

## REDWOOD MIDDLE SCHOOL OT BASH

by John Carlson

In spite of storm prediction and to many, a longer trip to an unfamiliar meeting location, we had a great turnout at Prez Rocco Ferrario's Redwood Middle School (Napa) classroom. Thirty nine signed the attendance sheet and there were probably a few who didn't. Cookies and hot chocolate provided by the Jr. O/T'ers and 4-H bunch contributed to the good vibes. Thanks, gang!

Two newcomers joined the ranks of the Jr. O/T'ers — welcome to Zack Durkin and Aaron Dahlgren of Napa.

Among the guests was ex-prez Brian Ramsey's friend, Janena Robinson, visiting from Victoria B.C. who appeared to enjoy the proceedings, especially the indoor flying following the meeting.

## OLD BUSINESS

### 1994 CLUB MODELING PROJECTS

The details of the projects were discussed at the January meeting and recorded in the February 1994 Antique Flyer (A-F). Rocco had plans copied for the HI-HO and Cloud Chasers, and the HI-HO construction articles from Model Builder and Air Trails available for those interested. It appeared that all were taken. Hope we see lots of models at their scheduled events. The challenge has been made -- start building, SAM 27!



Tim Molsberry launches his 1/2 A Powerhouse at the New Zealand midwinter challenge. Fourteen took part in the flying.

## RAFFLE PRIZES

Don Bekins had purchased six Ace R/C All Pro receivers. One was included in the raffle later in the meeting. The other will be raffled at every other meeting during the year. These retail for about \$80 and make super raffle prizes. Suggestion for other prizes were made including prop balancers, CyA glue, balsa and fractional gram type scales. The scale suggestion was discarded because of the limited attraction and the high cost.

The late Don Parmenter's model collection is to be sold at the MECA Collecto to be held 2/19 at the Oakland Aerospace Museum. A suggestion was made that perhaps two of the models be purchased by SAM 27 to be raffled off at the annual Crash & Bash and possibly our big year end raffle. Don Bekins made the necessary phone calls and Gunnar Anderson and John Carlson picked up the models at the Collecto. Both models are beautifully constructed and in great condition. One is a Class C Ohlsson 60 powered "Riser Rider" and the other is a Madewell powered "Cleveland Viking".

## NEW ZEALAND MIDWINTER 1/2 A TEXACO POSTAL CHALLENGE

by Ed Hamler

### SAM Chapter 27 Report

Team Captain: Ed Hamler

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

Date: Saturday, 5 February 1994

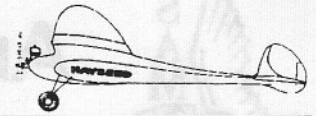
Weather: Early morning temperatures were at or near freezing but gradually warmed to 39 degrees at the field by 8 AM and continued to warm to a high of 61 degrees by 1 PM. High scattered clouds and a heavy haze persisted throughout the day preceding passage of a storm front bringing heavy rains to the bay area by Saturday night. Moderate, steady winds were a factor throughout the morning. It was not unusual to complete a flight without making a single turn.

We had an excellent turnout of at least sixteen members with eleven pilots actually posting official flights. All utilized 8cc



John Hiebcar photos

The TBT's in action. Tim, Buzz and Tim brought out 3 models and had a ball.



tanks. Complete list of results follows:

### New Zealand Midwinter 1/2 A

#### Postal Challenge Results

John Carlson	Atomizer	900 + 895
	288 sq.in.	1795
Jerry Rocha	Rambler	872 + 900
	288 sq.in.	1772
Gunnar Anderson	Playboy	900 + 787
	288 sq.in.	1687
Pete Samuelsen	Foote Westner	573 + 900
	380 sq.in.	1473
Ed Hamler	Quaker Flash	900 + 490
	290 sq.in.	1390
	Team Total	8117
Don Bekins	Lanzo Bomber	672 + 640
	288 sq.in.	1312
Karl Righetti	Simplex	703 + 592
	290 sq.in.	1 295
Tim Molsberry	Hornet	900 + 360
	278 sq.in.	1260
Park Abbott	Dallaire	670 + 472
	280 sq.in.	1142
Buzz Passarino	Powerhouse	598 + 381
	270 sq.in.	979
Tim Younggren	Powerhouse	273 + 312
	270 sq.in.	585
Sean Crowley	PlayboySr.	testflights only
	288 sq.in.	
John Hlebcar		timer
Ray McGowan	Wasp	DNF
S. Seronello	Fox	Testflights only

We had fun!

