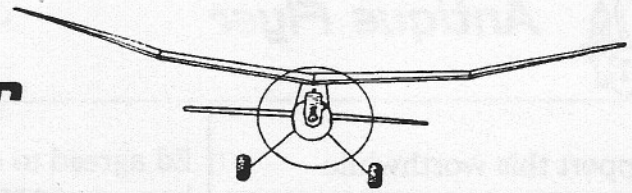


Antique Flyer



We had 22 attendees at the September 15 meeting, three of which are now new members of SAM 27. The new members are Sean Crowley, Robert Stasko, and Tim Molsberry. Sean and Robert will both be participating in our Junior Old Timer Program. Tim started building models at the age of 8. His father (age 88)



Ron Keil with his 1/2A Texaco Scale Huntington H-12

occasionally still builds models. Welcome Sean, Robert and Tim.

A colleague of Rocco Ferrario, Al Bera, visited SAM 27 for the first time. Al teaches science at Silverado Middle School in Napa. He also promotes a model program similar to Rocco's at Silverado.

Old Business

A Preview copy of the 1994 EAA calendar was circulated and it was agreed SAM 27 would order 15 for resale to members at cost - about \$6 each.

It is now confirmed that our 1993 Christmas party will be held at Papas' Taverna on Sunday December 12 at 12:00 pm. Cost per person will be @ \$12. Last year we had about 25 members, spouses and friends, let's get more this year! Menu choices and details will be discussed at the October meeting. We will have a sign-up at the October and November meetings and John Carlson will take phone sign-ups at (707) 996-8820.

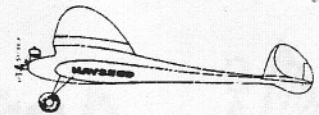
Suggestions were solicited for prizes to be awarded in the year-end raffle to be held either at the Christmas party or the December meeting. (Remember - all tickets for the monthly raffles have been saved and will be used in the drawing in addition to those earned or sold at the date of the raffle) Suggestions included a rubber stripper, polo shirts (SAM 27 Logo), stooge & winder, radio, torque meter, tools from Micro Mart, etc. Bring your ideas to the October meeting.

Rocco Ferrario and Rod Persons reported in detail their proposed Junior Oldtimer program. The proposal was very favorably received and resulted in a number of comments and suggestions. Rocco and Rod are to commended on the thought and effort put into their proposal. It was voted to proceed. The first junior Oldtimers are Sean Crowley and Robert Stasko who were presented with a Zoomer O/T glider kit and special binders to preserve related material. It was agreed that the exact form of the program may differ in some ways from the proposal by the process of



Eut Tileston with his WeathersWesterner

evolution. This will be a subject for discussion at future meetings, It is hoped that members will think about ways they and the chapter can



support this worthwhile program.

Ed Hamler reported that SAM 27 placed 3rd in the 1993 1/2A Texaco Scale Postal meet, only 28 seconds behind No. 2. Jerry Rocha was the only one of all entries (7 chapters) with a double max. The sponsor, SAM 82 of Houston, Texas was the winner (3rd in a row) and made a plea for someone else to win next year so they can avoid the chore of running it again.

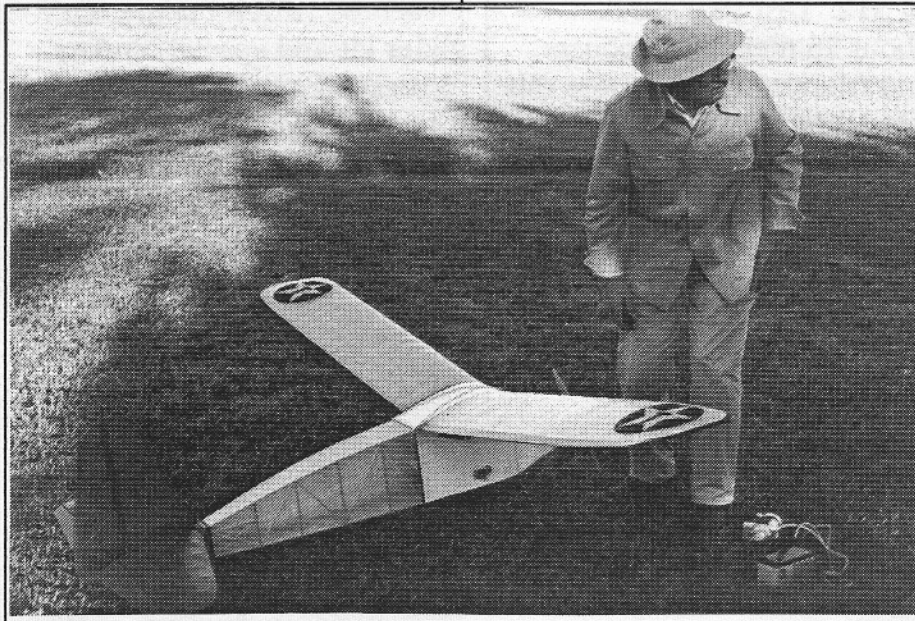
Ed agreed to coordinate a visit by some SAM 27 members.

