

## Brian Says Thanks

This will be my last communication as President of SAM 27. Permit me to say that it has been a pleasure to be at the helm of this wonderful group of creative characters.

The past two years have been extremely rewarding for me as well, I hope, for the Club. We have seen exceptional growth in attendance as well as on the roster itself. Our building projects, the Gollywock and the 1/2 A Texaco Scale, brought great enthusiasm and some exceptional results. We have been able to develop and encourage a junior program by tapping into the great resources provided by Rocco Ferrario. (Rocco, I wish I had been lucky enough to have a stimulating, project-oriented teacher like you to get me started in model-building!) Many thanks to all of you for the great donations.

As long as we are giving thanks, a hearty shake of the hand and pat on the back must go to John Carlson for his tireless efforts as Secretary AND Treasurer. His monthly recap of the meetings was always fun to read and accurate, too. John, I wonder if the large amount we have in the bank might be the result of some creative bookkeeping??

Other kudos go to Ed Heikell for his excellent job on the Antique Flyer, Ed Hamler for his flawless

accomplishments as CD and superb builder/flyer, John Hlebar and others for outstanding photographic contributions, Gene Mathieu for keeping the field mowed, Don Bekins for all of his past efforts at producing the Antique Flyer and SAM Speaks and for bring one of the most unselfish and helpful men I have ever had the pleasure of knowing. I feel that Don personifies all the best qualities we have ever found in model builders. He is a serious and tough competitor and yet will always find time to help a fellow modeler. We are truly blessed to have guys like Bekins and Hamler and Ron Keil and many others to help us with our building and flying problems.

I hope that you receive this issue before the big Christmas Party at Pap's Greek Taverna on Sunday, December 12th at noon. The food is going to be great, the raffle prizes many and varied, and the company can't be compared with anything else you may be used to. The price is right, too, only about \$12.00 each. So be there for sure!! And bring a plane for decoration.

Our next meeting is the following Wednesday when we will give away some great prizes. Bring a plane for show and tell. It doesn't matter if we have seen it before. It's always a treat to look at the outstanding handiwork of our master craftsman. Another reason for being at the meeting is to welcome Rocco Ferrario as your new President. See you there!!



Herb Greenberg and Company at the Taft Competition

## ...So Does Herb

An excerpt from Herb Greenberg in a letter to Ed Hamler...

"I just want to express my appreciation for the wonderful gesture you and those who participated in building The Red Zephyr provided in making my 78th birthday the most memorable I can recall. I won't ever forget the generous effort you fellows made in carrying out this project.

I also want to thank you for the patience you showed in instructing me...I know I learned a lot through your patient teaching, and am confident that I'll be able to pick up a smooth flying technique as a result."

## Meeting Minutes



SAM 27 November 17, 1993

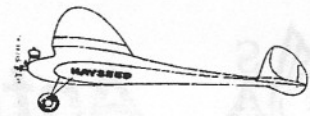
As the meeting starting time approached, it appeared there might be a sparse attendance but after the stragglers trickled in, we wound up with a respectable group of 26 members and guests.

PRESIDENT BRIAN welcomed the guests who included parents, spouses and some 4-H parents. Six Jr. O/T's were present and actively participated in the meeting. Their enthusiasm demonstrates great promise for this new program. (See related article, *Jr. Old Timers - New Youth Program*)

### OLD BUSINESS

The CHRISTMAS PARTY arrangements for December 12 are proceeding. There are (@ 11/19) about 25 indicating their intention to attend. More can be accommodated. Phone John Carlson at (707) 996-8820. Weather permitting, flying at





the Lakeville Road site prior to and after the party is encouraged.

**RAFFLE** prizes were discussed for the raffles to be held at the Christmas Party and the year-end December 12 meeting. It was decided to have two grand prizes for the year-end raffle: an Ohlsson 60 Sideport for which all members are eligible, and a 4-channel radio outfit for which only Jr. O/T's (any member age 20 or under) are eligible. Other prizes to be donated by SAM 27 or individuals include FAA calendars, SAM 27 polo shirts, short kits, prop balancer, wine, balsa, and whatever else generous members may contribute. Don Bekins will arrange for these.

**BRIAN RAMSEY** reported he had arranged the purchase of the top-of-the-line Weber propane BBQ, voted last meeting as a gift to Lauren and Miriam Schmidt, as an expression of SAM 27's appreciation for their hospitality at the Crash & Bash and numerous other occasions. Brian and Don Bekins will make arrangements to get this 150lb. monster delivered.

**ED HAMLER** has completed the final report on the SAM 27 1993 Crash & Bash. A partial report was published in the November Antique Flyer. Copies were handed out at the meeting to those attending the Crash & Bash. Copies will be mailed to all other participants. Ed has compiled all of the Crash & Bash records back to 1989 and these are available to anyone interested.

