

Where Did Everyone Go?

President Brian and VP Rocco were away vacationing or something, so X-President Ed Hamler presided. Several other "regulars" were also missing but other seldom seen members and a number of visitors resulted in a respectable showing of 24 attendees. Among the "seldom seen" were Park Abbott, Karl Righetti and Tom Brennan. Great to see you - don't stay away. Visitors included Ken Monroe and dad

reported that while CD'ing the R/C Soaring Meet at Silverado Middle School on Aug 15, Ray received a serious hit on the arm from an errant glider and required a trip to the ER and eight stitches. Although hurting, Ray packed his pain pills and headed east for the 50th Anniversary Reunion of his WWII bomber squadron - what a guy! Maybe he will be awarded a Purple Heart at the reunion.

appeared in last month's Antique Flyer.

Crash & Bash

Ed Hamler reported that he and Rocco Ferrario were collaborating on Crash & Bash arrangements. Ed mentioned that last year a number of members seemed unaware of the number of chores involved. The preparation of lunch, particularly cleanup, fell mainly to the ladies present which was not fair to them. Ed asked for volunteers and a sign-up sheet was passed around at the meeting. All others attending the Crash & Bash should be prepared to help where they can. More details regarding arrangements will be discussed at the next meeting. The Crash & Bash flyer was included in the August newsletter but if you need more information please contact Ed Hamler or Ed Heikell.



Nick Sanford with his Pete Bowers designed Rebel

Skip - Ken is one of the Rocco Brigade. Member Scott Seronello brought his dad Lee. Sean Crowley seems to be a regular visitor and contributor to Show & Tell. Among the missing regulars was Ray McGowan. It was

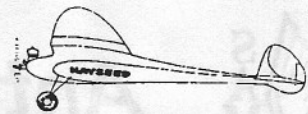
Old Business

O/T Small Rubber

Jerry Rocha spoke briefly on the success of the July 24 O/T Small Rubber meet, a detailed report of which

Young Folks Program

Rod Persons reported that he and Rocco Ferrario had developed a plan for this program to interest and attract younger members. A plan description in detail will be presented at the September meeting.



1/2A Texaco Postal Meet

Ed Hamler reported on the 1/2A Texaco R/C Postal Challenge held on Aug 14. A copy of the results are included.

Clearlake 1/2A Blowout

Ron Keil reported that SAM 74 attempted to field an entry for the 1/2A Texaco Postal Challenge but high winds both days grounded them. Possibly all the wind usually present at the Sam 27 site went north. Ron also reported that SAM 74 had successfully thwarted a move by the Clearlake Modelers which may have threatened the use of SAM 74's flying site, secured only last year.

Electric Red Zephyr Project

Ed Hamler reported that the electric Red Zephyr project is moving along. It is hoped to make test flights at the Crash & Bash. The model will be presented to its original designer, Herb Greenberg for his 78th birthday at the October SAM CHAMPS. SAM 27 will officially enter the model in the Electric LER and Texaco events for Herb.

Schedule Changes

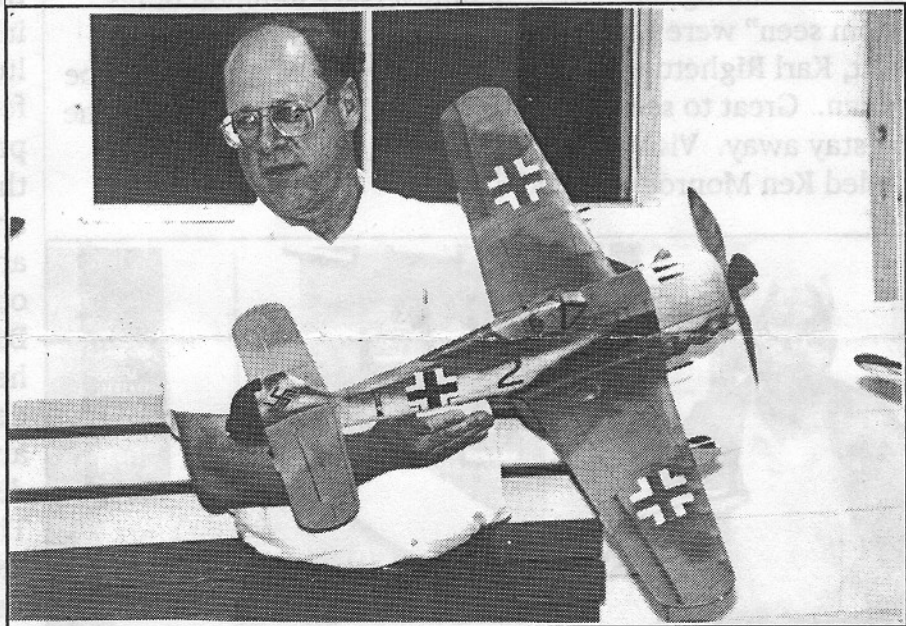
Ed Hamler advised of several schedule changes for the West Coast meets. Look for the new contest schedule in this edition of the Antique Flyer.