On September 18, Ron Keil, John Carlson, Jerry Rocha, Ed Heikell and Ray McGowan went to Vallejo to see what he had. After digging through his garage for a couple of hours Ron Keil bought all the spare parts, balsa wood, etc. from the man. Those present then met back in Napa at Jerry Rocha's house and sorted through the many boxes of parts and had first dibs on everything that Ron had bought. A few things

Show & Tell

Several months ago Ron Keil showed the Mooney Peanut plans for the Huntington H-12 1920's homebuilt he had enlarged to 1/2A Texaco size. Ron now had the finished product to display. It was covered in yellow Micafilm, pilot was Barney Rubble, beautiful Hungerford wheels, and a Williams plastic cylinder with a Cox head to complete the 2-cylinder Vee engine of the original. Ron had it at the Crash & Bash and commented that it is a very "dicey flyer."

Pete Samuelson showed his 1/2A Texaco Foote-Westerner. The designer (Mr. Foote) was a friend of Pete's. Pete has built several in Class A & C. This 1/2A was originally built in 1980 and has had 70+ flights and several coverings over the years including Monocoat, silk and tissue. The present version is red Monocoat fuselage and yellow Japanese tissue wings and stab. The model has a pylon mounted wing with good looking swept tips, 384 sq. in., 21 oz. and 60" ws. Several SAM 27 members saw it nearly OOS at the Napa R/C field the day before the meeting. Plans are available from John Pond.

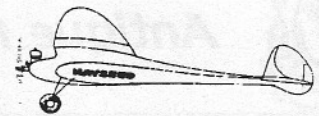


Nick Sanford getting ready to fly his airplane at this years Crash and Bash

New Business

At the September meeting Ed Hamler advised that through Carl's Hobby shop in Napa he was put in touch with an elderly gentleman in Vallejo who had stored a lot of old hobby shop material.

were also set aside for Crash & Bash prizes. Ron seemed very excited and stated that it would take him a couple of weeks to sort through all of his purchase. Ron also stated that he would be selling much of it at the SAM Champs.



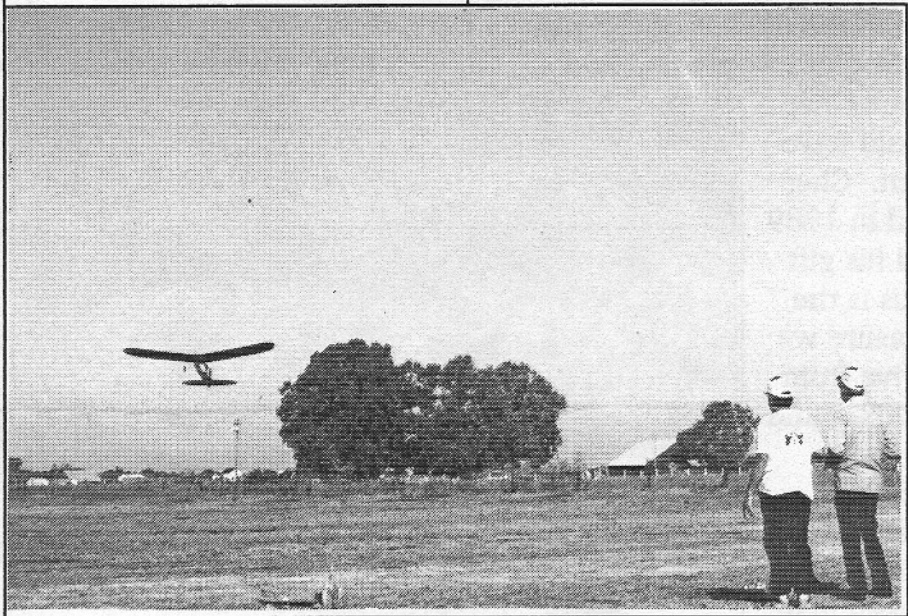
Don Parmenter showed his Megow Ranger Class A pylon model powered with a Hornet repro which turns 10,000 rpm with an 8-4 prop. A beautifully constructed model with a clever arrangement for access to the vitals. The bottom half of the front third of the fuselage is removable giving complete access to the batteries, Rx, servos, etc.