### RED ZEPHYR PROJECT

**ED HAMLER** reported that John Carlson had made minor repairs to the Herb Greenberg electric Red Zephyr and had crated it and shipped it to Herb in New Jersey. Ed also read portions of a letter from Herb thanking SAM 27 and stating his intention to write individual letters to those contribution materials, parts and labor

toward its construction. (Post note: Upon returning home after the meeting, John Carlson found a message from Herb on the answering machine. He had just returned from France and found the crated Red Zephyr waiting for him at his workplace. The model was undamaged and Herb thanked all involved.)

### JR. O/T

Starting next year, the JR O/Ters will have a special part of the meeting devoted to their activities. **ROCCO FERRARIO** will work our the format. **DON BEKINS** reported that the original junior member, Skye Greenwalt, joined at age 11 and is now 17. Skye got his full-size glider pilots license last year and this year his single-engine, land private pilot rating. Skye attends school in the east and recently spent 3 months as an exchange student in Moscow, Russia. He acquired a Russian-built model engine for \$10.00 which Don says is a screamer. Don will bring it to the next meeting.

### THANKS TO REMO

**BRIAN RAMSEY** expressed SAM 27's thanks to Remo Galeazzi and cousin Ted for hosting last months meeting at their Schelleville hanger. Brian also asked Remo if it might ever be possible to arrange a ride in the Ryan ST or the Fleet as a SAM 27 prize. Remo said he would consult with Ted regarding this possibility.

### DON PARMENTER

**DON BEKINS** reported on the untimely and sudden death of Don Parmenter.

### CRASH & BASH EVENTS

**ED HAMLER** suggested that the new officers for 1994 review the Crash & Bash events with the view of adding one or more events especially directed toward the JR O/Ters.

### SHOW AND TELL

**RON KEIL** showed a Miss America, .020 powered, circa 1970 R/C model with a pulse proportional, rudder only,

control. With this control, the rudder constantly moves left/right several times a second. The Tx R/C signal eliminates the right or left motion to produce a turn. The demonstration produced smiles to those who remembered and had used such controls and to those relative newcomers who were only familiar with modern proportional R/C systems. Ron also passed around a Gasparin, twin cylinder CO<sub>2</sub> engine.

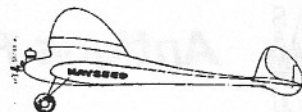
**SCOTT SERONELLO** (JR O/T) showed his completed Fox 107. The model had been started by Loren Schmidt and given to Scott for completion. The model was first flown at the John Pond meet (Ed Hamler was test pilot). Ed got an 11 minute flight and later Scott flew for 7 minutes. Way to go Scott!!

**ROCCO FERRARIO** showed a completed Cloud Chaser 30" rubber stick model which is the Stage 2 project for the JR O/T group. Rocco had made up 10 kits for the program and presented them to the JR O/Ters present who had already qualified by completing the HLG project. Rocco reported that several of the JR O/Ters had done well in the HLG event at a recent meet at Waegell Field.



**BRIAN CASSAYRE** (JR O/T) showed three HLG's which have produced flights of 2-3 minutes plus. Brian also showed a O/T rubber Stratometer wing under construction. Good work Brian!

**JOHN CARLSON** demonstrated a method he has used to measure and to aid in the correction of wing warp. Wings with simple dihedral can be eyeballed from the front or rear and warp fairly easily seen. Wings with polyhedral are not so easily eyeballed.



The method he demonstrated uses straight balsa sticks about 1/8" to 1/4" square and about 3 x chord in length. These are rubber banded to the lower surface of the wing, one at each tip and polyhedral break and one or two at or near the center. By sighting sideways at the sticks, it's easy to see tip-to-tip divergence or warps from center to polyhedral break or tip.

To aid in correcting warp or to provide desired washout, the wing with sighting sticks, can be mounted to a rigid support, such as a 2 x 4 clamped vertically to a chair or table. This frees both hands so twisting by one hand and directing a heat source with the other can be used to produce the desired result. Inspection of the sighting sticks after cooling will show whether further action is required.

A covering heat gun will work for both film or doped silk. In either case, caution must be used to prevent damage. Excessive heat will melt

holes in film and could ignite silk. Keep the gun moving and no closer to the surface than necessary. A glove on the twisting hand is recommended and too much heat on the rubber bands will result in their snapping.

A source or steam will also work for doped silk. A steam clothing iron may work as a portable steam source.

RAY MCGOWAN displayed a 1/2 A Canadian Wasp recently completed. Test glides have been made and maiden powered flight is next. The pylon design is circa 1938-1940. The engine is mounted inverted. Ray is using a 4cc tank but can easily convert to 8cc. Covering is red and yellow silk. Wing area is 298"² and weight is 16 1/4 oz. Construction quality is standard Ray McGowan first class. Don Bekins commented that this design is a great flyer. Ray also showed a Super Cyclone replacement piston and sleeve obtained from an Arizona source.