U-Control

John Hlebar reported that the Vacaville Skylarks Control Line Club has been formed in Vacaville. They meet the first Wednesday of the month at the Nut Tree Conference Room. They have a dirt circle at the Nut Tree which they plan to improve with a takeoff pad. They are negotiating

Show & Tell

Bill Kast displayed a Clod Hopper II started 10 years ago. It is a 1937-38 design and a Wakefield winner. The fuselage is planked with 1/16" x 3/8" strips of soft balsa. The only longerons were 4-1/16" square to hold the formers in position while planking. Total weight including 40 grams of rubber is 190 grams.

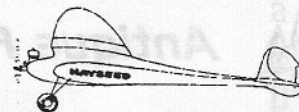


Rod Persons with his rubber powered Focke - Wulf

with Vacaville Parks & Recreation for 2 or 3 circles in the future. They fly at the Nut Tree every Sunday at 9:00am and the circle is always open to AMA members. No mufflers required. AMA & WAM sanctioned, \$10.00/yr dues for those 15 yrs & older - kids free. For more information call Paul Karr at (707) 422-5374.

Bill has added a silly putty DT (guidance from Ray McGowan). He has obtained 3 1/2 minute flights with only 40% (400) turns. Nice work Bill.

Rod Persons showed a scale, rubber powered Focke - Wulf beautifully finished in camouflage colors using Floquil. Wing span is about 3ft. A balsa 3-bladed prop



pulls the model. Rod expects to substitute yogurt carton blades to reduce breakage. Flight is satisfactory with some dutch roll tendency. An ambitious project beautifully executed.

Scott Seronello showed several projects, a stick rubber ROG, a 1938 design HLG and his first attempt at tissue covering, a Flying Aces Moth. Scott is becoming a more experienced builder.

Nick Sanford produced a Pete Bowers designed Rebel. Silk covered, white with black trim and fusia tail feathers. Power is an Ohlsson 60. The model is yet to be flown - maybe at the Crash & Bash, if not before.

John Carlson showed a Peanut Scale Lacy M-10 made from a Peck-Polymers kit, one

of several kits donated to the Marin Aero Club by SAM 27 member Charlie Roth of Cupertino. Weight without rubber is just under 1/2 oz. Test flying (somewhat squirrely) is at the Santa Rosa church multi-purpose room, use arranged by Earl Hoffman.

Remo Galeazzi reported that his usual success with Peanut Scale models at the Watsonville Antique Fly-in banquet was overshadowed this year by a Dumont Canard which produced 55-60 sec. flights. (We can't wait to see what Remo comes up with for next year) Remo also reported on a beautiful replica Curtiss P-6E (full size) he had seen at Oshkosh. It was built from original factory plans. The only remaining original P-6E is at the Air Force Museum.

Tom Brennan showed his newly completed 1/2A Texaco Brigadier covered in Silkspan with yellow wing and tail and with red dyed silkspan fuselage. Dope was some of Remo's butyrate (20% dope, 80% thinner) Tom and others including Ed Hamler spoke highly of the dope Remo had obtained last year - If enough interest is shown Remo said he would check into another bulk purchase. Tom's Brigadier is well under the 8 oz/ft² figure so he has ordered a larger receiver battery. Tom is one of the SAM 27 premier builders.

