

FULL HOUSE DESPITE THE RAINS

The rains returned but did not deter the two dozen attendees who enjoyed a lively program. Guests of VP **Rocco Ferrario** were students **Scott Seronello** and **Robbie Stasko**, both involved in modeling with Rocco's science classes. Then we had a new member, **Pete Samuelson**, OT modeler formerly from SAM 21 who has moved to Napa. Pete has wandered around in various modeling, but has returned to old timers as his true love. Welcome to SAM 27's growing group. Next meeting, Wednesday, March 17th.

SPRING FUN FLYS

We have a firm date May 1st & 2nd for our second annual Browns Valley fun fly, camp-out, and old time country breakfast at Ed Popejoy's fine airstrip. The grass will be green, the wildflowers blooming and we hope the weather will be fine. Last year everyone had a grand time flying their 1/2 A scale creations and anything else they wanted to fly. **Karl Tulp** had a 9 foot electric Dallaire; **Brian Ramsey** chased rubber models over hill, dale and in trees; John Hlebcar had his first flights with his beautiful silk covered

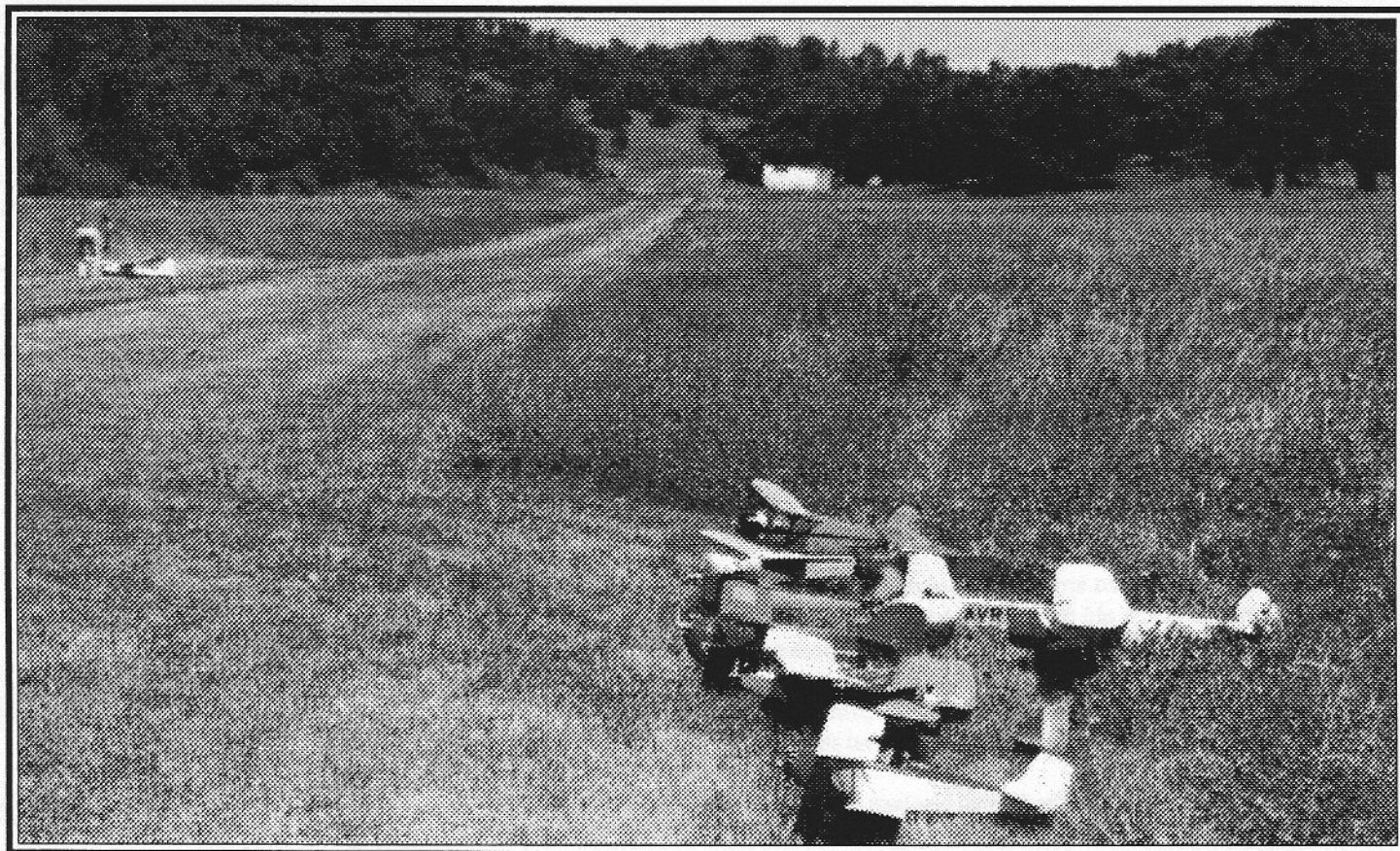
Monocoupe; and **Ray McGowan** flew his refurbished Hurricane for the first time in 50 years.