SEAN CROWLEY (JR O/T) showed his 1/2 A Lanzo Bomber under

construction. The framed fuselage and tail display Sean's excellent building skills. Maybe Sean will have the completed model to show at the December meeting.

ROD PERSONS showed the Torp Greenhead engine from the So-Long model he had recently won in a raffle.

ED HAMLER showed his recently completed Class B Zombie. Ed has been working on this model off and on for several years and has made progress displays in previous meetings. Ed originally planned to use an Ohlsson 23 but with recent rule changes the model will be powered by a Torp 29. Wing area is 456"². Covering is silk using combinations of blue, yellow and fuchsia - a spectacular model displaying Ed's usual meticulous workmanship. Ed is having some trouble with the CG on this short nose design and is using pull-pull control to minimize rearward weight.



# 1994 DUES ARE DUE!

**\$15.00**

**Payable at the December meeting or mail to:**

John Carlson  
353 Las Casitas Ct.  
Sonoma, CA 95476

Make checks payable to SAM 27

# Last Month's Raffle Winners

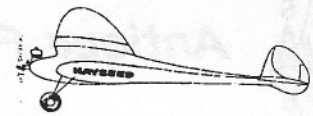
There were so many prizes, donors, and winners it was difficult to accurately record the raffle.

Prizes included wheels, tissue, balsa, kits, champagne, a field box.

Donors included Ron Keil, Jerry Rocha, Rocco Ferrario, Ed Hamler, and possibly others. Several of the prizes were designated for JR O/T'ers only.

Winners included five JR O/T'ers - Ken Monroe, Brian Cassayre, Scott Seronello, Cleve Pasarell and Stavros Wagner. Other winners were Tim Molsberry and Ray McGowan.





# Jr. Oldtimers - A New Youth Program

Will our old timer hobby be around in 20 or 30 years? Who will be flying those wonderful antiques? How many will be keeping the Golden Age of Modeling alive? What can we do now to insure that the old timer movement will survive?

SAM 27's President elect, Rocco Ferrario, has pondered these questions and is working on a solution to the problem. Rocco, as an experienced educational administrator and teacher, is in touch with our young people. He has had a program in place within the Napa Valley Unified School District that exposes elementary, middle school, and high school students to the modeling hobby as a part of the school science curriculum. And he has been making an effort to bring these same youths to the monthly SAM 27 meetings to increase and reinforce their exposure and experiences - to show these youth that there are others of all ages that are interested in what they are doing and are willing to act as role models. Assisting Rocco, is our new Vice-president elect, Rod Persons, who will be handling the details of the Junior Old Timer Program.

This love of the Old Timer hobby and respect for the abilities of the younger generation led Rocco to propose a youth program to SAM 27. The program consists of five steps, designed to encourage the young modeler to get involved while focusing on improving his or her modeling skills. This proposal was unanimously accepted by the club membership.

In endorsing the youth program, SAM 27 agreed to a small outlay of funds and individual help whenever needed. The young modeler's commitment involves joining SAM 27 and AMA, attending and agreeing to participate in the five-step program. He/she must maintain at least two

years of active club membership and attend at least 2/3's of the meetings prior to high school graduation. There is no expectation or pressure placed on the young person. If he/she completes the program, the club recognizes the young modeler by providing each of them with an appropriate award. There may even be cash incentives in the future.

## THE PROGRAM

Complete the following five levels of activity:

### Level 1

OT Hand-launched/Catapult Glider (Zoomer)

### Level 2

Small OT ROG Stick-type (Phantom Flash/Cloud Chaser)

### Level 3

Small OT Rubber Cabin (FA Moth/Pacific Ace or .020 Replica Free Flight - eg. Strato Streak)

### Level 4

Small/Large OT Rubber (Gollywock/Lanzo Stick, or 1/2A Texaco RC - eg Playboy Sr.)

### Level 5

Any LER/Texaco Event FF or RC (no schneurl ported engines)

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

In all steps, SAM 27 is involved, providing basic materials and partial kits for the models. The new modeler provides the other necessities such as the glue,

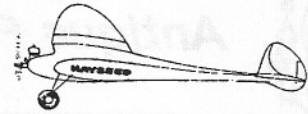
pins, covering materials, etc. which are readily available at local hobby shops or through mail order suppliers. Most young people these days have sufficient pocket money to afford paying for the items not supplied. In cases where there is an obvious hardship, the adult supervising member may quietly ask the club and its members to help that particular individual.

Requiring a flight or flights totaling a certain duration encourages participation in the flying aspect of old timers, as well as exposing the young modeler to flying and trimming techniques needed to obtain those thrilling moments of flight. A member SAM 27 is usually along to help in those moments. The ultimate goal is to get them hooked on modeling. Required flight performance and standards vary according to the field and conditions that exist when the flight tests take place. Any SAM 27 member is eligible to witness the flight test, usually when we sport fly at our field or during meets.

