SAM 27

ANTIQUE FLYER

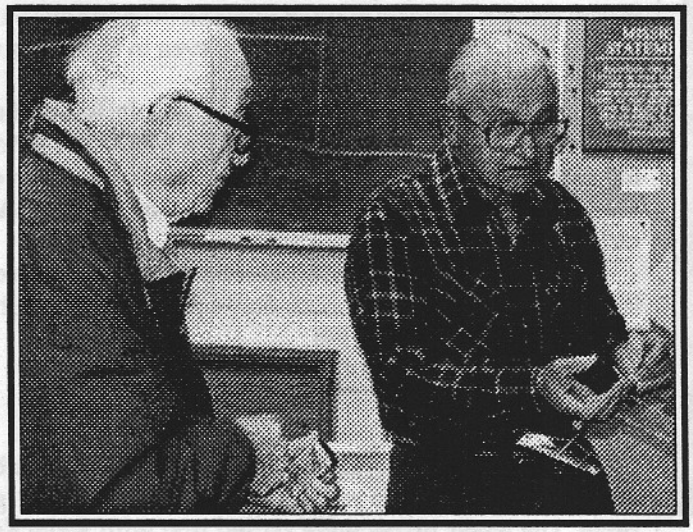
AMA Chapter #108 JANUARY 1993 Issue 126

PACKED HOUSE FOR YEAR END RAFFLE

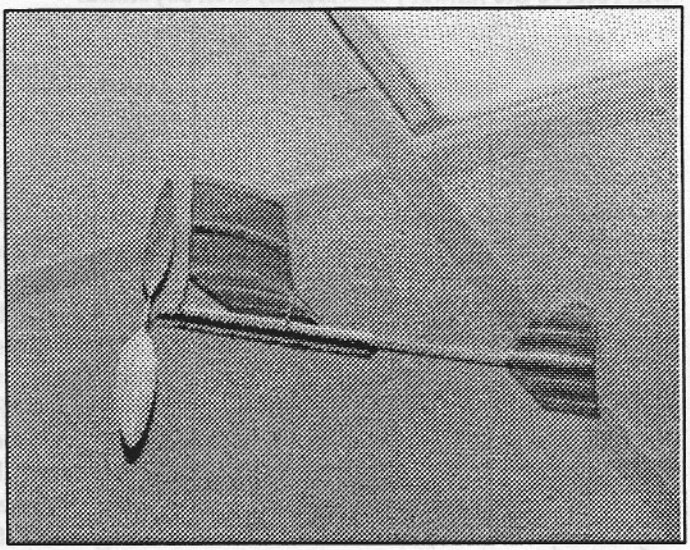
Twenty two stalwarts came from all over the Bay Area for our final meeting of the year. Five members came up from the South Bay and others came from as far as Clear Lake to the north. Your newsletter editor, VP Rocco Ferrario and ex-prez Ed Hamler could not make it due to previous Christmas Holidays commitments. Park Abbott, long time member who not been able to attend meetings was there with his son, Dave, also a modeler. Another first time visitor was Bill Watson of Sonoma who is just getting back into modeling. Welcome Dave and Bill. Hope to see more of you.

BUSINESS — OLD AND NEW

Prez Brian Ramsey reported on our fun Christmas party at Papa's Taverna, a Greek restaurant about 3 miles from our field and located right on the Petaluma River. Twenty six members and friends joined the festivities and Greek cuisine. A highlight was a 1 1/2 minute flight of a tiny indoor model by Earl Hoffman over the banquet table. Earl is one of our resident experts and competitor on indoor models of all sizes. Because of high winds and rain, most people did not go to our field to fly prior to the banquet. Not so with Gene Mathieu. He braved the elements, flew his new electric Playboy Cabin, and wondered why nobody joined him. Most knew why. Treasurer John Carlson went by the field the day before with his 4 wheel drive vehicle to test the access off the entry drive. He promptly got stuck and had to be pulled out by a tow truck! A number of witty and beautiful songs were sung by Prez Brian, with accompanyment on the guitar by Ned Nevels and Ed Hamler. Ned regaled us with one of his folksy Air Force crew tunes.



Earl Hoffman winds 500 hundred turns in his mini-stick indoor model while Nick Sanford holds. Earl is our local expert and consistent winner with indoor events.



Nearly weightless and silent, Earl's mini-stick flew in 8 ft. circles in our meeting room to the delight of all who attended.

Our youngest members, Ed and Eric Heikell brought a 1/2 A way-stand-off-scale Eindecker trainer they had just completed. They were eager to fly it, so after lunch, a bunch of the gang went to the field to initiate the new model. We left the ladies to watch the Greek dancing at the Taverna. More on the first flight in Show & Tell.