Ron Keil suggested a similar fun fly at SAM 74's new field near Clear Lake some time late in May. They should have the site ready by then. It would be the same format as Browns Valley, but with a gathering at Ron's for some modeling BS time. Firm dates will be set at our meeting, **March 17th.**

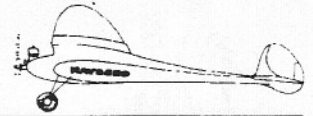
John Carlson reported that about five members indicated readiness to fly in the 2/20 Electric Texaco Postal Event sponsored by Watts-Up Electric Flyers of Southern California. Uncertain weather, both north and south, prompted John to try to contact Bob Boise to see what flexibility there was in the dates. We should have flown the last weekend of February for that turned out to be perfect weather. We will pick a date soon for the low key, fun gathering at our field.

Prez Brian plans the March 17th meeting to feature "How-To" workshop subjects and asked any would-be contributors to contact him at (415) 474-5175 so they can be included in the agenda. Several of those present made subject suggestion or offers to participate.

John Hlebcar made available several copies of letters members are encouraged to send to the congress people and the FCC relative to the FCC's proposed rules on frequency restructuring



The Browns Valley scene. Tall green grass, wildflowers and pancakes! Join us May 1st & 2nd for the fun fly.



Don Bekins photo

*The Browns Valley gang. Would you buy a used car from this group?
(Stan Lane's McCoy powered Hayseed in the foreground.)*

which could adversely affect R/C modelers. Ned Nevels reported that, through one of the computer networks, he has learned that there is already a huge amount of oppositions mail and that the FCC may be having second thought. All were encouraged to get their letter in by the 2/26 cutoff date.

Fred Terzian showed several recent NFFS publications. Included were: "Do You Speak Model Airplanes?" by Dave Thornberg. Fred highly recommends this humorous, well written book, which covers mostly historical modeling matters and modelers dating back to the 1920's. The price is \$17 from Fred. Other items he brought with him were the latest NFFS Symposium (\$16), the Free Flight Digest and a Video Tape "The Joy of Flying Free" at \$25.

These minutes should also reflect the appreciation of all present for the fine program brought in by Prez Brian Ramsey. The talk by Rick Jeans on RPV was truly fascinating and enjoyed by all present.

SHOW & TELL

Nick Sanford passed around some photos, circa 1935-36, of several members of the old San Francisco Vultures — John Pond was on the flyers. They used to fly out on the sand dunes of what is now Gold Gate Park.

Nick also brought in an 800sq.in. Playboy Jr., framed and ready to cover. It will be powered by a hot McCoy 60 and should be a real performer!

John Carlson displayed the framed fuselage of the electric Red Zephyr project spearheaded by **Ed Hamler**. The model is intended

to be presented to its original designer, **Herb Greenberg** at (we hope) the '93 SAM Champs in Taft. Ed read a recent post-card he had received from Herb, who expressed his "flabergast" at this effort. The model's wing will be constructed by **Gene Mathieu**, the tail feathers by Ed Hamler with the balance of construction yet to be determined. Tom Brennan has generously donated an 05 Kyosho motor, a Liesure gear-box, and a micro switch toward the effort. If some member has a basic 4 channel radio he would like to contribute, please contact Ed Hamler.

Dave Dann brought in a collection of clamps he uses in construction, in-

cluding reversed clothes pins, spring clips of various sizes and types as found in stationary stores, section of coil from a bed spring and the (expensive) one-hand ratchet type sold in hardware and building supply stores.

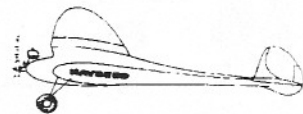
Ron Keil showed a beautiful two cylinder inline, alternate firing twin machined by **Speed Hughes** from casting produced and sold by Bob Chunn. A beautiful engine. Several present expressed the desire to hear its distinctive running sound.

John Hlebcar showed the Megow plans for a 72" Soaring



Rado Cizek photo

Don Bekins' 1/2 A Bomber -- 2 maxes in the New Zealand postal fun fly



Ed Hamler with his 1/2 A scale Avro at the '92 SAM Champs. Ed also made 2 maxes with his newly covered 1/2 A Quaker.

Eagle, a 1939 Eggert design. It should be a real challenge to build with its elliptical fuselage. We are all looking forward to the meeting when John brings the "bones" in for display. John also showed copies of the plans he had drafted for Nick Sanford's Sac-Tex, the model which appeared on the cover of SAM Speaks some time ago.

