

'TWAS ST. PAT'S DAY A KNOCK OUT MEETING!

Aye, the blarney brought 'em to tell their tales and spin yarns on "how-to" at our March meeting. A record 29 attended the meeting, marred only by the lack of chairs (3). Seems there was something important going on in the main firehouse requiring the usual plentiful supply of chairs. We adjusted easily and sat on the floor. Not a peep of complaint was heard. Vice-prez Rocco Ferrario brought four young guests, plus one Dad - students from Rocco's science classes. Welcome to Skip and (Dad) Ken Monroe, Robbie Stasko, Scott Seronello and Cleve Pasarell. Come again!

The "knock-out" part of the meeting was Prez Brian's idea of tapping our more talented members to tell us how they do it in modeling. But more one that later. A little business first.

BROWNS VALLEY FUN FLY

The second annual **Browns Valley Fun Fly** is on! Speed and other members of SAM 30 are eagerly planning for the big weekend, May 1st & 2nd. Be prepared for a fine barbecue picnic Saturday evening and a delicious pancake breakfast at owner Ed Popejoy's house Sunday morning. For those who want to camp, bring your tents or RV's (no hookups or facilities). Others may find motel space in Marysville, about 20 minutes drive away.

A survey of those at our last meeting revealed that 10 members plus guests plan to attend the fun fly. There were 6 more "maybes". Added to those from SAM 30, there should be a great turnout.

Directions: Take State Highway 20 out of Marysville towards Grass Valley — 9 to 10 miles. Go the left at the to Browns Valley. Go through the small community. It is 7 1/4 miles from the town to the turnoff on the left where there will be a sign pointing to Ed Popejoy's airstrip and the BV Fun Fly. Note: if you go as far as Collins Lake, turn back; you have gone too far.

CLEAR LAKE FUN FLY R/C, RUBBER, FREEFLIGHT

The first annual **Clear Lake Fun Fly** was announced by Ron Keil, past prez of our club and now with SAM 74. A firm date will be worked out for around the end of May with Jack Tatum, prez of SAM 74 — probably May 22nd & 23rd, the weekend before the long Memorial Day Weekend. Ron reports booming thermals — almost like "Kazanga Flats" near Oroville, where the buzzards never come down to earth. They can't get down to the ground because of the strong rising air, and die of starvation. This will be a camp out like

Brown's Valley with a possible barbecue at Ron's house, if Hilde Keil regains her health. The site is more adapted to free flight — a very large field with few trees, and good slope lift near by.

ADVERTISING FOR ANTIQUE FLYER?

Don Bekins reported he had received suggestions of including advertising in the Antique Flyer to partially offset the costs of producing the newsletter. After some discussion, the general view was to not have the advertising but to encourage any who would like to make cash contributions in addition to our regular dues.

FCC FREQUENCY PROTEST

Jack White reported that over 11,000 protests have been received and the date for the hearings had been postponed to May 26th. Letters can still be written. Don

Bekins has a letter on his computer to can be customized by any member who wishes to write his congressman, senator or the FCC. He and Ed Solenberger have already written and received replies. Ned Nevels heard that, as a result of the protests, lawmakers had initiated many inquiries into the matter. The FCC has requested meeting with the AMA and that George Steiner will be involved, including the conducting of tests. Ned said that, because of the letter protests, the FCC had "blinked".

AMA CHARTER & SANCTION

Secretary/Treasurer, John Carlson, reported that he had sent in the 1993 AMA Charter fee along with our roster of 59 members. In addition, he has filed for our official AMA sanction for the Crash & Bash in September at the Schmidt Ranch.

MECA COLLECTO TO BE HELD IN NAPA

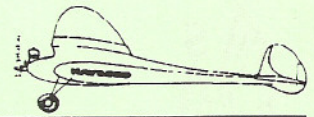
Rocco Ferrario advised that a MECA Collecto will be held at the Redwood Middle School in Napa on Saturday, June 26th. This is a first for the Napa area. It should be interesting to see what the turnout will be.

HOW-TO PROGRAM

Prez Brian Ramsey suggested some time ago that we tap some of the many talented modelers in our chapter to "fess-up" and admit they know something about modeling — and share with club members. A few agreed to step forward and it ended up fascinating evening.