Earl Hoffman brought a box of scrap material from Hewlett Packard including brass blocks, nylon and teflon rods and sheet and other items which the group picked over on Earl's "help yourself" invitation.

Ed Hamler brought the completed Red Zepher club project. All present gave a big round of applause, having previously seen several stages of the construction during the year. Covering is white Silk-Span with red trim per the original. The fin displays S.M.A.-2 standing for Scientific Model Airplane No 2 as kitted by Scientific in the 30's/40's? The model has several unique features including a small bead knot retainer to secure the pull-pull leads to the small nylon clevises at the control horns. Lead length adjustment is at

the servo where they are looped around small nylon bolts. Also the model has a combination fuse/arming switch utilizing a modified Sermos type connector to accommodate a standard auto blade fuse. We hope to see test flights at the Crash & Bash.

number of colored, printed cardboard historical aircraft which could be cut out, folded and assembled. Brian bought a number including a Fokker D-VIII, Taube, Bleriot, SPAD, Spitfire and several others, three of which were donated as raffle prizes.



Loren Schmidt flying at the Crash and Bash

Brian Ramsey happened to visit a candy store in Washington whose proprietor had previously worked at the Paul Garber/Silver Hill storage and restoration facility of the Smithsonian Air & Space Museum. He exchanged that job for operating the candy store to "avoid the heat." Brian didn't explain whether the "heat" was from the hot, humid DC weather or job stress. Anyway the shop had a

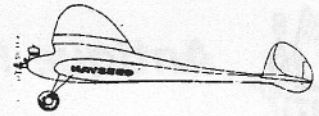
Junior Old Timer Proposal

Goal: To expose and encourage youngsters in the sport of old time model aviation by facilitating:

- Active club membership in SAM 27 and AMA
- A sequential series of OT building projects
- OT contest participation

Student responsibilities:

cont on pg 9, Jr. OT'er



Outdoor Large Rubber

CLASSIC, A 1938

Wakefield

Designed by Chet Lanzo
by Tom McCoy

The Forgotten Wakefield

When I received the NFFS letter naming Chet's Classic as one of the models of the year I thought how pleased and

proud Chet would have been. Chet died in 1989 and his gift to us is the pleasure we derive from building and flying his designs. Chet was a modest, soft spoken man. The closest I ever heard Chet bragging

was his little saying when he saw one of his designs being flown by another modeling: "A beautifully engineered model," He'd say, and just beam. Chet was easy to meet and made everyone feel good. He would offer no advice, but would tell you everything he knew on a subject if you asked.

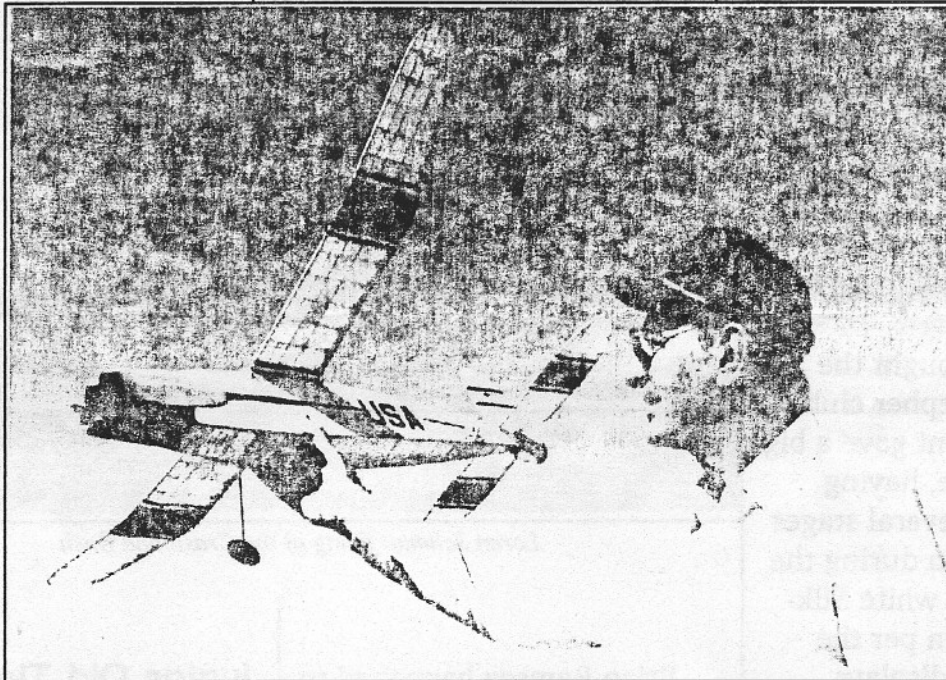
Presented here is Chet's Classic. His 1938 Wakefield, which can best be described