Ed Heikell showed his 1/2 A Texaco Atomizer which he had flown as one of SAM 27's entries in the New Zealand postal meet. Nice workmanship and good piloting by Ed. Ed also had started on a Sig Cadet Sr. and had some of the framed parts to show.



Don Bekins photo

The "over-the-belt" gang, who shall remain un-named, at Browns Valley. They received their certificates of accomplishment at a solemn ceremony on the field.

UNMANNED AIR VEHICLES (UAV's)

Brian Ramsey introduced Rick Jeans, electronic engineer, specializing in remotely piloted vehicle (RPV's). Rick brought in slides and videos to illustrate the RPV data links which provided to main function:

*Control of the aircraft and monitoring of its performance and functioning of systems aboard.

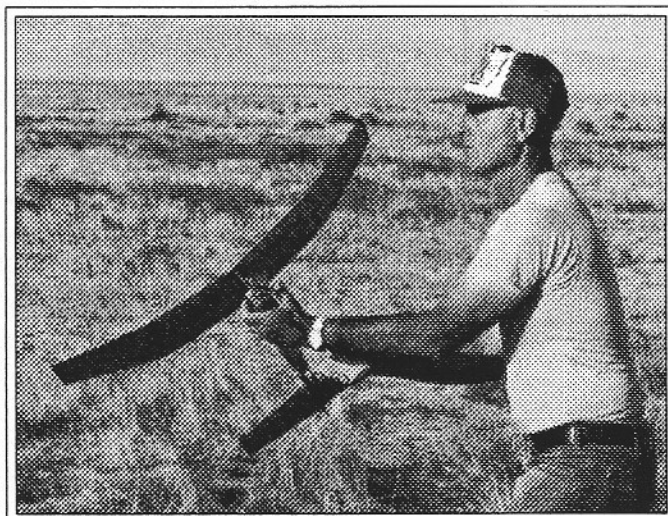
*Control of the reconnaissance equipment and transmission of acquired data.

The program was mainly military and involved the Israelis in the early stages, and the US including operation in Honduras related to the Nicaragua situation, then in Desert Storm over Iraq. A number of RPV configurations were used. One was the Sky Eye which had a pod fuselage, twin-boom tail, pusher prop with a 38 hp snow-mobile engine. Wing span was about 16 feet. The RPV was catapult launched from a truck. Landing was done on a retractable skid. Other launch types included JETO and landings into nets. The systems were costly. On comprising 25 aircraft and 3 ground stations would be about \$2.5 million. The aircraft generally had two TV cameras, one for the pilot and one for recon. Much of the flying was on auto pilot, monitored from the ground unit. Night capability was provided and infra-red cameras allowed resolution of man-sized figures at 6,000 feet above ground level.

The loss of a link by jamming, null areas, shadows from terrain, etc. would be automatically indicated on the ground and the aircraft would go the full power and climb until the link was re-established. Range was about 100 miles or better and mission duration of 8 to 10 hours were common. Members not present missed a very interesting and unforgettable talk by an enthusiastic, humorous, and articulate speaker. Thanks, Rick, for a great show!

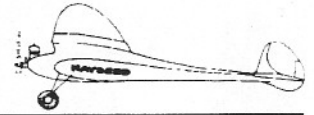
RAFFLE (collected \$39)

Prize	Donor	Winner
Sky Sedan (plastic ARF rubber)	Fred Terzian	Ed Heikell
Balsa Wheels (1")	SAM 27 Remo Galeazzi	Nick Sanford Ned Nevels
Fuel Tank (Wedge)	Remo Galeazzi	Ray McGowan
Lead Building Weights	Gene Mathieu	John Carlson Nick Sanford
Carpet pieces (6 ea)	Ed Hamler	Ned Nevels John Carlson John Hlebcar Ed Heikell Brian R. Rocco F.



Don Bekins photo

Jerry Rocha preparing to launch his 1/2 A Strato Streak



John Carlson & Ron Keil at Browns Valley with their 1/2 A scale models ready for their 1st test flights.

OHLSSON TUNING TIP #8
MOVERS AND SHAKERS

by Bill Schmidt.

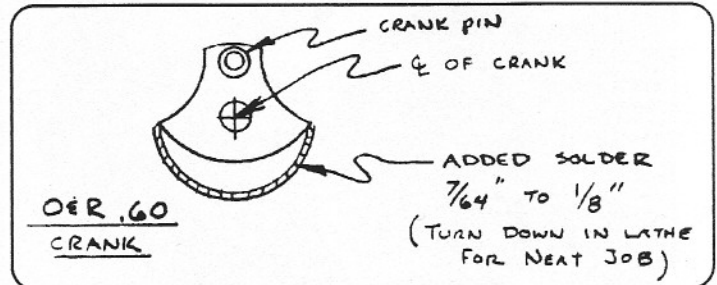
Many of the old spark ignition engines were real vibrators and really shook your model. I've talked to many older modelers and mentioned this fact to which they replied, "We didn't know the difference; we just flew them!"