Ron Keil reported that the papers for the new SAM 74 field near Clear Lake have been completed and flying activity is anticipated for 1993. They may have a fun fly during the year. That's beautiful country and worth a visit — now becoming a hotbed of OT modeling activity with Ron and ex-SAM 27 member, Jack Tatum running the show.

Fred Terzian announced an April 24-25 meet sponsored by the Oakland Cloud Dusters at Waegell Field. All major free flight events will be held. This is the meet's fourth year and about $500 in prizes will be awarded. Fred also reported a Super Bowl Sunday morning fun-fly of catapult HLG to be held in a field at the east end of the Dumbarton Bridge. Perhaps someone will report at the January meeting with details.

We find we have two standup comics in our membership. Perhaps Gene Mathieu and Brian Ramsey should have a joke exchange during each meeting. Perhaps a prior discussion of ground rules would be appropriate, however!

DUES ARE STILL DUE!

John Carlson happily reported that about 10 more members have paid up for '93, heeding his intonations in the

December newsletter. About 30 members have now paid dues for '93, leaving 25 to go. You all know who you are. You will receive the January newsletter, then sayonara!

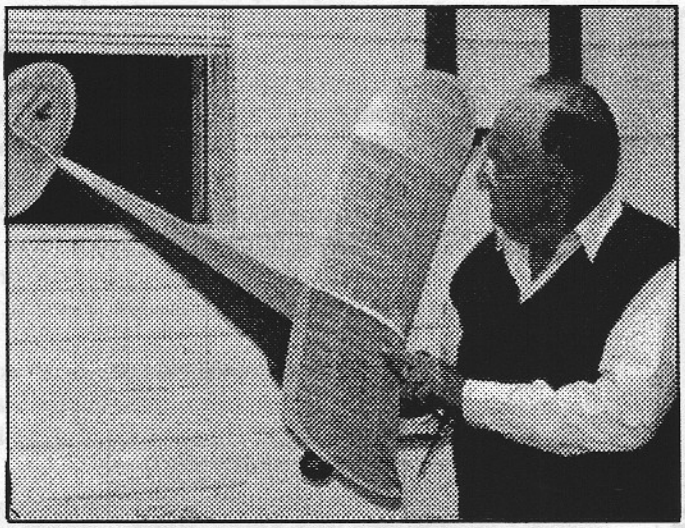
NEXT MEETING:
WEDNESDAY, JANUARY 20TH, NOVATO

SHOW & TELL

Fred Terzian again had several very interesting items: A Czech Gasparin CO2 engine, with tank and prop in a satin lined jewelry box. The prop was about 3 1/2 " dia. and the engine bore/stroke appeared to be about 1/8" x 1/4". The jewel-like quality of the engine matched the box. Fred advised that Gasparin makes two smaller sixed engines! He also had another example of the hi-tech building techniques for FF in the form of a carbon fiber tube fuselage and tapered tail boom made of .001" aluminum sandwiching a pre-preg carbon fiber layer, producing an extremely rigid, but light weight assembly. To top these off, Fred had two Shuriken engines of .061 cu.in. displacement. One was the BV model (red) 27-28 K rpm and the other a VG model (gold) 31K rpm.— all ball bearings and in the $165 - $200 price range.

Earl Hoffman repeated his Christmas party exhibition by flying his 8" span, .0005" mylar covered single strand rubber mini-stick model. After turning off the room's heater fan and with only about 500 turns, the model flew 8' circles for about 1 1/2 minutes, gaining about 3 feet in altitude. Earl has achieved 6 1/2 minutes in a room with sufficient height. He gave plans and advice to Ray McGowan. We'll ask Ray to fly his at our January meeting. Anyone else want to try micro-indoor modeling?

Ray McGowan brought in his now completed O&R 23 powered So Long, finished in yellow and blue silk, with Coke

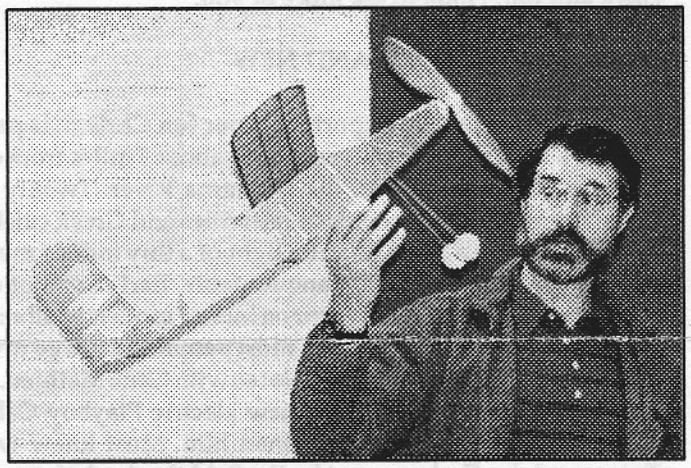


Ray McGowan with his completed, silk covered, Ohlsson 23 powered So Long. Beautiful Work!