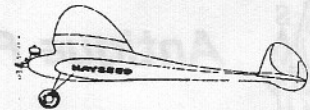
Rick Madden showed a framed 1/2A Curtiss Robin fuselage he is working on. The model is from a Flyline Kit and Rick's meticulous workmanship was clearly evident.

Sean Crowley displayed his completely framed 1/2A Playboy. Sean is developing into a talented young builder.

Rod Persons reported that he has obtained several cartons of model magazines, most predating 1940. He will make a list of duplicates which he can make available to others. Ed Hamler said it is possible that some of Bob Lockwoods collection of Model Airplane News dating back to the 1930's may become available - he may



Bill Kast with his Clodhopper II



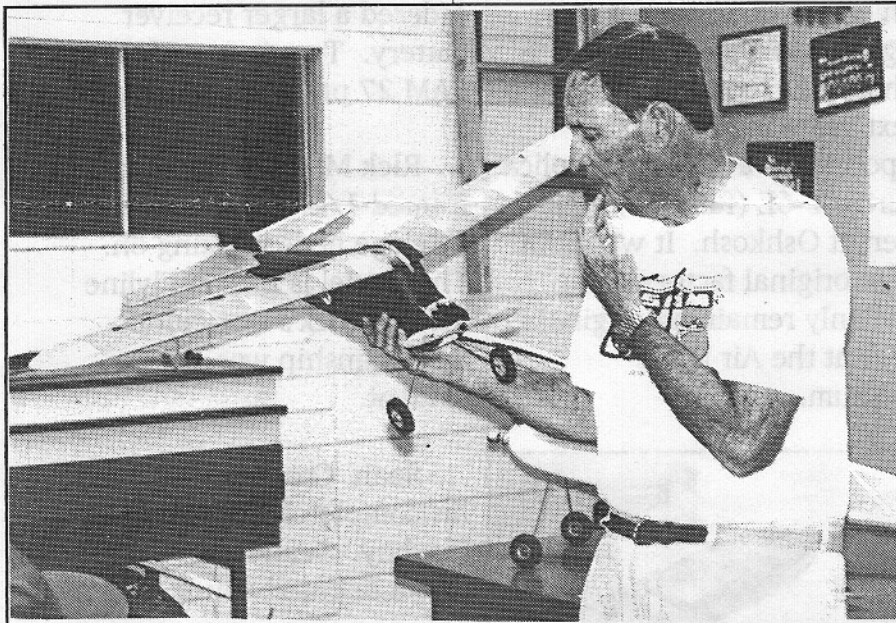
know more by next meeting.

Ken Monroe showed one of the 1/2A sheet/stick American Hawk models used by Rocco Ferrario for his Aero - Space program.

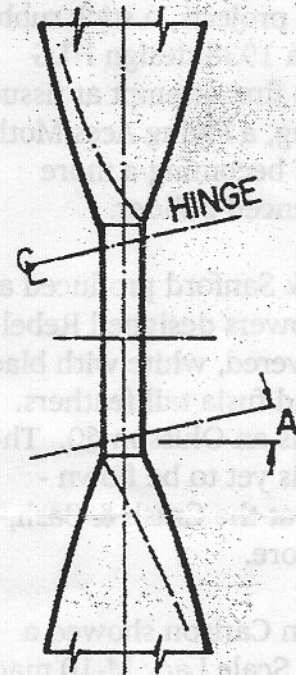
Ed Hamler showed additionally completed parts of the Electric Red Zephyr project. Underway now is placement of batteries, receiver and servos to produce the desired CG.

Laybourne owner of The Hobby Hanger now has new Modelectric coils for sale. The coil has a smaller iron core length of about 2 1/4 inches rather than the 2 5/8 inch length. The coil diameter is about one inch and weighs just over an ounce. Great for smaller Class A and B ignition models. Contact Bob at The Hobby Hanger, 6914 W. National Rd., Donnelsville, Ohio 45319. Telephone (513) 882-6775, He's closed Wednesday and Sunday.

sides of the fuselage is a tedious, time consuming, and often frustrating experience if either trial-and-error or drafting layout procedures are used. If the hub is to be horizontal when the blades are folded, the process is even worse. Here is a disgustingly



Tom Brennan with his 1/2A Texaco Birgadier



MEUSER FOLDER

simple way to find the hinge angles. Find the blade angle, measured from the plane of rotation in the usual way, at a point about 85% of the distance from the shaft to the tip. Divide that angle by two. Set both hinge angles, A and B in the drawing, at that angle. That's all there is to it! Look Ma, no trig!