One of the worst examples of this poor internal balance is the Bantam .19. This engine is beautifully and lightly built except for the piston. This is turned from iron bar stock and is paradoxically heavy by comparison to the other parts of the engine. The counter balance on the tiny crank is minuscule and cannot be increased due to clearance requirements of the rotary valve and rod. I once tried to fly a Bantam .19 in an "A" Ignition Playboy. The plane became a blur whenever the engine was running. I tried everything to correct the out-of-balance condition but gave up when the spot welds shook loose on the nicad battery pack and it crashed. The Bantam looks nice on the display stand.

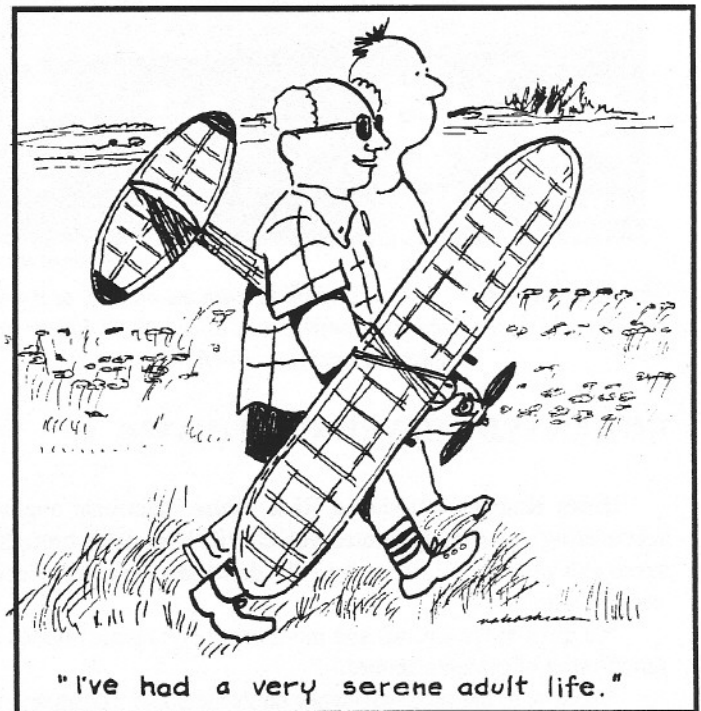
Have you looked at a new O.S. or Enya engine? Even though the piston is light aluminum or iron in the small sizes, the crank counterweight is quite large. We are told that a single cycle engine cannot be truly balanced, but a formula exists that comes as close as possible to the physics involved. Take 1/8 the weight of the rod and 1/4 the weight of the piston and put it on the crank counterweight. This states it in general terms.