### EVENTS SCHEDULE

Jerry Rocha, our newly appointed events scheduler will provide an update to Don Bekins for publication in the A-F every other month. Per CD Ed Hamler, new events to be added include:

Postal Meet 1/2 A Texaco Scale 7/9 Lakeville  
Postal Meet 1/2 A Texaco OT 8/13 Lakeville

### Oakland Cloud Dusters Indoor Meet

Earl Hoffman reported that the Oakland Cloud Dusters are sponsoring an indoor mini-stick event on March 13th at the Cow Palace. For any who have not seen a first class indoor meet, don't miss this one. Feather light microfilm covered models fly at a slow walking speed and stay airborne for 30 minutes or more. Seeing is believing!

### '39 KORDA WAKEFIELD SPECIAL EVENT FOR THE SAM CHAMPS

Tom McCoy from SAM 77, Florida, announced that he will CD a special Korda-only Wakefield event during the '94 SAM Champs at the AMA site in Muncie, Indiana. It will be a one-design event (1939 Korda Wakefield) commemorating Dick Korda's famous 45 minute flight. The master himself, Dick Korda, will be present and award the prizes and may fly himself. If you are an OT rubber flyer, build a 1939 Wakefield winner and go to the '94 Champs and have the time of your life! *There will be special T-shirts, stickers and pins to commemorate the event.* '93 R/C Sweepstakes winner and SAM 27 member, Larry Davidson, has just completed his '39 Korda Wakefield model to fly in the event. He is driving out to Las Vegas to spend a winter holiday and test his Korda with the expert help of Don Reid from SAM 86, Canada. The two of them will be competing at the SCIFFs annual free flight meet in Taft, March 5-6.

### NEW BUSINESS

#### OHLSSON & RICE LOGO T-SHIRTS

Don Bekins suggested consideration of ordering a number of T-shirts with the O&R logo to be sold at the Crash & Bash and the SAM Champs as well as other regional meets. This was done several years ago and was quite successful and profitable for the club treasury. Don will check into pricing and advise at the March meeting.

### ANTIQUE FLYER MAILING

John Carlson pointed out that in the past the task of mailing the A-F has been performed the Editor, usually without help. This task involves taking the camera ready copy to the copy store for reproduction, collating and stapling, then folding, affixing labels and stamps and schlepping to the post office. The Editor's task of writing, editing preparing camera ready copy takes several days of effort. It was suggested that someone volunteer for the mailing work. We are happy to report that Judy Ethier, without hesitation, offered her services. Thank you Judy!

### OTHER CLUBS' NEWSLETTERS

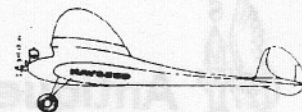
Don Bekins advised that each month he receives 20 or so newsletters from other SAM chapters around the country and world. He often uses them for source material for the A-F. Don felt that these would be of interest to other SAM 27 members but there is the problem of how to make these available on a timely basis to all interested. Suggestions will be welcomed at the March meeting.

### VICKERS VIMY REPLICA

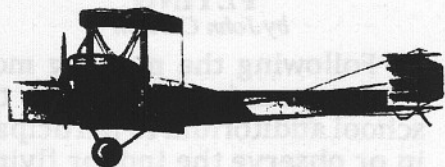
by Brian Ramsey



Brian Ramsey reported that a replica World War I Vickers Vimy bomber is under construction at one of the old hangars at Hamilton Air Force Base. This is



### VIMY 19/94



a massive project. The open cockpit aircraft has a wing span of 68 feet and will be powered by two Chevy 400 hp engines. The original had two 12 cylinder, 360 hp Rolls Royce engines and carried 865 gallons of fuel for a maximum range of approximately