If the hinge lines are straight across the hub, the blades won't fold flat unless you have a very deep old-fashioned fuselage. Canting

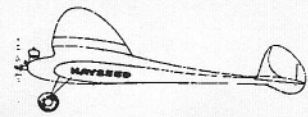
Coil News

The following is from the SAM 49 newsletter which was from the SAM 39 newsletter penned by Bucky Walter: Thanks to Bill Schmidt of SAM 56 who provided a salesman's name at Modelectric Production Corp. in New Jersey - Bob

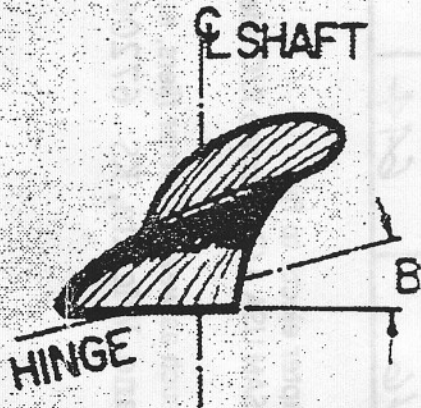
How to Fold a Prop Properly

Bob Meuser of Oakland, Calif. proves he knows how to fold more than paper airplanes with this gem of advice on rubber model props:

"Finding the correct hinge angle that will make prop blades fold flat against the



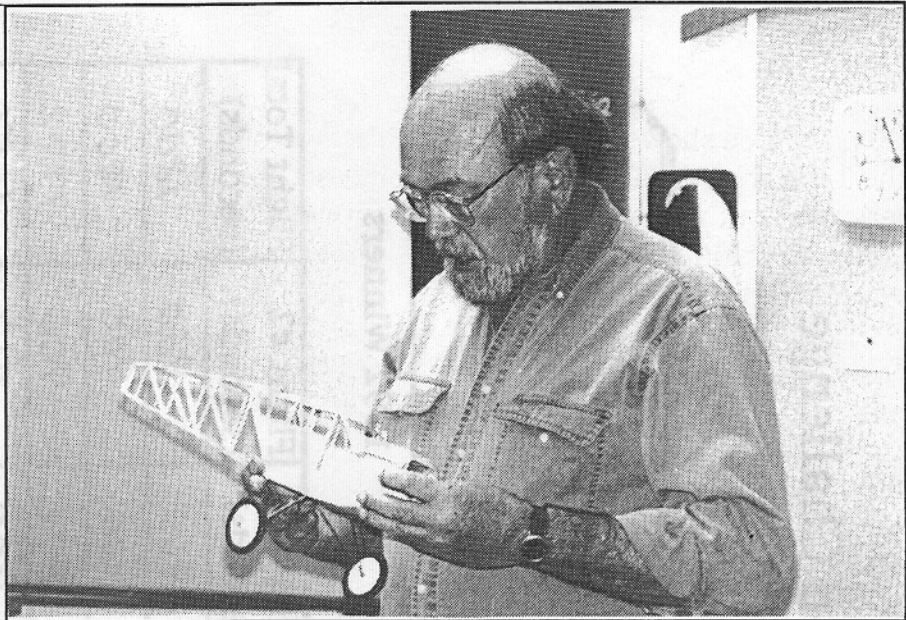
the hinge lines slightly in one direction only, but keeping them in the plane of rotation, will produce a flat fold but the hub will end up at quite a large angle to the horizontal. Canting the hinge axes in two directions, according to recipe presented above, will give a