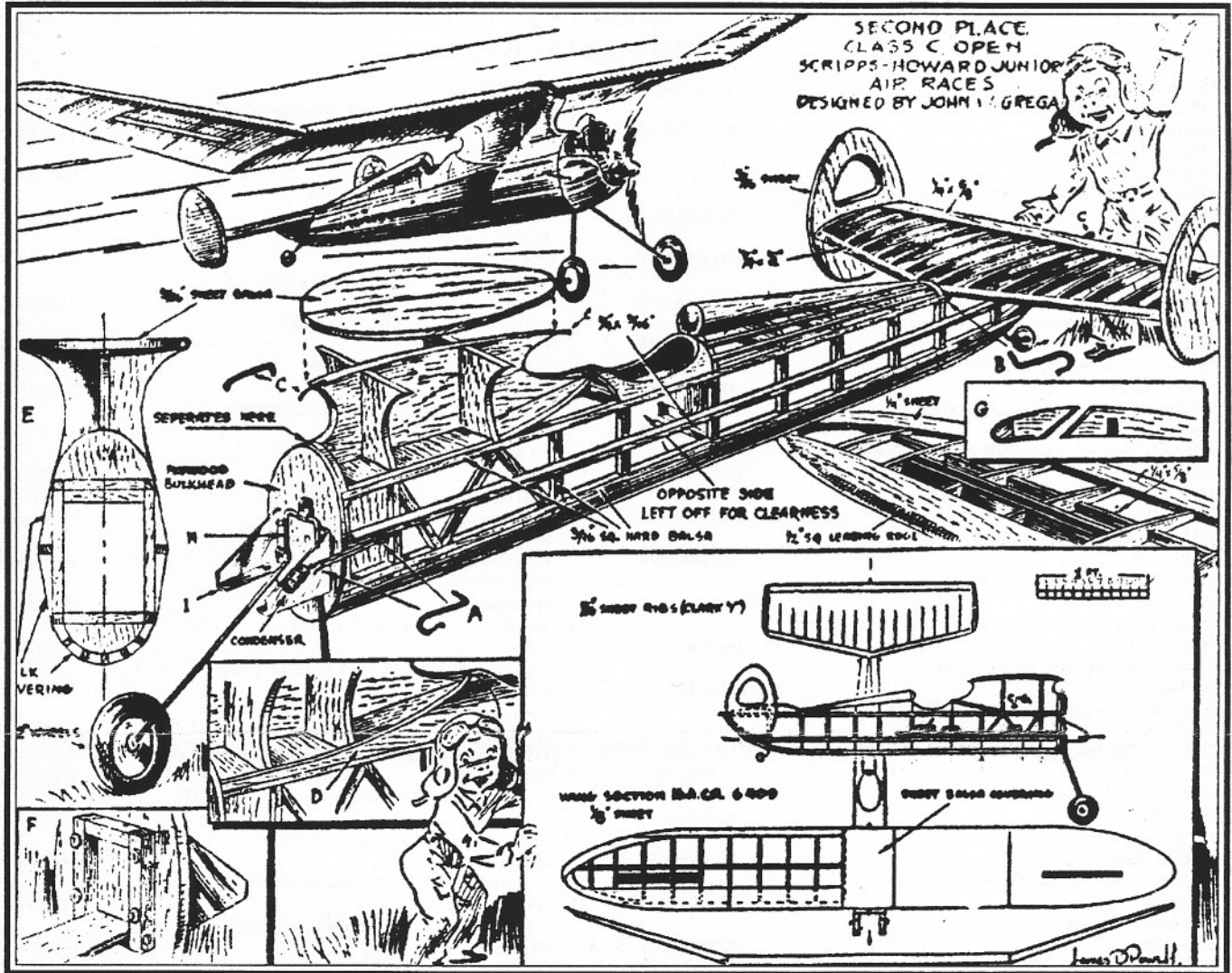
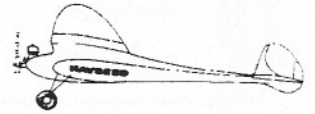
Now, the O & R .60 is another example of a vibrating engine. This is because it has a cast iron piston and a large displacement. A lot of power is lost in this shaking and vibrating. I have found that by adding

solder to the outside edge of the counterweight of the crank on an Ohlsson .60, a much smoother engine is obtained as well as a couple of rpms.(250) This applies to side port and FRV models. Put only about 1/8" of solder on the crank and check for piston clearance on bottom dead center.



The other Ohlssons have light weight drawn sheet steel pistons and do not have the same problem. I found it necessary to use muriatic acid to properly tin the crank to securely accept the solder. Be sure to clean up after the job is complete to prevent corrosion. Do not overdo it and put some on the back side of the counterweight. You will exceed the amount required and end up over balance as bad or worse. Stick to the 1/8" on the edge and enjoy your new engine. I consider this modification the single most important change you can make to an Ohlsson .60.





RARE OLD TIMERS

Food for thought, SAM 27 members. Here is a rare one -- "The Ruler" -- not to be confused with the "New Ruler".

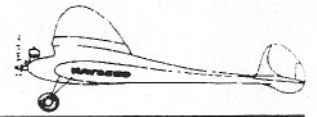
SAM Speaks is doing a series on rare old timers. This one -- "The Ruler" -- will be in the March-April issue of SS. If any of you have a favorite old timer that you seldom see out on the flying field, we would appreciate hearing about it. Ron Baddorf of SAM 10 in the Washington D.C. area is the columnist who is preparing these stories, though others contribute as well. If you can provide the ideas and some background such as a magazine article or drawing you might have or know about, Ron will draft up the column, giving you credit. Please get in touch with me, Don Bekins, and I will pass on the good word.

NEW ZEALAND FEBRUARY CHALLENGE
1/2 A Postal Fun Fly

Here are the results of our 1/2 A fun fly, thanks to Manager Ed Hamler and our SAM friends in New Zealand. We felt lucky to have a team entry. It rained the day before and another front was on its way. But fog and clouds gradually gave way to OK conditions mid morning. We just had to keep our models out of the low clouds passing through. By early afternoon things began to deteriorate, but we had already made all our flights to qualify, so wrapped it up.

Though John Carlson posted two shorter flights of 243 & 511 seconds with his Atomizer, we used our top performers to send off the entry form. Thanks to all for participating.