can wheel disks applied to foam rubber and sanded to shape. The model can also be flown with an Ohlsson 19 and 33, allowing the one model to fly in Classes A, B, and C!

Ron Keil, our local MECA expert, showed us a rare Talisin engine and a Hornet. The Talisin was the predecessor to the Hornet and probably fewer than 100 were produced prior to the 1946 Hornet. These were about .60 size, and good for LER, but they were primarily speed engines to be used in race cars. The similarities between the two engines was most interesting.

Resident comedian, Gene Mathieu, brought in an original Super Cyke KIT from about 1946. Gene spent many hours hand lapping the piston to the cylinder, but still had a tight engine requiring a lot of careful breaking in time.



Steve Roselle, who travelled over 60 miles from San Jose to attend the meeting and raffle, shown here with his Gordon Light Wakefield built by the late kit manufacturer, Barnett Kernoff. The long trip paid off. Steve won the Ohlsson 60!

Ed Heikell displayed his new 1/2A Eindecker sport model trainer. It had its maiden flight on the previous Sunday —Don Bekins the pilot. A good flyer even in the strong wind blowing that day.

Steve Roselle showed a Gordon Light design Wakefield built by the late Barnett Kernoff, originator of Tyro Models, the first kit maker to produce the Playboy Sr. after Cleveland Models. Steve won the beautifuly crafted model in a SAM 21 raffle.

Not to be outdone, our Treasurer, John Carlson, brought in his 1/2A scale model with Santa in the pilot's hot seat. "Merry Christmas", says he!

THE BIIIIIG RAFFFFFLE

The long awaited year-end raffle included a number of worthwhile prizes topped by the 1941 Ohlsson 60 grand prize. The lesser prizes were raffled first with Steve Roselle fishing out the winning ticket. The winner was none other than ———— Steve Roselle!!! The (only slightly)

Ed Heikell with his 1/2 A Eindecker sport trainer, just completed. Had its first flight the day of the Christmas banquet in high winds. It survived to fly again! The spectator in the background is the Fire Dept. first aid dummy.

embarassed Steve denied any sleight-of-hand talents and walked off with the prize. It was worth the 60 mile drive from San Jose to Novato for our SAM 27 Grand Raffle, wasn't it Stevorino?

Prizes and their donors along with the winners include:

OK 60 rubber stamp	John Hlebcar	Dave Lewis
EAA Calendar	SAM 27	Dick O'Brien
EAA Calendar	SAM 27	John Carlson
SAM 27 Polo Shirt	SAM 27	Bill Vanderbeek
Jaberwock II kit	Bill Vanderbeek	Earl Hoffman
Ohlsson 60 Engine	SAM 27 & Don B.	Steve Roselle

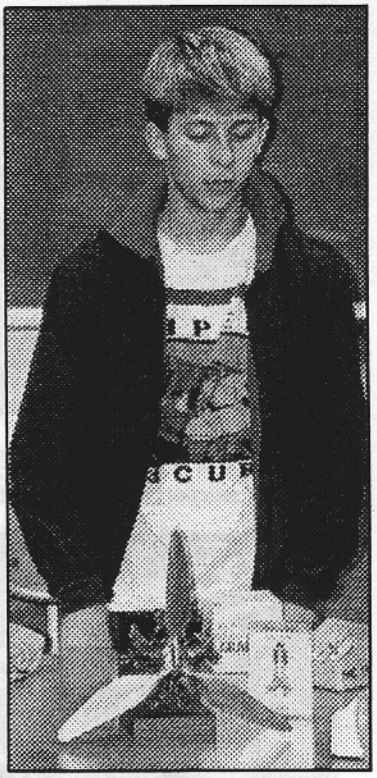
Monies collected in the raffle and added to the SAM 27 Treasury: $82!

NEW RULES: OHLSSON 23 EVENT

Over the last two years we have received a number of suggestions about the Ohlsson 23 event. This special event was originated by past SAM 27 president Ed Solenberger who felt that the power race was getting out of hand. He suggested that we frame an event around an engine that became the most popular powerplant for models between the years 1939 to 1945: the Ohlsson 23. Such an event would retain the all the characteristics of the golden era of aeromodeling. And the 23's are readily available and not too expensive in antique ignition engine market.