NEXT MEETING

Join us for our regular meeting, 7:30 PM, April 21st, 1993, at the Novato Fire House, Atherton Road, Novato. Bring your Show & Tell project. With the advent of Daylight Savings Time, there will be an unofficial fun fly at our field prior to the meeting.



Heerrree's Ron Keil:

NOTCHING RIBS & TRANSFER PATTERNS

Notching Ribs: Can be done neatly by "hot-stuffing" a strip of fine sandpaper to a short piece of wood the same size at the notch to be cut. Cut a strip of sandpaper the exact width as the stringer and glue it in place, then "saw" your way through the rip to the exact depth of the stringer. Thus, if you stack the ribs, and use your special sander, you get an accurate slot for the spar or stringer when ready for assembly and gluing.

Transfer Rib Patterns: from plans is done by xeroxing the plan of the rib, placing the copy face down on the balsa sheet and the lightly brushing the reverse side of the copy with dope thinner or MEK, transferring a perfect image to the sheet of wood.

Heerrree's Tom Brennan:

PEA-NUT SCALE SECRETS

Pea-Nut Scale: MAC (Marin Aero Club) rules and some construction hints to maximize scoring under those rules — flight scores are combined 50-50 with scale judging scores to determine overall scoring. The flight scores include bonus points for other than high winged monoplanes. The bonus points are for such things as multi-winged, pushers, low wing, ROG & ROW, and are added to

the actual total of 2 best flights. The bonus points cannot exceed the flight time for each flight. In general, scale points are earned by added detail which also adds weight which, in turn, adversely affect flight duration. The bonus points are also usually earned at the expense of flight duration. Consistent winners are usually the result of careful selection of the type of the model and compromise in the weight vs. detail. The lightest Pea-Nuts run about 2.5 grams (w/o rubber), and experience flights up to well over a minute, but with minimum detail. A good compromise is in the 4-6 gram range and maximum weight is about 10 grams. Tom's Renard R-17 is about 7 grams and gets 40-45 seconds with one loop of .064" rubber. With good detail, it is quite competitive. The "Catch 22" with these special rules is that if you obtain the magic combination of weight, detail and bonus points, three wins retires the model from further competition. Weird!

Heerrree's Nick Sanford:

LAMINATING TIPS AND TAILS

Nick's laminating templates are made from plywood or particle board, cut to pattern, reduced to allow for the width of the lamination. He uses a series of pegs to make anchor points for rubber bands to hold the assembly in place to dry. A metal strip is placed over the lamination to prevent marring by the rubber bands. 1/16 sheet is generally used for R/C size models, thinner for small rubber.

He soaks the balsa strips in hot water for several minutes before



photo by Don Bekins

John Carlson launching his Electric Texaco Playboy Sr. among the wildflowers of our Lakeville flying site.

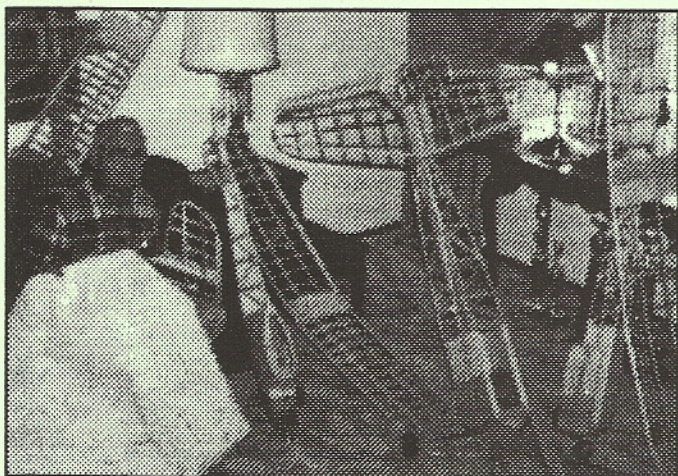
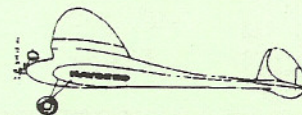


photo by Don Bekins

On a building binge -- Nick Sanford among his projects: Thermic 100 glider, O&R 60 powered Rebel, his own "SAC-TEX" original, and a Playboy Jr.

bending. Several laminations may be added at one time. The starting end of each bend is anchored firmly and (very important!) as much tension as possible is applied to the lams as each strip is pulled around the template. Insufficient soak, tension or excess thickness for the degree of curvature will result in buckling or cracking.