Experienced SAM 27 members are asked to become mentors to individual youngsters. Both teacher and student are given each other's names and phone numbers so questions may be



Sky Greenawalt and his Hand-launched glider



## Jr. O/T's, con't

asked and help given as needed.

SAM 27 now has a few graduates of the program., including our current newsletter editor, Ed Heikell. There are approximately 10 youth now participating in the program. There is no age limit – only the desire to try and to finish each project is the qualifier.

At each monthly meeting, SAM 27 sponsors a raffle which encourages all members to bring their current project to Show & Tell. For each project a member (old and young alike) brings, he/she receives a raffle ticket. Or the participant can buy raffle tickets for that month's prizes. A portion of the raffle prizes each month

is reserved for those youngsters who are participating in the program. Those raffle tickets are then retained by the club and put into a pot for the grand raffle at the end of the year in which one grand prize (usually an expensive and rare antique ignition engine or radio) is awarded along with numerous other prizes. The club usually pays for expensive monthly prizes (servos or receivers, club shirts, etc.) and the big prize at year end. But most of the prizes are donated by members who are cleaning our their shops. This encourages participation by all members – old and young alike – provides incentives to work on OT modeling projects and enhances the club's treasury.

## From Ed Smull "Thoughts About SAMCHAMPS"

November 1993

Taken and condensed from an article written by Ed Smull for "Exhibits", a newsletter of MMFC (SAM 1).

[Note from the Editor: This article seems to address the same questions SAM 27 had. With the successes of our Jr. O/T pilot program, and along with Ed's possible suggestions, other SAM Clubs may benefit as well.]

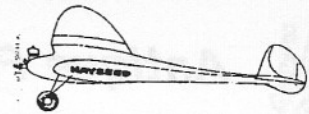
A well-run contest attracted a strong turnout of modelers for the 1993 SAMCHAMPS competition. Most of those attending also participated in the events of 1989 and 1991. It was noted that most of the participants are of the same era - post Lindberg and WWII aircrew members - who went on to become engineers, scientists, and pilots. Reminiscing is commonplace as the Golden Age of flying (pre-1943) is relieved in this modeling hobby. Even real-life frustrations occur during competitions while using spark-ignition engines.

A major concern among this generation of model builders and flyers is the realization that the hobby may die out unless new interest is stimulated in younger generations of model builders and flyers. Although the formation SAM was to satisfy the desire of a particular generation of flying enthusiasts, indications are that all model builders and flyers want products that are fun to fly. A resurgence of the Flying Aces Club and the popularity of nostalgic classes of models seems to indicate that SAM is not dead yet. To a model builder, a high success rate of flights is what's most important and the F1C power models, RC pattern ships or high-tech Wakefields don't always afford that kind of success. Low-powered, slow-flying models satisfy the desire to achieve successful flights in both the

### Jr. Old Timers

## What They Are up To...

- Ken Monroe • Working on Level 1 and 2  
• Has had some incredible hand-launched glider flights!
- Ryan Dugan • Working on Level 1 and 2  
• Recently successful with his simple 1/2A FF
- Brian Cassayre • Working on Level 1, 2 and 4  
• Is well along on his OT Stratometer
- Scott Seronello • Working on Level 1, 2 and 4  
• Working on a 1/2A RC Fox
- Robbie Stasko • Working on Level 1
- Glen Dahl • Working on Level 1
- Sean Crowley • The most successful Jr. O/Ter to date  
• Completed Level 1 at Waegell with his Zoomer - October  
• Completed Level 4 with a Stratometer at Lakeview - May  
• Working on a Bomber for RC LER with a .29 glow cross-scavanged
- Stavros Wagner • Working on Level 1 and 2



### Ed's "Thoughts", con't...

free flight and RC types.

Suggestions have been offered to help keep SAM alive and attractive to new members:

1. Abolish the 1943 cutoff date for most competition classes. Keep it for a very limited number of "Golden Era" events if desired. These events would include 1/2A Texaco, free flight and RC in their present forms.

2. Call everything else "Old Timer" with no cutoff date. For power models, impose severe power loading requirements and no wingloading rules. Let the modeler choose either a high-drag floater or a high-climbing lead sled - or anything in between. Prohibit Schneurle-ported engines and diesels. For rubber models, limit the rubber fraction to something like that for a P-30. If the performance is limited in these ways, newer designs will have no advantage over older designs.

3. Let the fun-flying community know that we're here to serve them. Encourage testing of the new events at local and regional contests. Hold "tyro" events for first-time contest flyers.

## John Pond Commemorative

by Bob Angel, SAM 26 C.D.

The Schmidt Ranch accommodations and hospitality once more provided a great contest. Thanks again to Loren and Miriam, and SAM 30 for joining us in putting it on. Just like this year's SAM Champs, the weather behaved beautifully, giving us a near-ideal weekend of flying.