Irwin Ohlsson has said that over 700,000 of these engines were produced in that time period. Because of the popularity of the 23's, many old timer designs were created to take advantage of the engine's good power, reliability, and particularly its easy starting characteristics.

When Solenberger came up with the parameters of the event, he looked over the many designs designated Class B. In the wing area size range from 300 to 500 sq.in. there were some 97 different designs on the SAM Approved Designs List of Gas Models. Of this number 11 had wing areas over 450 sq.in., including Sal Taibi's Pacer and Brooklyn Dodger, the Zipper, and the Foo-To-U-2. Ed felt that if we could have all the Ohlsson 23 event models around the upper limit of the various design sizes, the models would have similar performance and not fly out of sight on the engine run. Therefore he set a scaled size minimum of 450 sq. in. Howard Osegueda liked the concept and, along with Don Bekins, created an Ohlsson 23 Perpetual Trophy for the SAM Champs, signed by Irwin Ohlsson himself.



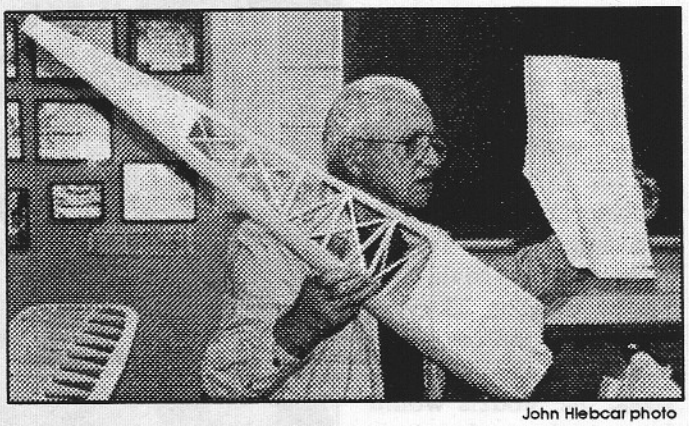
Teenager, Chris Price, who flew a Piper J-3 from Sonoma east on a transcontinental flight, around the Statue of Liberty, then on to the EAA bash at Oskosh. He found someone there who had a pristine Morton M-5 which he acquired.

The event has had a slow beginning and at the three SAM Champs at which the event has been offered, some 12 to 15 entries were recorded. A number of plans of popular models were scaled to the 450 sq.in. size and made available to SAM members. However, there was limited interest, always with the comment that most of the original Ohlsson 23 powered designs were smaller. "Let's build them to their original size."

Therefore, Ed Solenberger has approved the idea of changing the parameters to:

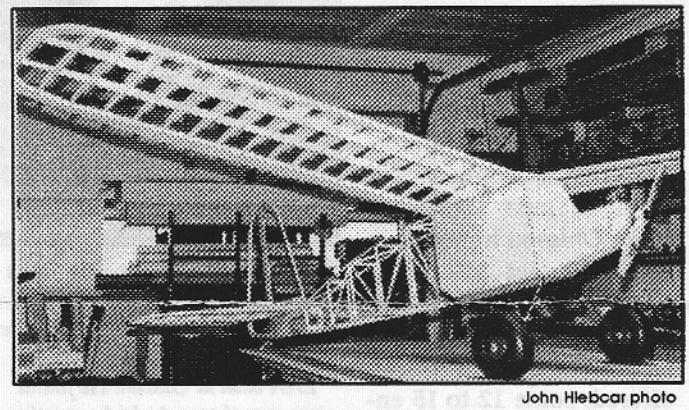
Any SAM approved old timer unscaled gas model design where the O&R 23 was shown on the original plans.
Any SAM approved unscaled gas model design between 300 and 500 sq. in.
25 second engine run for front rotor O&R 23
35 second engine run for sideport O&R 23
5 minute max
4 attempts for three official flights
10 oz./sq.ft. minimum wing loading
Ignition only and no pressure taps

It is hoped that SAM members will dig up their old class B kits and plans and build for this pure old timer event. Those who have already scaled OT models up or down to the 450 sq.in. size will not be disqualified and may continue to



John Hlebcar photo

Nick Sanford displays his nearly completed Rebel for the Ohlsson sideport event. Built to withstand punishment!



John Hlebcar photo

A modern version of Nick Sanford's original design, "SAC-Tex", from 1937. A picture from that era of Nick and his model appeared on the front cover of SAM Speaks. John Helbcar is using the model, reconstructed from wrapping paper sketches, to draw up plans for SAM approval.

compete with their previously built scaled up or down models.