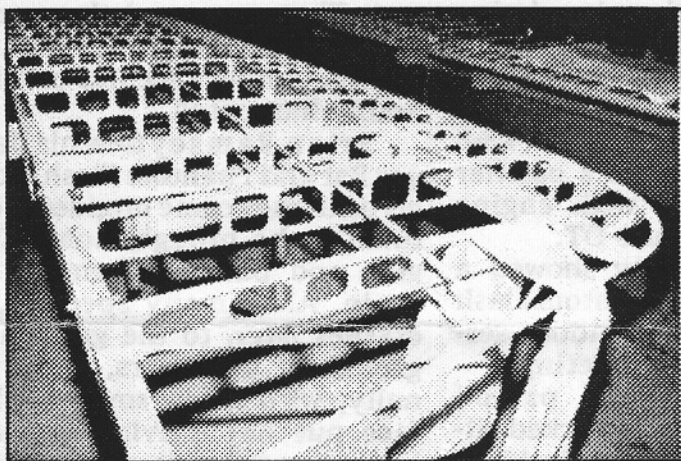
came famous when it was flown across the Atlantic from Newfoundland to Ireland in 1917. Later it was flown from England to Australia as a test to see whether it could be converted to a passenger airliner. Though 200 of the aircraft were built by the end of WW I, only one still exists in a museum in Australia. This replica is being constructed from the original plans of wood and fabric covered as was the original. Modern computer stress analysis was utilized to

## DYEING DEMONSTRATION

by Tim Molsberry & Younggren

In keeping with Prez Rocco's program to have one demo per meeting, the two Tims, Molsberry and Younggren, demonstrated techniques for dyeing silkspan or silk. The dye used is the readily available RIT product. The liquid type is preferred, but the powdered dye will also work. A plastic bucket or a container which will not stain is filled with very hot tap water and the dye is mixed in. About 1/3 of the recommended amount is used for dark coloring, less for lighter tints. Here a little experimenting may be in order. Unless one wants to go around for several days with colored hands, the use of plastic or latex gloves is recommended. The material, silkspan or silk, is smushed around in the dye mixture for about 5 minutes and then wrung out and the dyes set by immersing in cold water. Scrunching and squeezing by hand is OK (any small wrinkles will disappear when the material is applied to the structure and dampened and/or doped). The dyed material is draped over a line to drip dry. That's all there is to it.

Next month's demo will relate to various metal working techniques. Buzz Passarino has volunteered for this presentation.

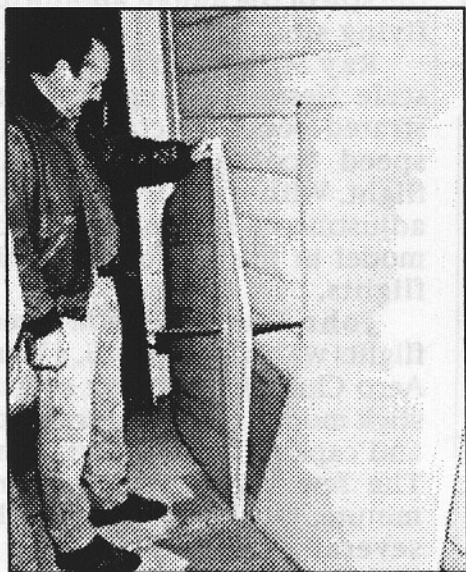


Brian Ramsey photos

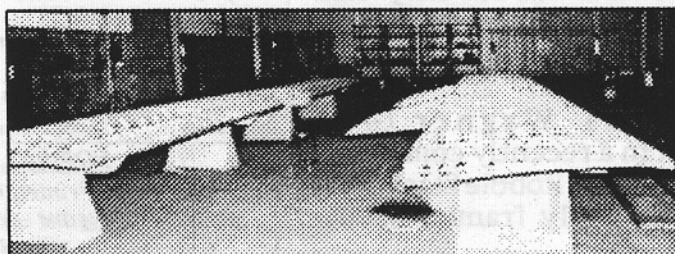
Vimy wing panel constructed of pine and aircraft ply, to be covered with cotton cloth and nitrate doped.

2,500 miles. Though the aircraft saw little action in WW I, it be-

lian aircraft restorer, Lang Kidby. When National Geographic heard of the project, they became a sponsor and will be producing an adventure film of a planned duplication of the Atlantic crossing and subsequent flight to Australia. As the project progresses, SAM 27 may be able to have a field trip to the construction site.