Glue used is generally a good aliphatic type such as Titebond or Sig-Bond. The wet strips should have excess water removed before applying the glue. One method of applying is to thin the glue somewhat and place it in a shallow cap of a jar. Then draw the lam-strip over the lid while pressing just the surface of the lam into the glue.

To sand leading edges accurately, Nick creates female sanding blocks by first shaping a male section of the LE and attaching sandpaper. This is used to shape a female sanding block to produce a uniform LE profile. Nick recommends sandpaper available in 2 - 3 inch width rolls from paint stores. Some comes with contact cement already applied and is relatively non-clogging.

Heerrree's Ray McGowan:

SIMPLE TRANSISTOR IGNITION SYSTEM FROM RADIO SHACK PARTS

Ray passed around a simple wiring diagram for an ignition system from parts costing \$1.91 at Radio Shack. The same assembly is advertised through a hobby supplier as a "solid state ignition system" for \$20. The system is based on one described in a 1982 Model Aviation issue. For more information, call Ray at (707) 224-2104.

Special plea: Ray is looking for a 1930's Megow rubber model with the name **RETRACTO**. He has tried all sources, including John Pond with no success.

Heerrree's Don Bekins:

ONE MODEL, FIVE EVENTS

Don Bekins demonstrated a scaled Playboy Sr. which he set up for five events. The model was scaled to 658 sq.in., the minimum size for Class B Glow engines. With a removable firewall assembly and various motor mount widths he installed a K & B .29 glow engine with a servo actuated fuel cutoff mounted on the engine beam. An ignition pack permanently installed on the back of the firewall for use with a Torp .29 ignition engine or a McCoy .49 class C ignition engine. Then he made up separate nose assemblies with cowled in electric motors: a Liesure .05 for electric Texaco and an Astro .05 cobalt for electric LMR. Five events! The problem is -- getting all power plants to run properly.

Heerrree's Ed Hamler:

MAKING SEAMLESS JOINTS

Ed Hamler shared his secrets — First, he says, CyA is great, it's quick, but when used with kicker, it's generally too hard for easy sanding. He prefers to use thinned Titebond or Sig-Bond. Epoxies vary, and if it is to be sanded this should be done with a few hours of application. Overnight cure is usually too hard.

To obtain perfectly fitting joints, start with a member slightly too long and sand to fit. A Fourmost "Miter-Master" or equivalent will produce excellent results. San each end, adjusting sander for best angle of fit. Once both end angles are satisfactory, sand one end down to exact length — of the one or two strike with the sanding block is all it takes. For certain types of sanding, a soft backing between the sandpaper and the block is desirable, but for sanding laminated surfaces, hard back is best. Hand held sanding blocks will tend to slightly round sanded surfaces. Ed tries to use large stationary sanding blocks or large sanding discs such as the 12 in dia. disk on his Shopsmith. Sears disc cement is a good glue to hold the sandpaper to a block. Double sided stick tape works as well.

Someone commented on the absence of visible glue in most of Ed's models. Ed advised that employs a balsa geneticist to grow the tree to specific shapes and angle from which Ed merely slices the required pieces for his model structures! (This was written April 1st)

We all expressed thanks to Prez Brian for organizing the program and to the presenters for their offerings of wisdom and humor.

SHOW & TELL

Remo Galeazzi brought in a beautiful cream and green Pacific Ace rubber model, still unflown. He announced he was donating it to the raffle that evening. Wow! Everyone stepped up and bought raffle tickets. (The first winning ticket went to Nick Sanford who

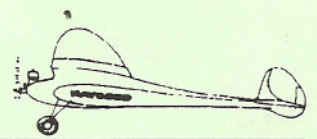


photo by Don Bekins

Gene Mathieu prepares to launch his Playboy Cabin for the Electric Texaco Postal meet. Spring has sprung in the background.