In the long run, this will eliminate Bombers that have not already been scaled down and built to the 450 sq.in. size. However, the new rules would include such great competition models as Playboy Jr. (358 sq.in.), American Ace (432"), Foote Westerner B (384"), Banshee (353"), Hayseed A/B (340"), Hornet 44 (340"), So-Long B (392"). Swoose A/B (?), etc. (Note: all taken from the SAM Approved Gas Designs List)

Like the ever more popular Ohlsson Sideport event in which only unscaled antique designs may be used, it is hoped that with these changes, the Ohlsson 23 event will become a very popular pure old timer event using readily available Ohlsson 23 engines. With this change to the original unscaled sizes, these models can also be flown in the Class A with the substitution of an Ohlsson 19 which uses the same mounting holes.

"Let's fly these old timers the way they used to fly!"

AIR MAIL

Our local newsletter, **Antique Flyer**, is sent all over the US and to four countries, including Australia, Canada, Czechoslovakia, and Italy. We have members in the US as far afield as New York and Florida. In a recent newsletter, under the title "Modeling Memories" we published a story by Remo Galeazzi of his early experiences with his first really successful model: building, flying and losing it. Fred Mulholland, SAM 27 member from Florida read and liked the story so much he suggested sending it to the famous Dick Korda of Wakefield fame.

I sent a copy of the Antique Flyer to Dick and a short time later I received this very nice hand written note:

"Thanks for the copy of Antique Flyer, and thanks to Fred Mulholland. I had the honor of meeting him and his wife at the Joe Elgin Commemorative in August at the Donnselville meet in Ohio. Wonder if he could spare some of that vim & vigor he has? What a guy!

Guess most of us, like Remo, now that we are lucky enough to last as far as the 'November of life' and be able to reminisce about the past. Had the same money problems he had, and build 100 sq.in. combination stick and fuselage models to conserve rubber.

Enjoyed Remo's story. He has the knack of good writing in the second person which makes it more interesting.

Have Fun!

Dick Korda

P.S. 50 years from now we won't even worry about the 'December of life'.

Then Remo wrote to me after I sent him a copy of Dick's letter:

"I can't belive it! Who would have even thought that I'd be reading a letter written by Dick Korda mentioning my name! I can't wait to show it off to my "old time" modeling friends. The letter did indeed touch me too.

It goes without saying that without your interest in sending Dick the newsletter none of this would have happened — so, thank you Don. You are quite a person!"

Regards,

Remo

It's that building time of the year, Gang. Spring is just around the corner!

Words of Wisdom from Down Under

Down under in Australia, it's flying time. Just heard from SAM 27 member, Bruce Abell, who has been building furiously and carving his own props. Here are a few of his words of wisdom:

"G'day, Mate!"

"This has been a while in coming, but I've been so busy that I can't even find time to stop and scratch myself lately!

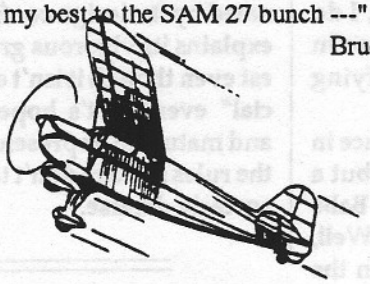
As you can see, I've built myself a Commodore. I lost the first one a few years ago when I forgot to switch the Rx on. It has an Enya .46 4 cycle converted to ignition up front to enable it to swing an 18 inch, 4/5" pitch prop (which he carved himself). I also tried an 18 inch single blade (balanced) prop which reduced drag and increased RPM somewhat and got a 6 minute engine run at 4,100 RPM (18 mililiters of fuel). It ran 12 minutes on a two bladed prop at 3,700 RPM. I think the final altitude obtained with each prop was about the same, so the longer engine run would have the edge. I adapted a Cox T.D. style carb choked down to 3/32" dia. and the engine ran smoothly, climbing at about a 5 to 8 degree angle.