Mishaps were minimum, with only on 1/2 A ship being lost off field due to too much altitude. It was recovered later in the day, with some damage from being spun down. (Vote for the small tanks for 1/2 A in '95!). We saw one ship flip over on takeoff when a side gust lifted a wing, but aside from those incidents, I don't think anyone seriously crunched anything, and there wasn't even an off field landing recorded.

Saturday's turnout was a little light, and we wondered if entry fees would cover trophy costs, but Sunday made up for it, with a healthy turnout for that most popular event, 1/2 A Texaco. There were 36 registered fliers for the two days. We once more flew big Texaco by the rule book, using an unlimited max flight time, and had no difficulties.

SAM 30's co-event sponsor, Nick Nicholau loves flyoffs. I hate 'em. So we compromised and did it Nick's way this year. We dispensed with our usual flyoff reduction trick and let the flyoffs roll on. It worked fine on Saturday because everyone was staying around for the backyard barbecue/banquet anyway. But late Sunday afternoon by flyoff time, attendance grew very thin as usual, as most folks had a distance to travel.

The flyoffs make for a real logistics problem for many people. In the past we've used the "double max" elimination system to reduce/eliminate them. It works this way: If you make two mazes in a three flight event, your third flight's goal becomes a double max. Most of the time this gets the contest to go into overtime with flyoffs. A quick poll at the pilots' meeting showed a slight, but not overwhelming preference for the elimination of flyoffs via this system.

The sweepstakes trophy, awarded along with the John Pond perpetual Trophy was in close contention right up to the last flight this year. When the dust settled, Eut Tileston won in with 18 points, followed closely by Don Bishop with 17 points, and Don Bekins with 16 points. Had Bishop flown 11 seconds longer on that final 1/2 A flyoff flight, he would have tied Eut for the championship. I'm not sure how we would have decided that one. Possibly a flyoff repeating the whole flying schedule?

Thanks for helping run the contest go to a lot of people, but in particular, Don Bishop, Ron Doig, Ken Low, Hardy Robinson, and Ed Hamler's help allowed the C.D. to fly and event each day.

Saturday night's banquet offered barbecued chicken or beef tri-tip, and relaxation right at the flying site. Guest of Honor, John Pond, presented the trophies for the day's flying, and later gave a mercifully short, but nonetheless stirring speech thanking those in attendance. In year to come, some of the young 'uns present may recall first meeting John Pond and participating in this bit of history held way back in '93.

### Christmas Party

Sunday  
December 12, 1993  
12:00 noon

### Papa's Taverna

5688 Lakeville Hwy  
(2mi. south of Hwy 116)

Luncheon \$12 tax/tip Incl.  
About 25 attended in 1992  
Lets make it bigger & better  
this year.

Phone John Carlson  
at (707) 996-8820



### 1/2A TUNING TIP #4 - PERIODIC MAINTENANCE

by Bob Angel, Western Vice-president

When you have the little rascal singing happily, you may feel it's only a matter of time until it hits a sour



"Got to get it just right, Larry. Okay, Don

note and starts to go completely off key. Odds are, you'll be right. Barring dirt ingestion or other damage, two things seem to catch up with a good running Cox that will require service to correct. You may get from 10 to 60 or so good runs before this happens.

First is the need to de-varnish the cylinder. The chief external symptom is a drift needle setting that won't stay put. You'll have to continually nurse it richer and leaner to keep it at peak. With the head removed, you can sometimes see varnish as a very slight tan tinge, usually darker toward the top of the combustion chamber. Unscrew the cylinder, and your chances of seeing the varnish are better. The piston top also collects varnish, but piston sides seldom do.

The cure (described in tip #1) is to use naval jelly on the bore and piston tip. You don't need to take the engine completely apart to do this. Just remove the glowhead and gasket, and unscrew the cylinder. Use a Q-tip™ swab in the bore keeping the jelly off the exterior bluing, and coat the

piston top also. After ten minutes, rinse thoroughly with water, then flush with methanol or fuel, add oil and reassemble. I use a test tube brush (or .38 caliber bore brush) and Lava soap™

in the bore along with the water flush. It's a good idea to run the engine right away to insure cleanout.

Varnish formation is probably accelerated by a tight piston cylinder fit,

hot weather, and lean runs, all of which produce extra heat. Fuel choice is a variable also. Despite it's high cost, I prefer standard Cox non-racing fuel, as I believe it may have the right detergents and lubricants to inhibit varnish.

A less frequent maintenance item is re-setting the conrod-piston socket fit. Some clearance is okay and needed, but when the fit becomes noticeably "rattly" it's time to snug it up.

With the cylinder off, you can check this fit more carefully. Grasp the piston, hold the crank steady, and push the piston up and down on the rod. If you feel a distinct "click" and several thousandths slop it should be reset. Swaging tools are available from Cox

and others for under \$10.