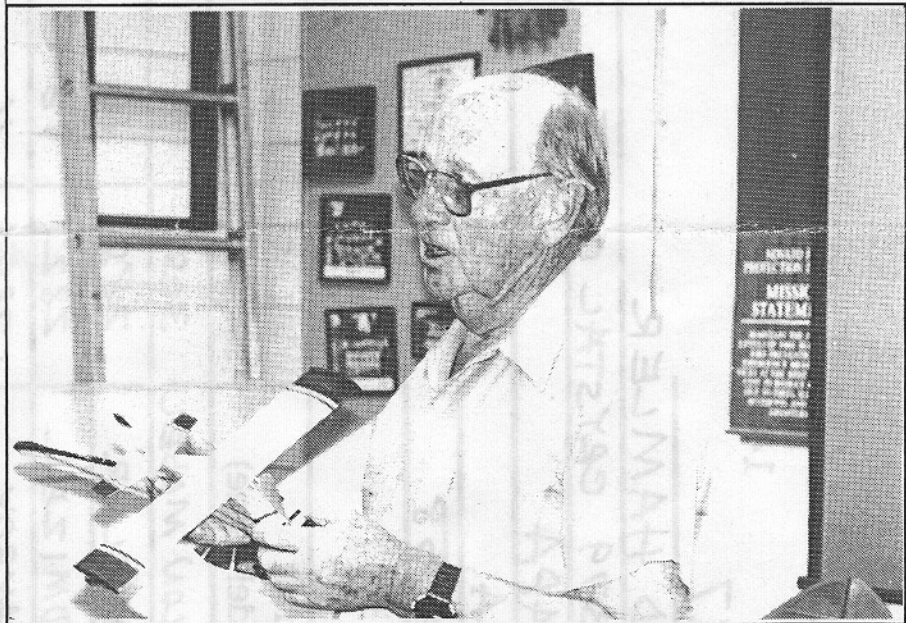
END VIEW OF PROP

horizontal hub position. the hub can then be shorter, the streamlining is improved, and it looks a lot neater. A fringe benefit is that gravity doesn't tend to either open or close the blades. They can be free floating and don't give a forward-rudder effect.

Compliments of Jerry Rocha
M.A.N. July 68



Rick Madden with his 1/2A Curtiss Robin



John Carlson with his Peanut Scale Lacy M-10

1993 West Coast SAM Contest Schedule

Sat/Sun	Sep 11-12	SAM 51	Woodland, CA
Sat/Sun	Sep 25-26	SAM 27 Crash & Bash	Schmidt Ranch
Sun-Fri	Oct 10-15	SAM Champs	Taft, Ca
Fri-Sun	Oct 15-17	Sierra Cup	Waegell
Sat/Sun	Nov 6-7	Sam 26/30 Pond Commemorative	Schmidt Ranch
Sun	Oct 31	NCFFC #4	Waegell
Sat/Sun	Nov 20-21	SAM 49 Fall Contest	Taft, CA
Sun	Dec 5	NCFFC #5	Waegell

1993 International 1/2A Texaco R/C Postal Challenge

14 or 15 August 1993

SAM Chapter 27
 Team Captain ED HAMLER
 Address 3379 CRYSTAL COURT
 City NAPA
 State CA
 ZIP 94558



1992 Winners

Pilot (name)	Aircraft (model name)	Wing Area (sq. inches)	Weight (ounces)	Flight #1 (seconds)	Flight #2 (seconds)	Flight Total (seconds)
PARK ABBOTT	PYLON MODEL	305	17	900	900	1800
JERRY ROCHA	RAMBLER	288	16	900	900	1800
ED HEIKELL	ATDMIZER	282	16	872	900	1772
GUNNAR ANDERSON	PLAYBOY	288	16	900	756	1656
ED HAMLER	BOMBER	288	16	644	897	1541

Total 8569

Fly either Saturday August 14 or Sunday August 15, whichever your chapter elects to fly.

Models must meet the construction criteria and be flown by the official SAM USA 1/2A Texaco R/C rules.

Enter the data for your top five fliers in the chart above.

Add items of interest about your postal flying on the back of this page such as weather, other fliers, etc.

Mail completed form to Ed Salguero, 1301 Gretchen Lane, Wichita, KS 67206 USA
 no later than 30 August 1993.

1993 International 1/2 A Texaco R/C Postal Challenge

SAM Chapter 27 Report

Team Captain: Ed Hamler, 3379 Crystal Court, Napa, CA 94558

Site: SAM 27 Lakeville Road Flying Field, Lakeville, CA

Date: 14 August 1993

Weather: Early morning heavy, low overcast marine layer, 55 degrees, calm changing to mid morning break up of the cloud layer with light variable breezes, 65-75 degrees changing to clear skies, steady 12 mph SW winds, 85 degrees.