Aircraft	Pilot	Tank	Flt #1	Flt #2	Flt #3	Total
Bomber	Don Bekins	Texaco	Att	900	900	1800
Quaker	Ed Hamler	Texaco	900	900		1800
Rambler	Jerry Rocha	Texaco	900	Att	710	1610
Playboy	Eric Heikell	Texaco	841	760		1601
Atomizer	Ed Heikell	Texaco	750	485		1235
Total						8046

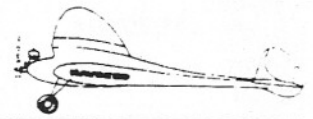


**SAM 27 Roster
1993 Paid Up Members**

Abbott, Park 2423 Jenes Lane Santa Rosa, CA 95401	(707)546-2358	Meere, Joseph P. 5252 Old Redwood Hwy. #25, Santa Rosa, CA 95403	(707)526-9914
Aberle, Bob 33 Falcon Dr. Hauppauge, NY 11788	(516)575-8350	Mortensen, Al 119 West Way, Camillus, NY 13031	(315)488-4789
Abell, Bruce 17 Ferguson St., Cessnock, N.S.W. 2325, Australia		Munn, Bob 7945 Grape St. La Mesa, CA 92041	(619)468-1286
Alaback, Jim SAM 41, 12366 Nacido Drive San Diego, CA 92128	(619)487-6716	Nevels, Ned 1125 Westview Dr. Napa, CA 94558	(707)255-7047
Allen, Robert 75 Wembly Dr. Daly City, CA 94015	(415)992-2015	O'Brien, Dick 16954 Schiller Court Sonoma, CA 95476	(707)938-5210
Anderson, Gunnar 4583 Belmont Ct., Sonoma, CA 95476	(315)488-4789	Persons, Rod 115 Kerry Lane, Cloverdale, CA 95425	(707)894-5788
Bekins, Don 85 Bellevue Ave. Belvedere, CA 94920	(415)435-1535	Passarino, Buz 318 Piper St. Healdsburg, CA 95448	(707)433-3709
Benson, George 204 Benson Circle, Mill Valley, CA 94941	(415)388-4826	Ramsey, Brian 3098 California St. San Francisco, CA 94115	(415)474-5175
Bowers, Dale 4917 Old Dublin Rd., Castro Valley, CA 94552-4942	(510)582-6780	Righetti, Karl 216 Shortt Rd., Santa Rosa, CA 95405	(707)544-4688
Brennan, Tom 21326 Via Columbard Sonoma, CA 95476	(707)938-2893	Rocha, Jerry 3583 Ruston Lane Napa, CA 94558	(707)255-0651
Bowen, Bill 1415 Midvale Rd., Lodi, CA 95240	(209)368-4614	Roselle, Steve 933 Barbara Ave. Mountain View CA 94040	(408)969-1712
Carlson, John 353 Las Casitas Ct. Sonoma, CA 95476	(707)996-8820	Roth, Charles 10151 Parlett Pl. Cupertino, CA 95014	(408)446-5130
Cizek, Rado Zilinska 160, 273-01 Kam Zehrovice, Czechoslovakia		Samuelson, Pete 1023 Roundhill Ct., Napa, CA 94558	(707)224-1023
Dann, David 9 Bennit Ave., San Anselmo, CA 94960	(no number)	Sanford, Nick 5320 Santa Terresa Ave. Santa Rosa, CA 95405	(707)539-4369
Davidson, Larry 1 Salisbury Dr. North East Northpoint NY 11731	(516)261-1265	Schmidt, Loren 11948 Franklin Rd., Elk Grove, CA 95624	(916)684-2265
Ferrario, Recco 2063 Lone Oak Ave. Napa, CA 94558	(707)258-1705	Solenberger, Ed 1551 Lynn Ct. Santa Rosa, CA 95405	(707)542-1756
Galeazzi, Remo 925 5th St. Petaluma, CA 94952	(707)762-8262	Targos, John 3229 Dianora Dr., Palos Verdes Peninsula, CA 90274	(310)377-6186
Gargan, Bill 153 Walnut Court Santa Rosa, CA 95404	(707)526-4617	Terzian, Fred 4858 Moorpark Ave., San Jose, CA 95129	(408)725-1065
Gunning, Walter 130 Garner Court Novato, CA 94947	(415)892-9257	Tulp, Karl 15 Laurel Wood Dr. San Rafael CA 9490	(415)456-1309
Hamler, Ed 3379 Crystal Court Napa, CA 94558	(707)255-3547	Vanderbeek, Bill 13300 Simon Lane, Los Altos Hills, CA 94022	(415)949-3366
Heikell, Ed 1043 Century Dr., Napa, CA 94558	(707)255-4872	Watson, Bill 701 Central Ave., Sonoma, CA 95476	(707)996-7509
Heikell, Eric 1043 Century Dr., Napa, CA 94558	(707)255-4872	White, Jack Napa RC Newsletter Ed. 4021 Maher St. Napa, CA 94558	(707)224-0719
Hlebcar, John 201 Foster Rd. Napa, CA 94558	(707)252-8482	Younggren, Tim 255 Pitt Ave., Sebastopol, CA 95472	(707)829-5692
Hoffman, Earl 489 Mission Blvd. Santa Rosa, CA 95409	(707)539-3241		
Holman, Bob Box 741, San Bernardino, CA 92402	(909)885-3959		
Hughes, Speed 1964 Bridge St., Yuba City, CA 95991	(916)691-3776		
Joki, George 3650 Louis Rd. Palo Alto, CA 94304	(415)494-3650		
Keil, Ronald 10455 Windjammer Ct. Kelseyville, CA 95451	(707)277-9305		
Joki, George 3650 Louis Rd., Palo Alto, CA 94303	(415)494-3650		
Lockwood, Bob P.O. Box 2194 Napa, CA 94558	(707)252-1050		
Lutz, Dan 455 So. Stage Coach Lane, Fallbrook, CA 92028	(619)728-9478		
Madden, Richard P.O. Box 1514 Sausalito, CA 94966	(415)445-8386		
Malchow, Herb 1222 Castle Rd., Sonoma, CA 95976	(707)996-3573		
Mathieu, Gene 1872 Thomsberry Rd., Sonoma, CA 95476	(707)938-4018		
Mc Gowan, Ray 2661 Adrian St. Napa, CA 94558	(707)224-2104		