You'll need to remove the tank assembly (four slotted screws), and the cylinder in order to slip the piston/rod assembly off the crank. Some reset tools come with a metal baseplate, some don't. Their instructions don't tell all. If you don't get the piston head perfectly flat, or if the peening blow is off center, the piston top will get expanded and the piston ruined. I prefer a flat piece of aluminum placed on a solid flat steel surface. Use several light hammer taps on the peening tool, rotating the tool in the piston between taps, to uniformlypeen the socket edges.

Stop when most of the play is removed. Oil the socket and wobble the conrod 360° inside the piston skirt to free it up. If there is zero play in the socket at this point, some will develop during the first run. I don't know why it should happen, but whenever I've reset a rod and removed the excess slop, engine performance on the tachometer improves.

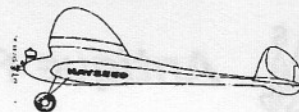


Bill Hermes and Don Bekins - Nice job, Bill!

Uncle SAM asks...

**How powerful is a sneeze?**

**Answer: A sneeze can reach the speed of a hurricane - over 100 mph!**



# SAM Rubber Motors - Tan II

by Don Reid  
President of SAM 86  
Ontario, Canada

Article taken from SAM 86 SPEAKS, Ontario, Canada

A new rubber called Tan II is available from FAI Model Supply. The first batch appeared in May '93 and was used successfully at the Johnson City Indoor Champs in June. It is described as light tan and slightly translucent with energy in the 3800 to 4000 ft. lb. per lb. of rubber. The second batch is a darker greyish tan and has received some bad reports, particularly with respect to nicking at knots and edge abrasion. In September, Ed Dolby of FAI was contacted. He reported that all Tan II has the same high energy and a high stretch ratio of over 10:1 as compared to over 8:1 for the older Tan. The reported nicking at knots problem occurs, Ed said, when stretched 10 1/2 times before testing. When stretched to only 8 1/2 times, no further trouble was encountered.

By performing some independent testing of my own, I was able to determine the following results:

Using three one-half length Gollywock motors (16 strands and 20 grams) corded backwards, I lubed them all with Son-of-a-Gun and broke them in by winding to a torque of 35 in. oz. This gave about 475 turns, 950 turns for the full length motor. One motor was wound to failure.

<u>Turns</u>	<u>Torque</u>
577	54
600 - failure	at least 60

Failure occurred at the rear peg. The three original knots were all okay, however there were several side nicks elsewhere. The second and third motors were wound to a torque of 45 in. oz. and about 550 turns (1100 for the full length motors) and a single strand broke on the second wind. Preliminary flight testing in Ottawa was conducted with a 16 strand

Gollywock motor. It was wound to T35, then T42 and blew the motor on the third wind at about T38. En route to the SAM Champs competition in Taft, I stopped in Las Vegas where Larry Jenno was holding 10 lbs. of batch 3 of Tan II for me. It was a very light tan with a high stretch ratio. While in Taft, I was able to fine tune my models and try the new Tan II. There was very little difference between the greyish and the light tan versions.

### Gollywock

These models fly well using 16 strands of old Tan (40 grams) and a torque of 45 in. oz. (T45). Twenty strands of Tan II (40 grams) wound to T45 shortens the motor run by about 10 seconds. In order to use Tan II effectively, the models should be re-trimmed for T-50-55. I used old Tan in the competition.

### Double Feature

The models are trimmed for a torque of 60 in.oz. using 20 strands of old Tan 36" long (63 grams). After some experimenting with 24 strands of Tan II 30" long, I decided on 20 strands of Tan II 36" long wound to T50. To use 24 strands of Tan II effectively, the models should be re-trimmed to at least 65 in. oz.

### Smith '41 Mulvihill

The models were flown previously using 24 strands of old Tan 44" long (90 grams). Results were very good T80, the only problem being considerable whipping of the motor due to its long length, some tissue tears and the occasional upright knocked out. Twenty-eight strands of Tan II 37 1/2" long proved to be an excellent substitute. Wound to T80, the performance was at least as good as old Tan and whipping was eliminated.

### Lanzo 300 sq. in. Fuselage

Previously flown with 32 strands of old Tan 44" long and wound to T100. This gave a motor run of about 70 seconds. I used 32 strands of Tan II 40" long at the Champs, wound to

T95-100. The prop run was longer than before and the model flew very well with a fast steep climb on the burst and a good cruise.

### General

Tan II is substantially different from old Tan. On a strand for strand basis it permits about 20-25% more turns with somewhat less torque. At this stage, for old-timers, it comes with a significant shortcoming and that is extreme "tenderness", which results in many nicks and a very short motor life.