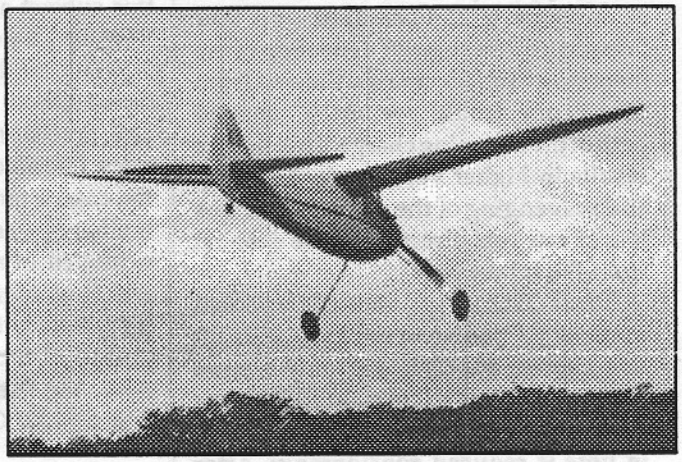
I find that bigger props are much more efficient if the engine can swing them comfortably. A 16" prop at 5,000 rpm will displace more air than a 14" one at 6,000 rpm!. Also, the low pitch unloads the engine considerably more than the coarse one. Do you choke down your carb intake? This is standard practice here and it is done in conjunction with the Cox T.D. needlevalve unit on a long intake pipe. This gives a very economical engine run.

A 4 1/2" pitch prop turning at 5,000 rpm will pull the model at 31.25 miles per hour and, I feel, this is about the right speed for a Texaco model.

Give my best to the SAM 27 bunch ---"

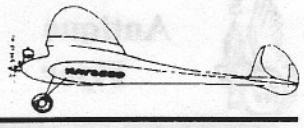
Bruce Abell





Bruce Abell's Enya 46 powered Commodore with 18" hand carved prop coming in on final approach to touch down in the land down under.

An Aussie version of the seldom seen Boehle Giant being tied down by builder Basil Healy. Neil Molloy tuning his Anderson Pylon in the background while Jim Bonnyman watches.



1/2 A TEXACO UPDATE AND FACTS

By Bill Schmidt, SAM 56

There have been some recent developments in the world of 1/2 A Texaco that need to be highlighted.

Are you aware that Cox has changed the piston/cylinder assembly for the 1/2 A Texaco engine? This recent change consists of a cylinder that now has an additional mill cut added to each of the intake bypass ports. This second cut is at one side of the standard port and imparts a more angular deflection of the incoming fuel/air charge. Viewed from above, one would see an "S" shaped path of the incoming charge. This change results in higher volumetric efficiency and scavenging of the cylinder and less loss of raw fuel directly out the exhaust from the intake por.

This cylinder is identified by a small number "7" below the exhaust slits on one side of the cylinder only I have noticed the piston/cylinder fit is not as tight as the previous model, and break-in time is reduced considerably. After running the engine for some time, there was less scouring on the piston sides as always noticed before with the previous models.

I could not find any appreciable increase in performance, but the new fit was much easier to break in. One doesn't suffer the maddening slowing down and stopping you have with the tighter early model. The cost is about two times as much as the previous piston/cylinder if you buy it separately as Cox Catalog #1476 Texaco.

Continuing along—most of us know that the Texaco .049 has a .062 carb. throat diameter, and the Black Widow has an .085 diameter. The early Babe Bee had a .062 carb. and one bypass while late production has an .085 throat and dual bypass. What differentiates early and late? Early is pre-1989 and using the pot metal backplate and wire reed retainer and Vellumoid gasket between the crank case and tank. After 1989, production uses the plastic reed retainer/gasket and the plastic backplate. The late production Babe Bee is actually hard to find as they are not usually carried by the local hobby shop, and they are not used with their metal tank in ready-to-fly models. I had to special-order one to see what a late production unit looked like.

Now let's get into the deep part of this discussion—TANK SIZES! I have spent hours measuring the cc volume of various Cox engines because no empirical data has ever been compiled on this subject and many loose terms are used and bandied about by modelers.

The method used was the extraction method using methanol and several precision medical glass hypodermics. The alcohol was slowly filled into the engine tank until it overflowed. The methanol was then carefully and slowly extracted in an uninterrupted exercise and then measured. This process was repeated up to about ten times per engine, and the results are listed below. Also, the fuel pick-up in the engines was a 3/32" OD tube.

Old Style Babe Bee	6.2 cc
New Style Babe Bee	5.2 cc
Old Style QRC (with no stunt stand pipes in large tank)	9.1 cc
New Style Texaco	8.8 cc

The Black Widow and obsolete Golden Bee were not tested as they have stunt vents and can be considered to contain less volume than the above.

The first thing we notice is that there is no such thing as either the "8 cc" tank or the "4 cc" tank. However, I do agree that the tags are handy to use in conversation for use in identifying which tank I am using.