as "The Forgotten Wakefield." I remember when I first showed my model to Chet. We were at SAM 39's Annual Picnic and I handed my brand new model to him. His eyes filled as he inspected it and he said, "Excuse me, but this was my youth."

In August 1987, Chet and I were en route to the 50th Anniversary Wakefield Meet at Warwick, England. It was

design, modified over the years with polyhedral, 2 blade folder, subrudder, revised landing gear, and new rubber. Chet made the wakefield team in 1937 with the much modified Duplex, and decided it was time for a new airplane, the Classic. He did not attend the meet in 1938 since he was married and trying to raise a family. In 1938, his good friend and flying buddy Dick

Korda won the World Championship, and Chet thought Dick's airplane was the model of the year; so when approached by Model Airplane News to publish the Classic, Chet declined. He did not want



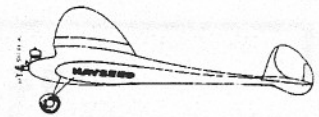
to be Chet's first rubber free flight meet in 16 years. Chet was recovering from back surgery and could neither wind nor chase, but he said we had better go because we probably would not make it to the 100th Anniversary. I asked Chet what model he flew after 1937 and that question led to the Classic, Chet's Forgotten Wakefield.

Prior to 1937 he had been flying his Duplex, the 1935

to diminish or draw attention from his buddy's accomplishment.

the war years came along and we all forgot about the Wakefield. By the time the war was over and we got back to normal, there were new designs and nobody was interested in the Classic.

Then in 1988 it was announced that an anniversary Wakefield meet would be held at Taft in May,



1989, so I persuaded Chet to attend in spite of his poor health. I still had my old patched Duplex but decided to build a new model. I remembered our conversation about the Classic, and Chet sent me all his photos and plans. the model was not an approved SAM Design and it would have to be approved by the SAM Committee, sometimes a lengthy process. I made copies of all Chet's stuff and sent them to Jim Adams, SAM President, hoping this would speed up the process. I went to work and built one in the hope it would be approved. Chet was hesitant to build one for himself as it was not approved and he needed a model to fly, so he built a new Duplex.

Sending the materials to Jim Adams was the right move. Jim is a rubber flyer himself and expedited the process for quick approval. He was so impressed with the design he built one himself and sent a copy of the plans to Dave Baker in England. When Chet and I arrived in Taft we were surprised to find 3 Classics; Jim's, Dave's and mine. Chet spent half of his time there meeting people and posing for pictures with different modelers. Sal Taibi timed one of Chet's flights for 12 minutes overhead when the DT failed to operate. Sal said, "I guess Chet can still do