My previous practice with old Tan was to wind a new motor to 60% failure torque for break-in and then to use 80% failure torque for competition flights. I usually got three 80% winds before breaking a strand and the rest of the motor was mostly intact. Using the same approach with Tan II almost always resulted in broken strand on the first full wind and the motors were often almost totally destroyed. I lubed with Son-of-a-Gun, Sil-Glyde, and a combination of both with no change in results. One top-flight flyer was using various lubes including FAI "Slick" and reported similar problems. Jim Quinn, former USA Wakefield team member, told me some Wakefield flyers were foregoing break-in and simply wound the new motor to full torque.

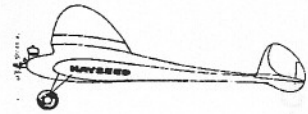
An approach I intend to test is to wind to the assumed safe failure torque (not 80%) and count on only one wind per motor. I'll try this with and without a break-in wind. This would give five similar values to 80% torque for old Tan, ie:

16 strands (1/8")	45 in. oz.
20 strands	60
24 strands	80
28 strands	100
32 strands	120

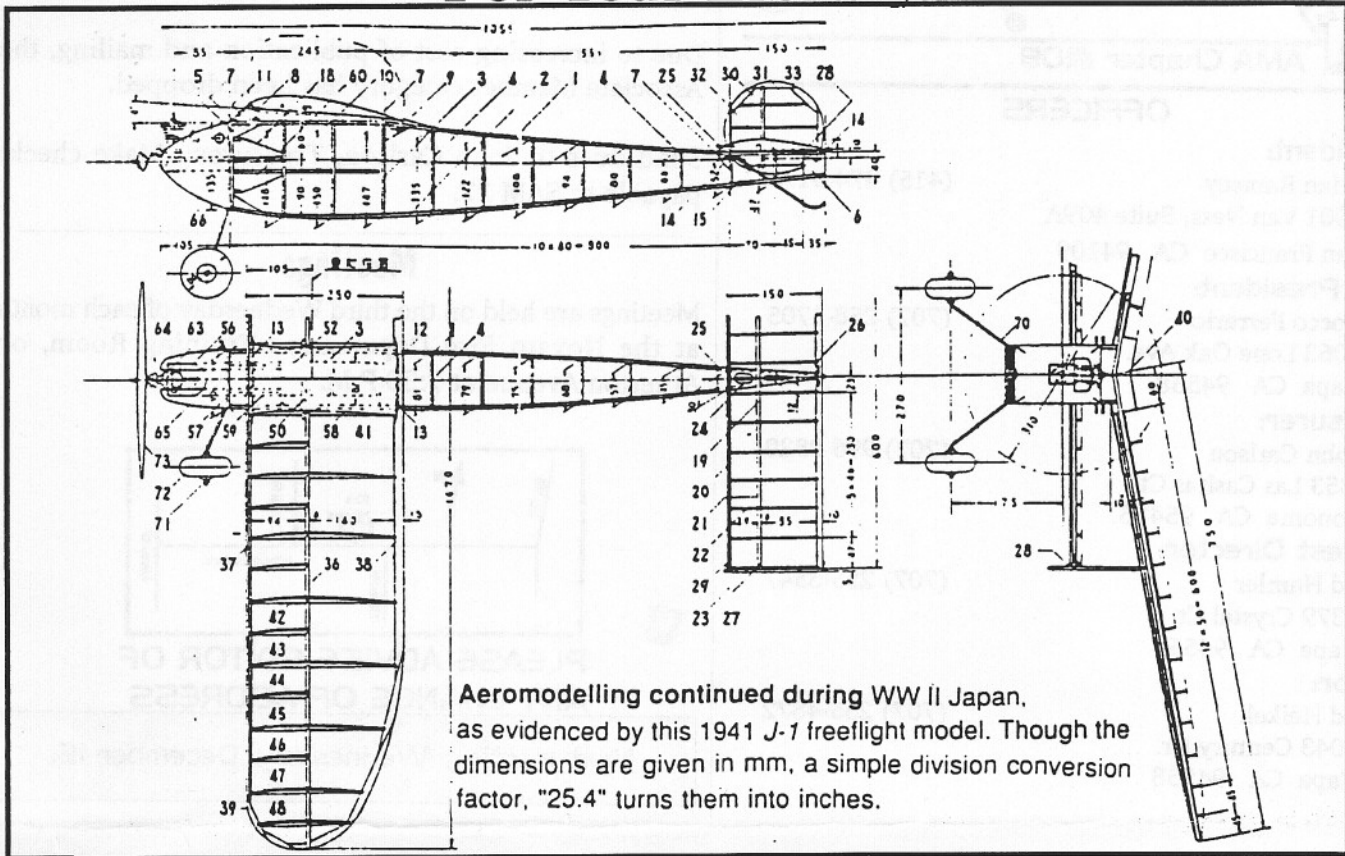
Possibly extended storage will have a beneficial effect, and I have almost 20 lbs. of Tan II in my wine cellar beside the Chateau Petrus.