--Members who have not paid '93 dues will no longer receive the Antique Flyer--

SAM 27 MEMBERSHIP APPLICATION	
Name (please print)	Wife's Name
Address	
City	Zip
Home Telephone	Work #
AMA #	SAM #
Signature	Date



ELEVENTH ANNUAL SAM 26 SPRING SEASON OPENER. O/T R/C CONTEST.

Sat Mar 27

Texaco
LER class A
LER class B
Ohlsson Special Event
Electric Texaco
O/T R/C Glider



Sun Mar 28

1/2 A Texaco
1/2 A Scale
Antique
Pure Antique
LER class C
LER Electric

8:00 AM each day- registration opens
8:30 AM Pilot/Timer briefing
8:30+ flying opens
4:00 PM Sat-last flight up
3:00 PM Sun-last flight up

Trophies through third place - all basic events. SAM Champs criteria for sweepstakes trophy. 1993 AMA and SAM rules will be followed. Also the provisional electric special event rules as agreed-to at the 1989 SAM Champs. Other special event rules are on reverse side. "Conventional" flyoffs, ie; no double max last flights.

Saturday night banquet at the White Elephant, 7:30 P.M. Order off the menu. Entry fees: \$6 per event for first four events; \$4 per each event after four. We'll have restrooms on the field.

Contest Director:
Hardy Robinson
804 E. Tangerine Ave.
Lompoc, Ca. 93436
805-736-8741

Contest Manager:
Ron Doig
1029 N. Lupine
Lompoc, Ca 93436
805-736-9840



Special event rules for SAM 26 spring annual at Taft-1992:

Ohlsson Special Event: This hybrid event combines the Ohlsson sideport and Ohlsson 23 special events.

An Ohlsson sideport model must meet SAM Pure Antique criteria (no scaling, etc), and may be powered by any Ohlsson SP ignition engine. An Ohlsson .23 type model must have at least 450 square inches of wing area (to qualify for a longer run), and must meet SAM LER criteria. You may use an O&R .19/.23 SP or FRV ignition engine.

- 1) 40 second engine run for O&R 19/23 (SP only) engines if flown in a "23" event ship of at least 450 square inches.
- 2) 35 second engine run for all others.
- 3) Three 7 minute max flights
- 4) Four attempts for three officials.

O/T Towline R/C Glider: Pre-nordic, pre-1947 designs only. May be scaled to a maximum 120" span. Up to 3 official flights to accumulate a total time of 20 minutes (1200 secs.). Each second over 1200 will be deducted from 1200.

1/2A Scale Endurance: Ship must be a recognizable scale model of a full size man carrying aircraft designed before 1943. Engine, prop, fuel, model, etc; must otherwise meet all criteria for 1/2A Texaco models. Flying rules are identical to 1/2A Texaco. Power assisted glider designs are not allowed.

Electric Rules are as published in SAM Speaks issue #100, Pg 19, shown as proposal RCE #1A.

TAFT MOTELS: Listed in approximate order of contestant preference.

Caprice Motel (805)765-2161 AAA rates.

Westside Inn. 6th & Warner. Suite with kitchen, under \$50/ 2 people. (805) 765-5267.

Maricopa AAA. Newer, 6 miles easy drive to Maricopa.

Topper Motel. Closest to field. Older, fairly well kept.

Sunset motel-411 4th St. 765-6214 Vinod Dave' & Niru Dave' hosts.

Taft Motel. Sunset & Taft are older, smaller.