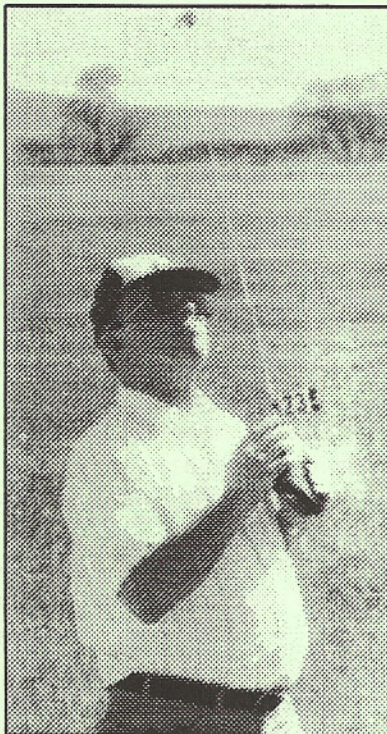
made a bee-line for the gorgeous rubber model)

Ed Hamler showed us the progress on the electric Red Zephyr project for Herb Greenberg. **John Carlson** did a beautiful job on the completed fuselage, and Ed has completed the tail feathers. We expect **Gene Mathieu** will have the wing for the next meeting.

Rocco Ferrario showed us a sister model of a HLG which was lost OOS at Napa during one of his classes while demonstrating the theory of flight and the affect of thermals. His students won't forget that demonstration! Also, he brought in some rockets produced by one of the 4-H groups he is working with.

Dave Dann produced a panel of old photo's (1974) of one of SAM 27's early OT contests held out by the Nicasio Reservoir in Marin County. There were shots of SAM 27 founder, Bill Hooks, with John Pond. The pictures were superb and will appear in Antique Flyer and SAM Speaks.

Ray McGowan showed us two projects: a



Pete Samuelson, formerly of SAM 21, just retired and moved to Napa, joined SAM 27 and started flying old timers again. Welcome Pete!

Nesmith Cougar pea-nut scale, a parlor plane identical to that flown by Earl Hoffman at our Christmas party and recent SAM 27 meeting. The second was a massive project: a 1937 Berkeley Buccaneer from a 1937 kit. The large 90" wing span model had substantial undercamber wing with spruce spars, capped by balsa for easy sanding. The old design sported a 465 kc Citizenship Rx mounted on springs in the cabin. It was a dummy, however. Ray had hidden a modern Rx in the cowl that operated the quite ancient servos mounted below the old Rx. A beautiful and impressive model.

Cleve Passarelli, one of Rocco's young guests, show us a nice HLG which, one its first flight, landed on a hotel roof and required the assistance of a security guard to retrieve.

Ken Monroe, another of Rocco's young guests showed his much used and much repaired HLG.

Ron Keil brought in a great video that was compiled from some great old movies, set to music, of our late SAM Hall-of-Famer, John Drobshoff. John's excitable personality showed through in the 1937 to 42 shots of old models and gassies — lots of spectacular takeoffs and crashes. Ron dubbed in wonderful 40's swing tunes by Tommy Dorsey and Glenn Miller appropriate to the era. Ron will bring it again for a more leisurely viewing at a future meeting.

Thanks to the Novato Fire Department for the use of their VCR and training room. And kudos to you all for a lively and interesting evening. We were so busy, no one even missed the chairs.

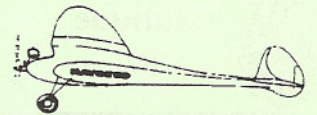
RAFFLE

Prize	Donor	Winner
Pacific Ace Model	Remo Galeazzi	Nick Sanford
Building weights (4)	John Carlson	Rocco Ferrario
		Gene Mathieu
		Rod Persons
		Ken Monroe
Balsa	SAM 27	Frank Remail
Champagne	Ed Hamler	Jack White
Souiz Z-Q Models (2)	Rocco Ferrario	Robbie Stasko
Balsa Sticks(2)	Ray McGowan	Ron Keil
		Don Bekins

BILL HOOKS
SAM 27 FOUNDER

Dave Dann found some old pictures taken in 1974, during one of our early Crash & Bash contests. This was part of one picture, just about the only one we have in our picture collection of Bill.





OT ELECTRIC POSTAL RESULTS

At the suggestion of Bob Boies of **Watts Up Electric Flyers**, San Bernardino, the first annual OT electric postal contest was held as a fun fly at our field on Lakeville Road. Karl Tulp could not make it, but loaned his electric Bomber to Ed Hamler to fly. Others who competed were John Carlson, Gene Mathieu and Don Bekins. The weather turned out just fine, with little wind and fair lift.