Lang Kidby, director of the Vimy project, holds one of the covered rudders which fits into the vertical stabilizer to his right



The Vimy 68 foot top and bottom wing panels stretch off into the distance, ready for covering



SHOW & TELL

Nick Sanford showed an Ace R/C Digipace NiCad battery charger/cycler for Rx & Tx batteries. Your batteries can be put on charge and forgotten with the confidence of knowing that your system will be brought to peak charge without worries. When batteries are charged the usual way, they seldom are 'peaked out' nor are they completely discharged when used to fly. NiCads tend to experience "cell memory" when charged this way over a period of time, producing less than rated capacity and potential loss of a model, particularly during long Texaco flights. Although fairly expensive, such a charger is worth consideration as insurance. There are other less expensive cyclers on the market, but require frequent attention to prevent overcharging.

Ed Hamler produced a box of framed aircraft parts for a partially completed 'secret weapon'. The 'weapon' is a class A diesel powered "Swoose", a high pylon model scaled down from the original class C ship. The fuselage is tiny, square in cross section, and fully sheeted, with barely enough room for the R/C gear. The huge stab is 42% of the wing area and has the same chord. It should be 'floater', as they say on the contest circuit.

Jr.O/T'er, Ken Monroe and dad Skip showed a reduced size Cloud Chaser model they had made for indoor flying and intended for trial flights later in the evening.

Stavros Wagner (4-H) brought in a recently completed SIOUX-Z-Q and Robbie Stasko displayed a nicely framed Pacific Ace.

Ryan Dugan has been busy. He had several models finished,

or nearly so, looking toward test hops. The models were a Cloud Chaser, still needing a landing gear, a Drifter HLG and a Strap Rat CL model featuring a foam wing.

Brian Cassayre, prolific Jr.O/T'er, showed a nice P-30 yet to fly and a Cloud Chaser. Brian says he 'threw it together' in a 'spare hour'. At that the rate he builds, he is going to have storage problem at home!

Jerry Rocha displayed his beautifully nostalgia FF prototype Texan, a 52's pylon design with a single wheel LG. Covering will be Jap tissue and finished weight estimated to be just under 17 oz. Power is a K&B greenhead 19. It had a pacifier fuel tank system with engine cutoff timer and fuse DT.

Brian Ramsey showed a Hangar Rat and a Phantom Flash ready to go for the indoor session following the meeting.

Ray McGowan passed around a recently reworked silver case McCoy 60 made in 1949, said to be the last of the ignition McCoys. Ray had some parts, then acquired a sleeve and timer parts from Dick McCoy to assemble this pristine, high powered ignition engine.

RAFFLE (raised \$105)

Prize	Donor	Winner
Ace R/C Rx	SAM 27	Pete Samuelson
Polo Shirt	SAM 27	Zack Durkin
Wing Cores-foam	Ray McGowan	Philip Bates
Kadet Sr-Sig Kit	Ed Heikell	Ken Monroe
EAA calendars	SAM 27	Scott Seronello, Ken Monroe
APC props	John Carlson	Jack White
O&R decals	SAM 27	John Hlebcar
Stop watches (3)	Tim Molsberry	Ken Monroe Mike Haley
Wine (Anderson Vineyard)	G. Anderson	Skip Monroe
Balsa sheet	Rocco Ferrario	Ken Monroe

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Antique Flyer produced on this laser printer

POST MEETING INDOOR FLYING

by John Carlson

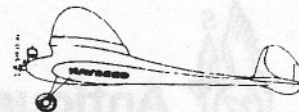
Following the meeting most of the attendees moved to the school auditorium to participate in or observe the indoor flying. Earl Hoffman, our premier indoor modeler and past national champion, had his gossamer micro film "Easy B" which was a revelation to many, especially the Jr.O/T'ers. This model flies at a slow walk, but was affected by the turbulence in the hall created by the airconditioning system. That prevented the model from really showing its stuff and its flight endurance was considerably hampered.

Brian Ramsey flew his Hangar Rat and Phantom Flash models until they came unglued. Fortunately he brought some CyA glue and patched them to fly again. After many spectacular crashes later, to the gasps and groans of observers, Brian finally, with a big smile on his face, put the surviving pieces in his car, saying it was a great evening of flying!

Several Jr.O/T'ers flew Cloud Chasers and other rubber models. Most were a little large for the size of the indoor auditorium flying site.

Ray McGowan's scale P-Nut scale Nesmeth Cougar demonstrated some spectacular high speed taxiing, but not much flight. With some trimming and adjustment, he finally got the model in the air for some nice flights.