Early morning ground tests of engines seem to have everybody scrambling for higher nitro fuels, or different engines, or different props. Maybe we hadn't flown the planes in a long time but we didn't seem to have very consistent engine runs. Early flights between 9 and 10 AM were disappearing in the heavy layer during the engine run.

John Carlson flew the first official flights with his Atomizer before there was much thermal activity and posted a discouraging 6:40 and a 9:17. Ed Heikell then posted a 14:32 with his Atomizer while Gunnar Anderson posted a MAX with his Playboy.

During the next hour or so, as the sun warmed the air and the marine layer receded to the coast line, an unbroken string of MAXES were posted by Ed Heikell, Park Abbott flying Don Bekins' Anderson Pylon Model, Jerry Rocha with his Rambler, and Rick Madden and Don Parmenter flying their Playboys. Conditions were ideal. At eight minutes into the flight everybody watched Park Abbott's Pylon Model circle upward to a mere speck from a height where most pilots would set up for landing. Beautiful!

Park and Jerry achieved second MAXes during the good conditions, but the wind increased after the cloud cover was gone and most second flights suffered as a result. Gunnar managed a 12:36, Don and Rick called attempts, then flew a 9:29 and a 6:24, respectively, although Rick's Playboy landed Out Of Bounds in the vineyard. Earlier, Nick Sanford's Lil' Diamond crashed into the pines trees under power and he had to climb the tree to retrieve it. Earl Hoffman was there to assist in the rescue. Ed Hamler flew Don Bekins' Bomber in the wind for the last flights of the day posting a 10:44 and a 14:57 confirmed by three stopwatches.

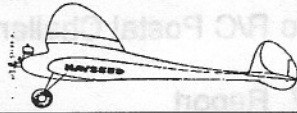
Thanks to Gene Mathieu for the nice job of mowing, the field was great. Thanks also to Gene and Frank Remail for serving as timers for so many flights. Summary follows:

Park Abbott	Anderson Pylon	15:00+15:00	30:00
Jerry Rocha	Rambler	15:00+15:00	30:00
Ed Heikell	Atomizer	14:32+15:00	29:32
Gunnar Anderson	Playboy	15:00+12:36	27:36
Ed Hamler	Bomber	10:44+14:57	25:41
Don Parmenter	Playboy	15:00+A+9:29	24:29
John Carlson	Atomizer	6:40+9:17	15:57
Rick Madden	Playboy	15:00+A+OOB	15:00
Nick Sandford	Lil' Diamond	Crashed OOB	0:00

We had fun!



AMA Chapter #108



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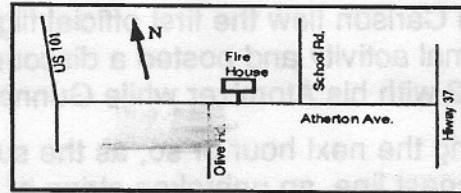
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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.

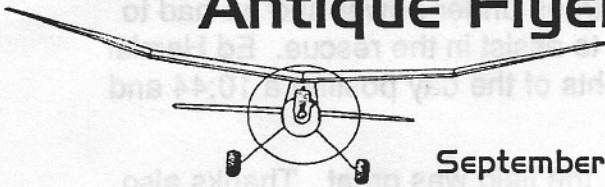


PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

Next meeting: Wednesday, September 15, at the Novato Fire Department Training Room

Ed Heikell
1043 Century Dr.
Napa, CA 94558

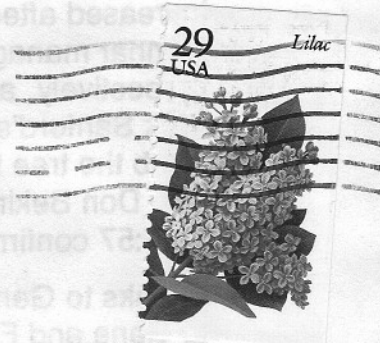
Antique Flyer



September



Lakeville flying site during the Old Time Rubber Meet on July 24



First Class Mail

Fred Terzian
4858 Moorpark Ave.
San Jose, CA 95129