The highlight of the day was the boo-boo by Don Bekins. After taking one test fly, he put his plane aside to take some pictures and waited for some thermals. Then he spotted a hawk thermalling overhead and rushed to launch his charged up Playboy Sr. with an Astro cobalt for power. His advice to all would-be competitors — NEVER RUSH! He forgot to turn on his Rx. For some reason the motor started when he flicked on the motor switch and launched. It climbed out beautifully in perfect trim — not control. Don and Ed Hamler immediately took off in their car to chase the model. A second piece of advice — when chasing an errant model, never lose sight of it while on the chase. Always have the passenger keep the model in view while the driver tries to follow the flight path.

Yep. Don rushed, forgot to turn on the receiver. Yep. Ed and Don took lost sight of the flyaway. After an hour long futile chase, the boys returned to the field, brokenhearted. Then they found out that the remaining flyers never took their eyes off the model which went into deep stalls when the motor quit. The Playboy crashed landed within sight a half mile away and was retrieved, somewhat damaged, but repairable.

Oh yes, the results: SAM 27 placed second to Bob Boies' Watts Up Electric Flyers and received a trophy and video tapes of various electric flying events supplied by Astro Flight:

<u>Team</u>	<u>Contestant</u>	<u>Model</u>	<u>Time</u>
Watts Up Flyers	Bob Boies	Bomber	30:00
	Frank Weatheril	Viking	30:00
	Mel Reppond	Bomber	28:45
SAM 27	Ed Hamler	Bomber	27:35
	Gene Mathieu	Playboy Cabin	26:56
	John Carlson	Playboy Sr.	24:35



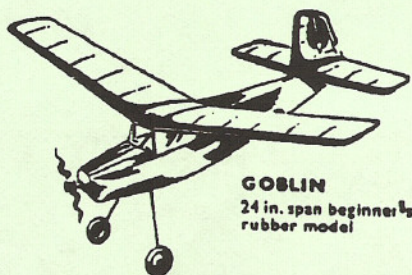
photo by Don Bekins

Ed Hamler about to launch Karl Tulp's Bomber for the best flight of the SAM 27 Electric Texaco Postal entry.

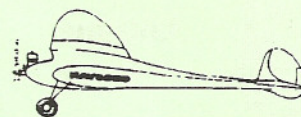


Dave Dann photo

Another of Dave Dann's old photos: Don Bekins with his venerable Lanzo Record Breaker, a model he flew for years, then gave to Steve Roselle of SAM 21. Steve flew the model for many more years. The old girl collapsed of old age in a flight at last year's Crash & Bash. Steve won the coveted C&B Worst Crash award with the remains.



GOBLIN
24 in. span beginner's rubber model



1993 CONTEST SCHEDULE

April 17-18	SAM 49 Spring Annual	Condor Field - Taft
May 1-2	2nd Annual Browns Valley Fun Fly	Ed Popejoy's airstrip, Browns Valley
MAY 15-16	SAM 30 SPRING ANNUAL CONTEST	SCHMIDT'S RANCH, ELK GROVE
May 22-23	SAM 74's Fun Fly (Tentative)	Sam 74's New Field, Clear Lake
MAY 23	NCFFC # 2	WAEGELL FIELD, SACRAMENTO
JUNE 5-6	SAM 21 HOWARD OSEGUEDA REMEMBRANCE ANNUAL	SACRTS-FREMONT
JUNE 13	NCFFC # 3	WAEGELL FIELD, SACRAMENTO
JUNE 19-20	SAM 34 ANNUAL CONTEST	CARSON CITY, NEVADA
JULY 10-11	SAM 26 COASTAL COOLER FUN FLY	LOMPOC AREA
JULY 11	STOCKTON SUMMER BASH	WAEGELL FIELD, SACRAMENTO
AUG 14 OR 15	INTERNATIONAL 1/2 A TEXACO POSTAL CONTEST	YOUR FIELD
SEPT 11-12	SAM 51 ANNUAL CONTEST	WOODLAND-DAVIS
SEPT 25-26	SAM 27 CRASH & BASH CONTEST	SCHMIDT'S RANCH, ELK GROVE
OCT 11-15	SAM CHAMPS	CONDOR FIELD-TAFT
OCT 30-31	SAM 26 JOHN POND COMMEMORATIVE (TENTATIVE)	CONDOR FIELD-TAFT
OCT 31	NCFFC # 4	WAEGELL FIELD, SACRAMENTO
DEC 5	NCFFC # 5	WAEGELL FIELD, SACRAMENTO

NOTE ABOUT WAEGELL FIELD EVENTS: OLD TIMER R/C ASSIST AT WAEGELL FIELD WILL CONSIST OF 1/2A TEXACO, TEXACO, A LER, B/C LER COMBINED, ELECTRIC 05 LMR, OLD TIME GLIDER, ALL OHLSSON IGNITION, ANTIQUE, R/C NOSTALGIA (LOOP SCAVENGED MOTORS) AND BROWN JR. ENDURANCE.