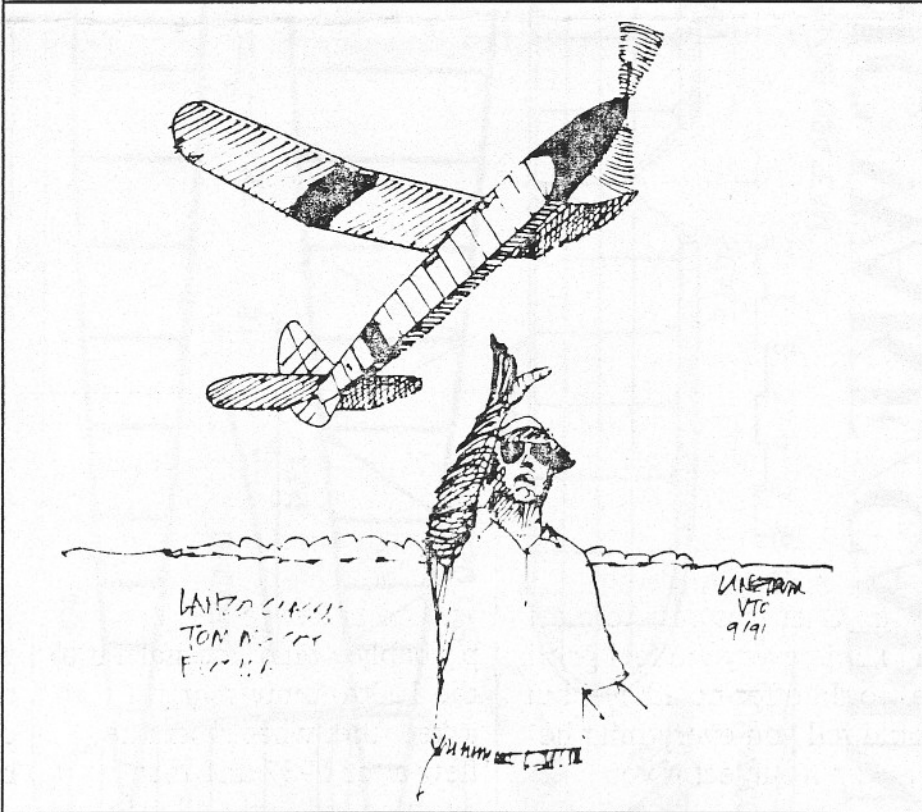
it, but he's just a little out of practice."

A few notes on the model itself. As with most old time designs this model is short coupled and was designed for T56 brown rubber which would deliver fairly low torque with high winds. Modern rubber is very high torque and great care must be taken to slowly increase the turns as you adjust this model. The wing should be left where it is shown on the plans. Do not shift the wing to balance to airplane; if it is tail heavy, add ballast. Other modelers have run into adjustment problems and

most have been caused by shifting the wing. My model flies with 26 strands of 1/8" FAI tn rubber 34" long. Do not wind over 800 turns.

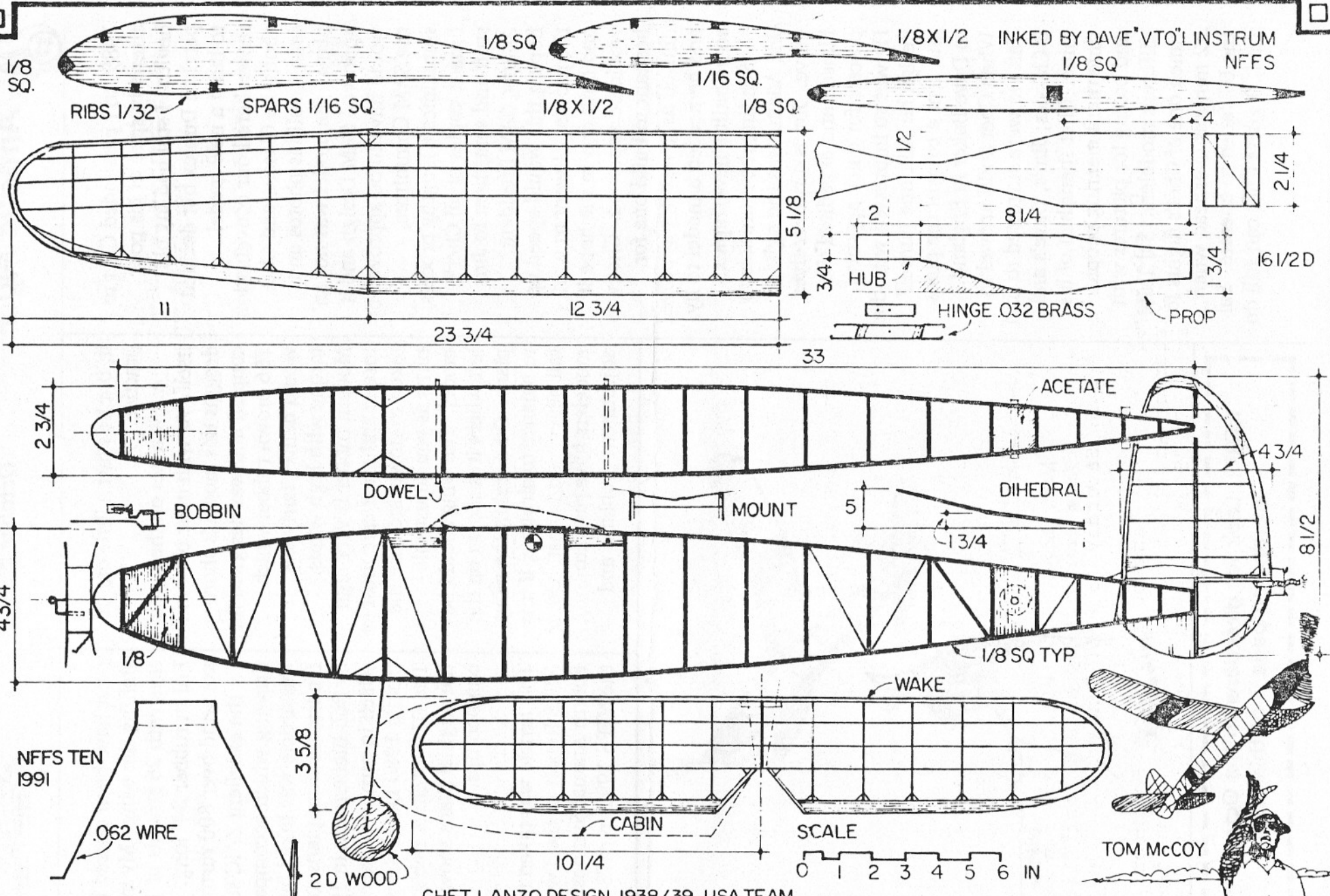
the excellent ZAIC style drawing which accompanies this article was inked by Dave Lindstrum from plans drawn by Bob Bienenstein in 1991, which in turn were taken from a 1980 Lanzo drawing. The DT System is Bob's and the original plans show bamboo tips.

