle of the rainstorm when the flyoff was held.

The highlight of the trip was a gathering of the Texans, who pulled their wagons (RV's) in a circle around the campfire one evening, for protection from the indians and coyotes. Gerald Martin (TX) and Ed Hamler (CA) kept us entertained playing guitars and singing off color Texas and southern ballads. Ned Nevels added his singing talent with some old, raunchy Air Force songs.

Barbecues, beer, great stories, wonderful company. That's what SAM old timer modeling is all about!

Thanks to Bob Angus and his Southwestern Gang for a great contest!
—DMB



Just a line or two:

To repeat that we had a great and enthusiastic turnout at our last meeting. What's more, the show and tell and the raffles were outstanding as you can see from John's notes. By the way, soon after I finish my Stearman C3B, I will consider what to build for my new Ohlsson 23!

(Gawd, I love raffles and Don Bekins for the engine donation!!)

Our current 1/2 A Texaco Scale project is off to a fast start with 18 people committed to build one and with half of them already under way. (I'm sure Ron Keil has finished his by now) I am about 3/4 of the way through framing and should be close to covering by next meeting. Be sure to bring your plane for Show & Tell.

DON'T MISS THIS: Don Bekins has graciously consented to show his videos of the Old Warden OT meet in England (1991) and Irwin Ohlsson (1937) at our next meeting. It'll be a short one so we have lots of time for the videos, S & T and raffle.

By the way, you have your questionnaires by now. Please fill 'em out and return 'em.

Thanks and see you on the 19th.

Brian Ramsey

MORE MUNN ON SILKING TECHNIQUES

This is the final article in the series on the techniques of covering and finishing with classic silk. Covering with silk is an art. As with all art forms, there are many ways to accomplish the final, beautiful result. Speed Hughes just recovered his red, Hornet powered "Bomber" with silk and reports it looks better, it is stronger, and FLYS better!

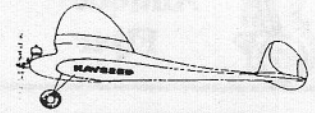
SILK COVERING AND FINISHING

ROBERT H. MUNN, AMA 926

PART #6



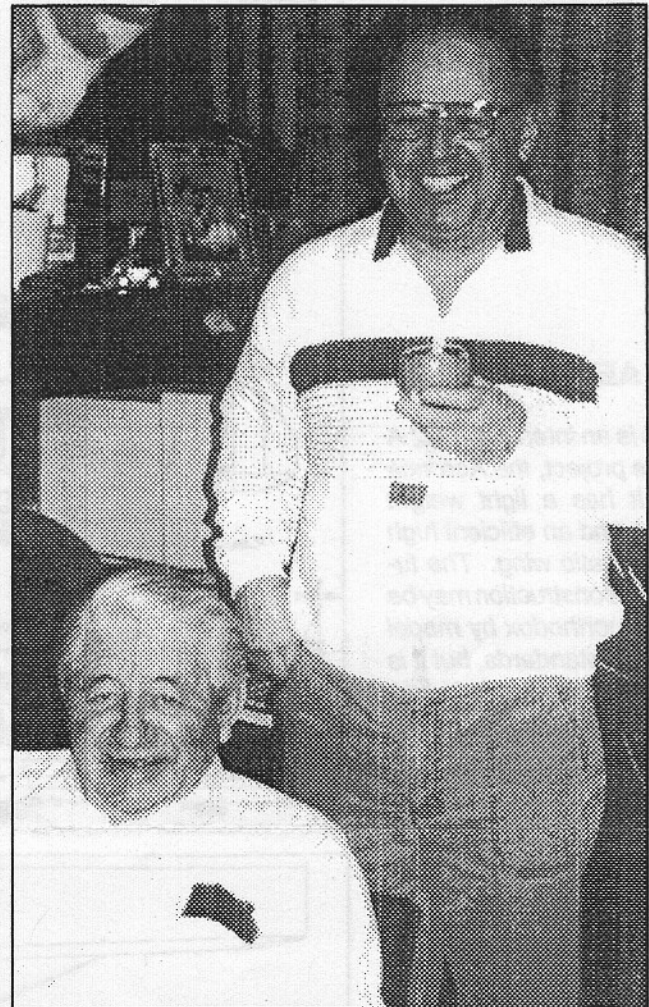
Bob Munn with his fine silk covered Class A "Anderson Pylon", powered by an Elfin diesel. His beautifully crafted models always place in OT contests.



Patching:

Small slits and punctures can readily be drawn back together by using ordinary DUCO CEMENT. Run a bead of cement along the edges and if possible~ use a pin to carry the cement to the undersurface of the silk near the edges. The pin can be useful in guiding the torn edges together, and the cement will set quickly. Later, you can sand the surface lightly and overspray with dope or epoxy, whichever you have used for the final finish. If working with a larger slit or tear, use the pin to carry cement along the under edges, then use a small brush with some thinner on it to further soften the DUCO CEMENT and wet an area about half-an inch on either side of the tear. Quickly lay a small piece of plastic wrap (used for foodstuffs) over the area, making sure it draws the wetted areas up level and against the plastic. Strip off the plastic wrap when the area beneath it has dried and you will have a surprisingly good repair job. If the damaged area is too large or too badly torn to use the foregoing techniques, trim the silk back to the nearest supported point such as rib or spar. Lightly sand around the edges with 320 silicone carbide sandpaper, especially on any epoxy-coated surface so that you get through the epoxy to the nitrate coating underneath. Brush on a 3/16 wide strip of the dope/cement mixture all around the perimeter. Trim a piece of silk so that it overlaps the edge of the opening by 3/16 to 1/4 inch on two adjacent sides, remaining about an inch long on the other sides. Lay this over the opening and dampen with a fine water spray. smooth the silk evenly along one of the closely trimmed edges and, using the thickened dope/cement mix, adhere that edge evenly. After allowing that to set for a few minutes, pull the silk taut along the other trimmed edge running at about 90 degrees to the first. Keeping the silk damp, then pull the silk taut in the other two directions and dope down the 3/16 wide strip around the edges, allowing the surplus silk to remain in place for a minute or two. Then place a new razor blade vertically about 3/16 inch away from the patched opening and pull the silk edge up against the blade, cutting the silk along the length of the blade. Move the blade farther along the edge and repeat this process until the two edges are neatly trimmed, then dope down any stray strands or loose spots. After this patch has thoroughly dried, apply a medium coat of dope, flipping the surface over and back a few times to get a good fill coat. Then apply several more thinned dope coats. Later in the workshop you can sand the area lightly, especially around the edges, and add a few more coats of dope over the newly covered area before applying your final finish coat.