There wasn't so much difference in capacity between the large tanks but a whole cc difference in the smaller Babe Bee tank. Why does this matter? Well, although narrowly voted down in the last rules change proposal for SAM, some clubs are going ahead with the use of the Babe Bee tank in their local events. This is good and gives experience in the use of the small tank in 1/2 A Texaco. However, how do you keep the field level when the tank capacity varies so much between engines?

We have flown the smaller tanks in our club, and an 8-minute Max is almost guaranteed every flight. The motor runs about four minutes. I think the Max needs to be left at 15 minutes or we will have another "can of worms" to sort out.

If the event staged allows either small tank and 7 1/2 or 8 minute Max AND large tank and 15 Minute Max, a person would be foolish to fly the large tank/15 Minute Max because the small tank deal is better. MIGHT RE-THINK THIS A BIT.

Why the difference in tank volumes? Easy. Take an early and late model apart and look inside toward the front of the tank cavity. See the smaller diameter forward portion of the late production tank? This was necessary to provide clearance for the new plastic reed retainer/gasket part. It reduced the internal volume of the tank. There are other factors also.

1/2 A Texaco Scale generally needs the larger tank size as these models do not climb as fast as a Playboy or Sailplane.

My TBF-1 Torpedo Bomber and Vultee Vengeance would not get very high on the small tank so I tend to favor the large tank in Scale events.

I find 1/2 A Scale the most refreshing event to ever happen to SAM. It allows a whole new generation of models and people to participate in an arena that had to some extent become stagnated by its design confines. I think this explains its vigorous growth and interest even though it isn't even an "unofficial" event. Let's hope it can survive and mature in its present rules form and the rules makers don't tamper with it to an early demise.

SOME ADDED COMMENTS TO BILL'S ARTICLE

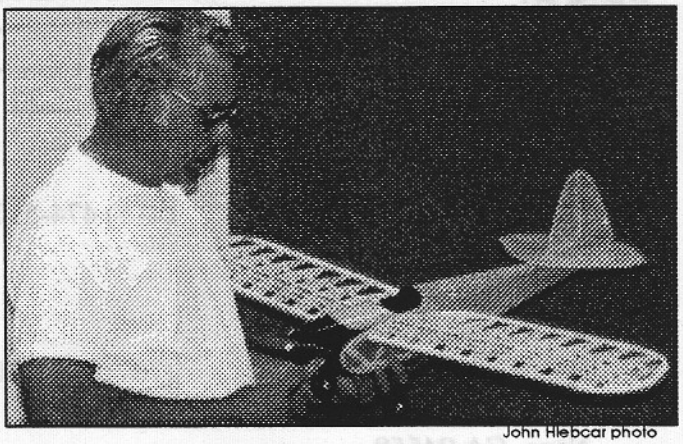
by Bob Angel, SAM 26

I've seen flying the small Cox tanks also, and agree with Bill that 6 cc tanks should have a definite advantage over the 8 cc size for the upcoming New Zealand postal, and for the SAM 41 (San Diego) club events. New Zealand is normalizing scores of 8 minutes for the small tanks to equate to 15 minute maxes for the big tanks. I assume they'll multiply the small scores by 15, then divide by 8. San Diego will use a 7-1/2 minute small tank max and simply multiply by two to normalize.

If SAM 26 flies large against small tanks in any of our practice sessions, or fun flys, I'd suggest at least a 9 minute max for small tanks, just to see where the playing field levels out. It might end up closer to 10 minutes. But I also agree with Bill, that if we do finally go 100% to small tanks, the 15 minute max should be kept.

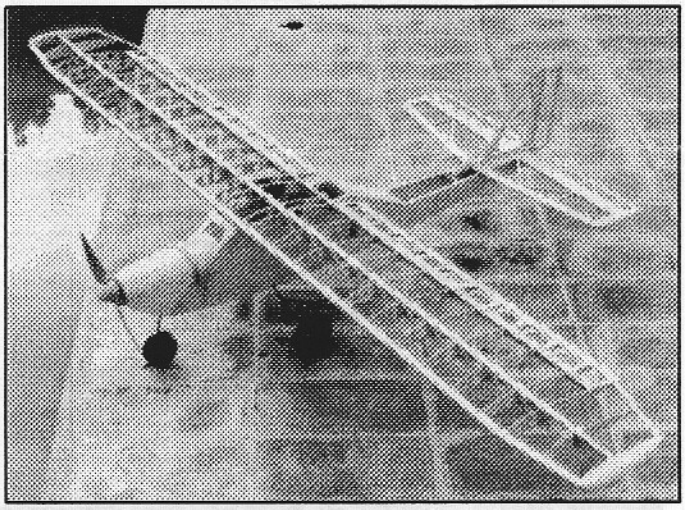
Will SAM eventually go to all small tanks for 1/2A Texaco? I think so, sooner or later. Most of what I've seen and heard lately indicates the idea is gaining popularity. The small tank proposal came very close to passing during our last SAM rules change, and one of the stronger opponents, Don Bekins, recently told me he has seen the light and reversed his thinking on the matter. Another strong opponent was Art Grosheider, who passed away recently. But Art's home club in Denver has been honing their 1/2A skills, and if they begin to lose 'em out of sight, I believe they may change their thinking. If not, maybe they'll at least take pity on us lowlanders who do lose 'em out of sight.