This article was taken from: NFFS Report of the Twenty-Fourth Annual Symposium of the NFFS 1991, pgs 78-80.



NOTE: Look for directions to the October meeting on page 9 of this issue

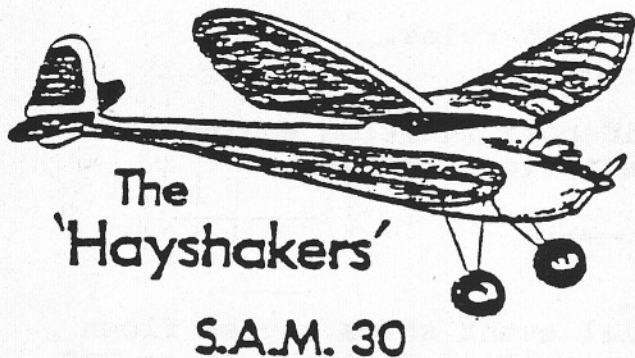
08



'39 LANZO CLASSIC WAKE/CABIN



CHET LANZO DESIGN 1938/39 USA TEAM



EIGHTEENTH ANNUAL

JOHN POND COMMEMORATIVE OLD TIME R/C CONTEST

At The Schmidt Ranch, Elk Grove California, Nov. 6 & 7 1993.
Sponsored jointly by SAM 26 and SAM 30.

| | | |
|-------------------|-----------------|-----------------|
| EVENTS: Saturday- | Class A LER | Texaco |
| | Class B LER | Electric Texaco |
| | Ohlsson Special | O/T Glider |
| Sunday- | Class C LER | Antique |
| | 1/2A Texaco | Pure Antique |
| | 1/2A Scale | Electric LMR |

TROPHIES: Through third place will be awarded in each of eleven events plus one for 1/2A scale, plus the John Pond Commemorative Trophy.

SPECIAL FEATURES THIS YEAR: Two sponsors for the price of one! SAM 30 joins SAM 26 in sponsorship this year due to the scheduling squeeze of the SAM Champs in California. SAM 30 will conduct prize drawings, arrange the Friday night pasta feed, the Saturday night Banquet, and the daily lunches at the site. SAM 26 will be basic contest C.D., with assistance from SAM 30.

ENTRY FEES: \$6/event for 1st 4 events entered, \$4/event after.