We'll finished silk with adequate coats of dope, especially if some form of plasticizer has been added to avoid over-tautening, can last for many years. A few drops of castor oil was used in years past, but modern non-tautening dopes use more advanced chemical components for the same purpose. Once you have mastered the silking technique, you'll have unparalleled satisfaction with your handiwork.



SAM 27 members, Jim Kynco and Speed Hughes, having a ball at the recent SAM 30 annual dinner



Non-resident SAM 27 members, Bob Aberle & Larry Davidson with an electric "Schmaedig Stick"

MARIN AERO CLUB

WINTER MINI-CONTESTS

JAN. 26
‡

FEB. 23

THE MARIN AERO CLUB WILL CONDUCT INDOOR CONTESTS ON THE FOURTH SUNDAY OF EACH MONTH DURING 1992. OUTDOOR CONTESTS WILL BE HELD ON THE SECOND SUNDAY OF MAY, JUNE, JULY AND AUGUST.

THE JANUARY AND FEBRUARY INDOOR CONTESTS WILL BE FLOWN IN THE AUDITORIUM. ALL OTHER INDOOR CONTESTS WILL BE FLOWN IN THE GYM.

OUTDOOR CONTESTS WILL BE FLOWN IN THE FIELD ADJACENT TO THE GYM.

A FULL CONTEST SCHEDULE, LIST OF EVENTS AND FLYING RULES WILL BE MAILED OUT IN JANUARY.

MINI-CONTEST EVENTS

PEANUT SCALE.

13" MAX W.S. OR 9" MAX FUSELAGE. JAP TISSUE COVERED
MOONEY JUDGING BONUS POINTS NOT TO EXCEED
TOTAL FLIGHT TIME.

PISTACHIO SCALE:

8" MAX W.S. OR 5½" MAX FUSELAGE. JAP TISSUE COVERED
MOONEY JUDGING BONUS PTS. NOT TO EXCEED TOTAL FLIGHT TIME.

WILD WEASEL.

BUILD TO PLAN OUTLINE. JAP TISSUE. ANY WOOD SIZE. ANY PROP.

13" R.O.G.

MAX W.S. 13" STICK FUSELAGE JAP TISSUE

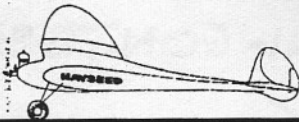
MINI-STICK.

MAX W.S. (PROJECTED) 7" MAX WING CHORD 2.5
MOTOR STICK LENGTH 5" TOTAL LENGTH 10" MAX.
STAB AREA 50% WING AREA MAX.
NO MICRO-FILM. ALL WOOD PROP. CONDENSER PAPER
AND ULTRA-FILM (OK).

TOM BRENNAN
707-938-2893



AM Chapter #108



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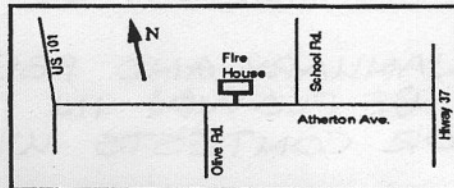
Membership is \$12 for the calendar year. After February, the dues for a new member are prorated.

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.

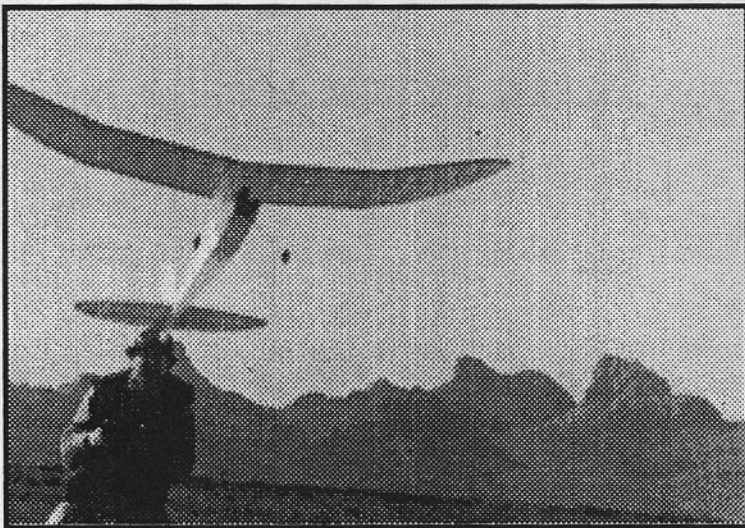


PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

85 Bellevue Ave., Belvedere, CA 94920

ANTIQUÉ FLYER

FEBRUARY 1992



Ed Hamler's new Playboy caught in a spectacular takeoff at the Southwest Regional, Eloy, Arizona in January



FIRST CLASS MAIL