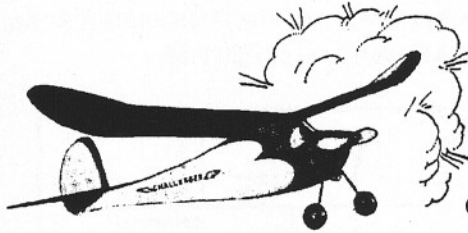
And for those of us who choose to use plastic props, here is a useful address:

Arthur Griffin, M.D. 765-6214 at 109 Adkinson Way.

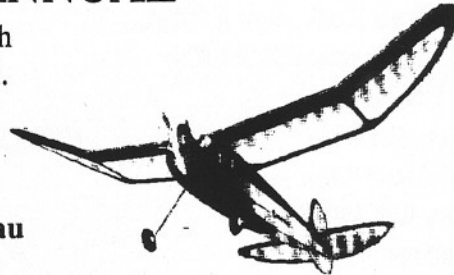


HAYSHAKERS

S.A.M. 30 SPRING ANNUAL



Loren Schmidt Ranch
11948 Franklin Blvd.
Elk Grove, CA
(916) 684-2265



C.D. Nick C. Nicholau
(916) 742-1231

MAY 15TH & 16TH, 1993

Saturday May 15th

Texaco
1/2A Scale Duration*
Class A LER Glow
Class B-C LER Glow Combined
Pure Antique
.05 Electric LER *
Ohlsson 23*
Ohlsson 60 Sideport *

Sunday, May 16th

Class A LER Ign.
Class B LER Ign.
Class C LER Ign.
1/2 A Texaco *
Antique
OT R/C Glider*
Twin Pusher Both Days*
(8 AM to 4 PM)

*Special Events

\$5.00 Entry Fee for Each Event

Lunch served each day on the field: \$3 (bring your own drink)

Place for RV parking or camping. Motels 7-10 miles away.

9 AM Pilots' Meeting, Saturday & Sunday

Shut off time Saturday: 4 PM, Sunday: 3 PM

GRAND RAFFLE PRIZE

Airtronics 4 Ch FM Vanguard Dual Conversion Radio

Tickets 6 for \$5 or \$1 each

Banquets Friday and Saturday Nights

Friday: Spaghetti dinner with trimmings (donations only)

Saturday: BBQ Tri-tips with all trimmings (\$15/couple or \$8 ea.)

Please let CD know how many will attend Saturday night.

RSVP — Neva at (916) 742-1231 or Schmidts's at (916) 684-2265

By May 1, 1993

— At The Schmidt Ranch —



AMChapter #108



OFFICERS

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Don Bekins (415) 435-1535
85 Bellevue Ave.
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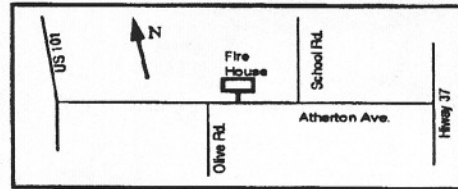
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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

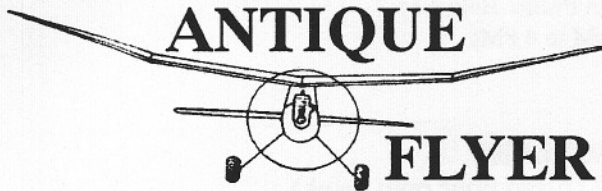
Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



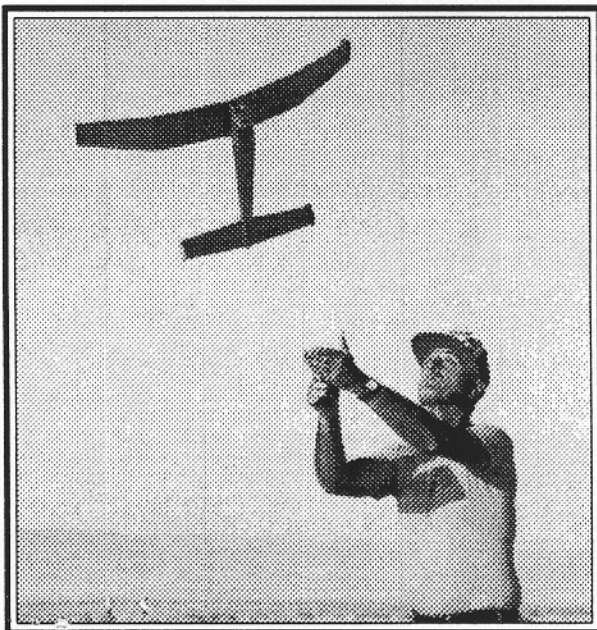
PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

Next meeting: Wednesday, March 17th, at the Novato Fire Department Training Room

85 Bellevue Ave., Belvedere, CA 94920



MARCH 1993



Jerry Rocha launching his Strato Streak at the NFFS Nats, Lost Hills



FIRST CLASS MAIL

Faded return address text: 25th Street, San Francisco, CA 95122