RULES: Current SAM and AMA rule books will be used, including "Samchamps" criteria for the John Pond sweepstakes. The newly voted in (1994) rules for electric will be used. The Ohlsson Special, O/T Glider, and 1/2A Scale event rules are on the back of this flyer.

SCHEDULE: Registration open 8 A.M. both days. Pilots briefing 9 A.M. Saturday, 8:30 Sunday, with flying immediately after. Last flight must be in the air by 4 P.M. Saturday, 3 P.M. Sunday.

C.D: Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455
(805)-937-5145

Ass't. C.D: Hardy Robinson
804 E. Tangerine
Lompoc, CA 93436
(805)-736-8741

SAM 30 Logistics Coordinator: Nick Nicholau, 2329 Hall St.,
Marysville, CA 95901. (916) 742-1231

Pond Commemorative special event rules.

Ohlsson Special Event. Any Ohlsson Sideport ignition engine is allowed. Model must meet all SAM pure antique criteria.

- 1) Engine run time is 35 seconds.
- 2) Three 7 minute max. flights.
- 3) Four attempts for three officials.

Exception: Qualified Ohlsson 23 special event ships may be flown with either .19 or .23 S.P. or F.R.V. ignition engines. If an O&R .19 or .23 sideport (only) engine is used, it will be allowed 45 seconds run time.

O/T Towline R/C Glider. Pre-Nordic, pre-1947 designs only. May be scaled to a maximum of 120" span. Up to 3 official flights to accumulate a total time of 20 minutes. Each second over 1200 to be deducted from 1200. Any final score within ± 3 seconds of target time will be adjusted to 1200 for flyoff purposes.

1/2A Scale Duration:

- 1) Model must be a replica of a reciprocating engine powered man carrying aircraft of pre - 1943 design. No powered sailplanes.
- 2) Must be a reasonable "stand off" scale facsimile of the original. Realistic scale colors and markings are encouraged. Contestants may be asked to judge entries on a "go" or "no go" basis for acceptability for flight competition.
- 3) All construction criteria, including engine, wing loading, etc., is the same as for 1/2A Texaco. Exception: Some minor deviation in relative empennage areas is allowed to facilitate flight.
- 4) Flight competition criteria is identical to 1/2A Texaco.

Electric Events: Refer to SAM Speaks #108, where these rules were published as a proposal. They have since been voted in, and will be published in the 1994 SAM rule book.

Directions to the Schmidt Ranch: 11948 Franklin Blvd., Elk Grove (916) 684-2265. Elk Grove is just East of Highway I-5, North of Stockton and South of Sacramento. You'll be travelling along a flat rural section of I-5. Take the Twin Cities Drive exit, and go East a mile or so to Franklin Blvd. (stop Sign). Turn left (North) and proceed a mile or so to the ranch. There's a stop sign at a crossroad just before you reach the ranch. Camping and RV's OK. No Hookups.

Area Motels:

Motel 6. Mack Road at Highway 99, Sacramento (916) 689 9141
Motel 6, 7407 Elsie Ave., Sacramento (916) 689-6555
Overnighter. 1040 North Lincoln, Galt, Ca. (209) 745-9181



cont from pg 3, Jr. OT'er

- Maintain at least two years of active club membership in AMA and SAM 27, and attend at least 2/3 of the meetings prior to high school graduation.
- Complete the following 5 levels of OT activity.

- 1) OT Handlaunched/Catapult Glider (Zoomer)
- 2) Small OT ROG Stick Type (Phantom Flash)
- 3) Small OT Rubber Cabin (FA Moth or Pacific Ace)
.020 Replica FF (Strato Streak)
- 4) Small/Large OT Rubber (Gollywock or Lanzo Stick)
1/2A Texaco RC (Playboy Sr.)
- 5) Any LER/Texaco Event, FF or RC, no Schnuerle porting

- Student completes each level by receiving 1/2 of a max score as an official entry in a sanctioned contest.

SAM 27 Responsibilities:

- Upon joining SAM 27, each student will be provided with

the wood, plans, and guidance in the completion of each successive level as listed above.

- The student will be given info on where they can mail order supplies, location and dates of contests, and who they can call in the club for assistance.

- Student progress in the 5 levels will be reported on a regular basis through the Antique Flyer.

- Upon the completion of all 5 levels of OT activity and graduation from high school, SAM 27 will award the student a cash scholarship of some modest amount.