Bekins photo

SAM 27's Lakeville Flying Site with spring flowers blooming and a perfect day for flying.

Hey you guys! It's time for the

1993

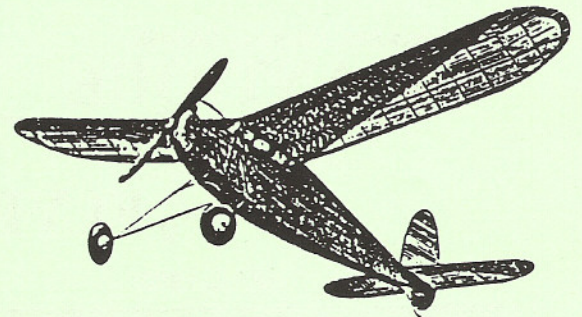
SAM 49
Spring Annual

April 17-18 at Taft

•Contest Directors•

Marge Bernhardt (310) 329-0273

Roland Boucher (714) 435-9218



SCHEDULE OF EVENTS

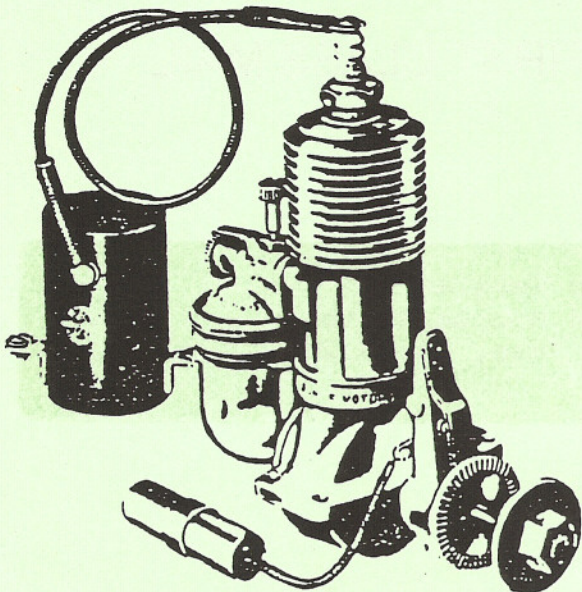
Saturday, April 17

- Texaco
- 1/2A Texaco
- Old Time Glider
- Ohlsson Sideport
- Antique
- Pure Antique
- 05 Electric Texaco
- "Spirit of SAM"

Sunday, April 18

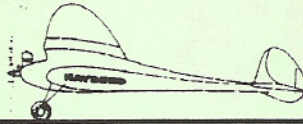
- A/B Ignition
- C Ignition
- A/B Glow
- C Glow
- 05 Electric L.M.R.
- 1/2A Texaco Scale
- 1/2A Scale Concours

Entry Fee: \$5.00 for each event





AM Chapter #108



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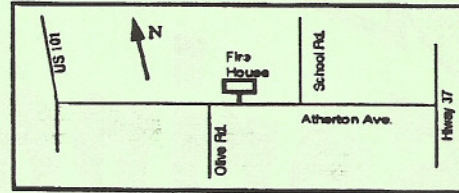
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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

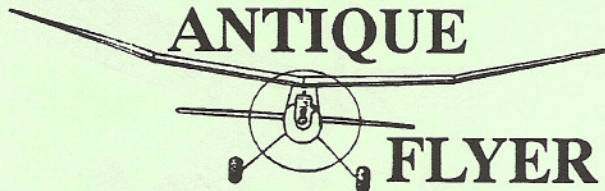
Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

Next meeting: Wednesday, April 21st, at the Novato Fire Department Training Room

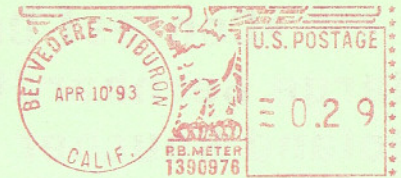
85 Bellevue Ave., Belvedere, CA 94920



APRIL 1993



John Carlson, amid a sea of flowers, prepares to launch his electric Playboy



FIRST CLASS MAIL