• • •

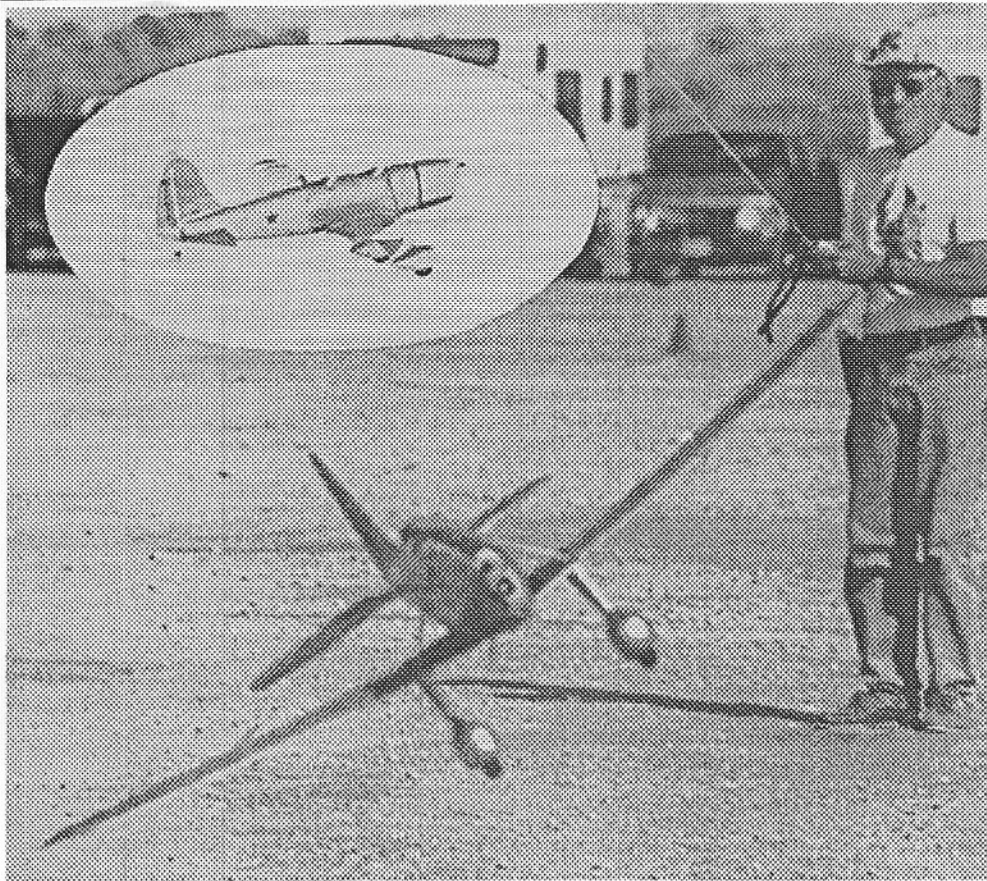




## For Your Library



Aeromodelling continued during WW II Japan, as evidenced by this 1941 J-1 freeflight model. Though the dimensions are given in mm, a simple division conversion factor, "25.4" turns them into inches.



### Maiden Flight

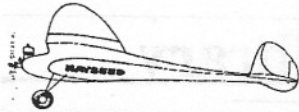
Robert Rooman, a competitor from Springfield, Missouri attending the SAM CHAMPS competition held at Taft, California in October, brought this built-to-scale "Ryan" aircraft. He needed a flight for it to qualify for the concours.

Not comfortable flying it himself, he asked Don Bekins to do the honors, relying on his years of flying experience.

It had a great one-time flight since Robert Rooman intends to take it home and put it on permanent display.



AMA Chapter #108



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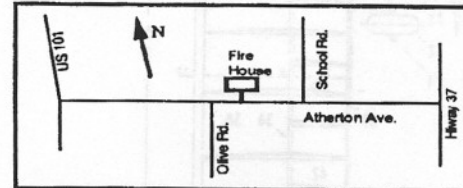
Membership is \$15 for the calendar year. After February, the dues for a new member is prorated.

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

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

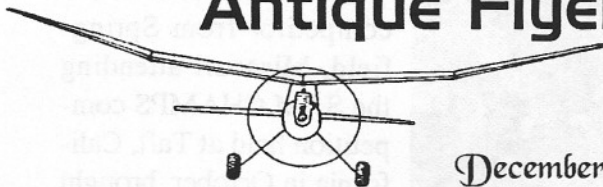


PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

Next meeting: Wednesday, December 15.

Ed Heikell
1043 Century Dr.
Napa, CA 94558

Antique Flyer



December 1993



HO-HO! HO-HO-HO! HA-HA-HA! HE...HE...HE! HO-HO-HO!
Ahh.....I LOVE this time of year! Geez...he gets so carried away! Happy Holidays, everyone!

First Class Mail

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