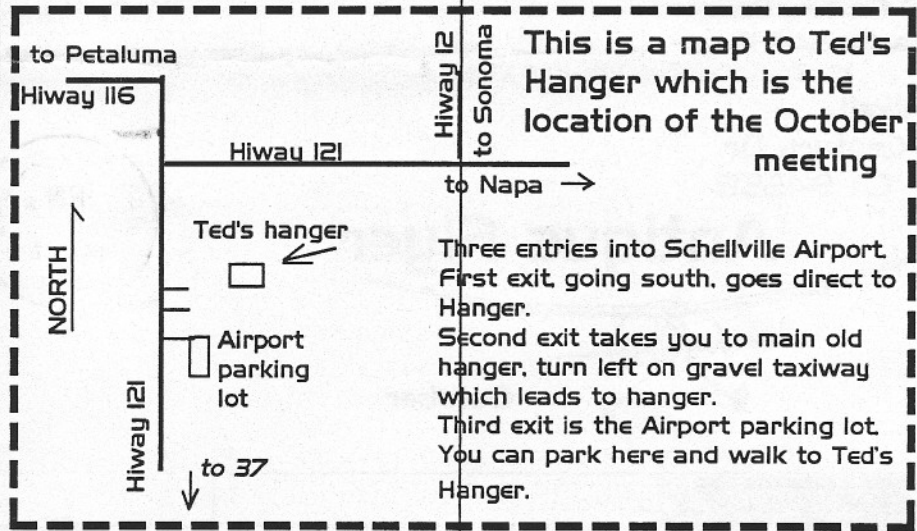
Crash and Bash

As the editor I would like to thank everyone who helped at the Crash and Bash. I and everyone in SAM 27 would especially like to thank Mirium and Loren Schmidt for allowing us to use their ranch.

I have not yet received the results from the Crash and Bash due to uncontrollable circumstances, although they will appear in the November Antique Flyer.

Story Ideas

Send them to Ed Heikell if you have any. Thank you.

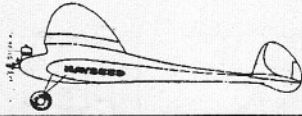


Raffle Results

| Prize | Donor | Winner |
|---|--------------|----------------|
| Domain Chandon Carneros Blanc de Noiro | Ed Hamler | John Carlson |
| 2-Mini servos | SAM 27 | Pete Samuelson |
| Cardboard Models (3) | Brian Ramsey | Jerry Rocha |
| Spirit of St. Louis | | Ron Keil |
| SPAD | | Rod Persons |
| Spitfire | | |



AMA Chapter #108



OFFICERS

- President: Brian Ramsey (415) 474-5175
Vice President: Rocco Ferrario (707) 258-1705
Treasurer: John Carlson (707) 996-8820
Contest Director: Don Bekins (415) 435-1535
Editor: Ed Heikell (707) 255-4872

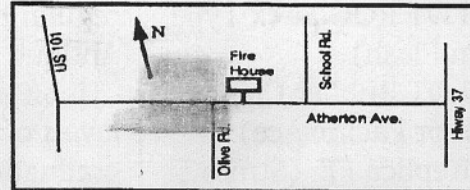
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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.

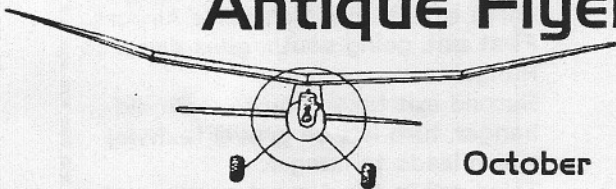


PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

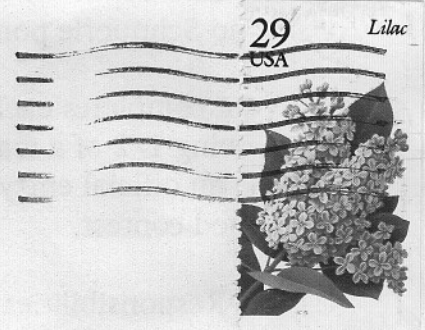
Next meeting: Wednesday, October 20, at Ted's Hanger at the Schellville Airport

Ed Heikell
1043 Century Dr.
Napa, CA 94558

Antique Flyer



October



First Class Mail

Fred Ferraro
4650 Berger Ave.
San Jose, CA 95129