One comment of Bill's puzzled me though. I thought all Cox Texaco engines had the "funny" S shaped bypass porting. I've never seen anything different in a Texaco engine. It looks as if they tried to introduce "swirl" into the cylinder for more complete scavenging. Anyway, every Texaco engine I've looked inside has this porting, including my factory prototype preproduction model, to a new one I won last month straight from the Cox factory. I tried to phone Bill to ask about this but could only get a busy signal (story of his life?). Does anyone out there have an untampered Texaco engine with straight across conventional bypass porting? Next time your head is unscrewed, please take a look.



John Hlebcar photo

Dick O'Brien is caught by the 1/2 A Scale craze. Here he has a Heath Midwing in final stages of completion. Dick is a meticulous builder, but likes help on the flying end. Many SAM 27 members have built 1/2 A scale models and Ed Hamler has donated a beautiful silver tray as a perpetual trophy which is awarded at our annual Crash & Bash.



Monty Lewis, a retired British aero engineer now living in Mexico, and a recent visitor to a SAM 27 meeting, designed and built this electric powered trainer to get himself into R/C sport flying. He was so impressed by seeing Bekins' OT Playboy cabin fly with an Ohlsson 60 for power, that his next project may be an old timer.

ELECTRIC TEXACO POSTAL CONTEST PROPOSED

Watts Up Electric Flyers is promoting its 1st Annual Old Timer Texaco Postal Event, Electric only.

The date for interested clubs to fly and establish their times is February 20, 1993.

Each team will consist of 3 flyers.
Each team will fly 3 times.
SAM Rules apply
Watts Up Electric Flyers trophy & prizes will be awarded.

Posted times should be sent to:
Bob Boise
5505 N. East St.
San Bernardino, CA 92407-2623

SAM 27
AMAChapter #108

OFFICERS

President:
Brian Ramsey (415) 474-5175
2001 Van Ness, Suite 409A
San Francisco, CA 94109

Vice President:
Rocco Ferrario (707) 258-1705
2063 Lone 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

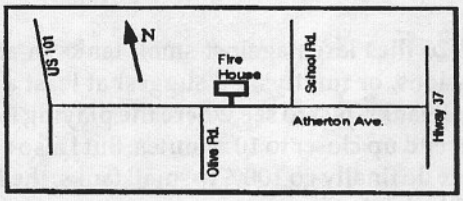
Membership is $15 for the calendar year. After February, the dues for a new member will be prorated.

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.



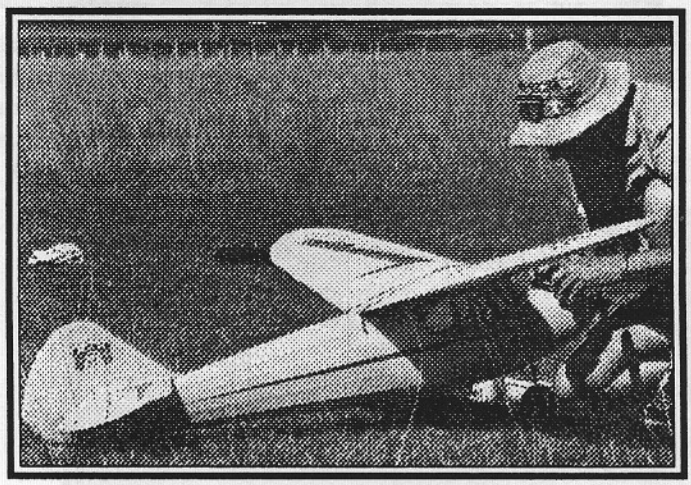
PLEASE ADVISE EDITOR OF
ANY CHANGE OF ADDRESS

Next meeting: Wednesday, January 20th, at the Novato Fire Department Training Room

85 Bellevue Ave., Belvedere, CA 94920

ANTIQUE FLYER

JANUARY 1993



Aussie SAM 27 member, Bruce Abell, prepares his new Scientific Commodore for 'a go at it'.

FIRST CLASS MAIL