John Carlson made several flights with a Seattle A-6, a Marin Aero Club (MAC) tissue covered stick model. It is a quick builder and capable of 2 minute flights. The few flights were under a minute, but looked so nice that several expressed interest in building one. Rocco has the plans and should be contacted to bring



them to the next meeting.

We look forward to a similar indoor session at a future meeting and expect this current experience will result in more models created by the 'indoor bunch'.



Bucky Walter photo, SAM 39

For those who don't know him, this is Joe Elgin, the famous designer of the Playboy, Sr, shown here with another of his designs, the Austrian Chevelry C-6, designed for Cleveland Models. Scaled double size.



John Hlebcar photo

Scott Seronello with the frame of a Beshar Fox which he obtained from Loren Schmidt. The 1/2 A is now finished and has flown a number of times. Nice going Scott!

## Jr. O/T'ers

### Looking to the Future



John Hlebcar photo

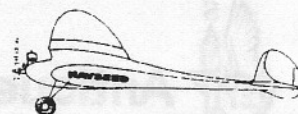
Junior member Sean Crowley launching his newly rebuilt Playboy Sr. 1/2 A Texaco model at the NZ Midwinter Challenge meet. Last month we pictured Sean in the same model's ill-fated flight in which the wing folded. Here, Don Bekins has been given the job of first test flight after the rebuilding.

## Jr. Old Timers

### What They Are up To...

- |                 |  |
|-----------------|--|
| Ken Monroe      | • Completed Cloud Chaser reduced size for indoor flying      |
| Ryan Dugan      | • Completed a Cloud Chaser, needs landing gear               |
| Brian Cassayre  | • Completed a Drifter HLG                                    |
| Scott Seronello | • Completed a Slow Combat UC, Strap Rat                      |
| Robbie Stasko   | • Showed a completed P-30, yet to fly                        |
| Sean Crowley    | • Cloud Chaser he "threw together in a spare hour"           |
| Stavros Wagner  | • Flew his 1/2 A Fox at NZ Postal Meet                       |
|                 | • Acquired a O&R 23 powered Anderson Pylon at MECA swap meet |
|                 | • Showed a nicely framed Pacific Ace                         |
|                 | • Flew his repaired 1/2 A Playboy                            |
|                 | • Working on a Bomber for B glow RC                          |
|                 | • Working on a Stratostreak for .020 Replica FF              |
|                 | • Brought a Sioux-Z-Q to Show & Tell                         |





## THE OHLSSON SIDEPORT EVENT

by Dave Lewis - SAM 21

We've been flying this event for 4 or 5 years and it has turned to be very popular. One of the reasons that has allowed the event to grow was the availability of some very good Ohlsson 60 Sideports in reasonable condition and at a fair price. Most examples go for about a hundred bucks give or take a little and a bit more for a Square Port. There are always plenty of Ohlsson 60's in the Swap Sheet and there are always several at any Collecto you might attend so there are lots of these engines available at a decent price. This event is now flown all over the United States and at the past three SAM CHAMPS. So what am I leading up to?? I think it is time that we put the Ohlsson Sideport Event in the SAM rule book, as a special event, of course.

I know some of you are thinking that some engines are better than others and there is no denying that, but most Ohlssons are about the same, they put out about the same power at about the same RPM. If someone has an engine that needs some "help", there are plenty of parts around and there are two Ohlsson repair specialists (listed later). With an Ohlsson Sideport event, it is a playing field as even as you are going to get. Sound fair to you?

There is just one hitch which is this: should the planes in the event be limited to Antiques? In the past, SAM 49, who started the event, has sometimes allowed both Antiques and Old Timers to fly the event and guess what? The Old Timers didn't run off with the event! The competition should be just as close if the Old Timers were allowed to fly in the event. Allowing Old Timers to compete in the event just might increase participation and this would increase the competition. On the other hand, there is absolutely no reason to allow scaling, either up or down in this event. A person should be able to find an unscaled Antique or Old Timer model to build that should satisfy him; there are certainly enough designs to choose from.

There are two very good Ohlsson repair men around; one in the east and one in the west. Both of these gentlemen do excellent, competent repair work on any Ohlsson & Rice product at a very reasonable Price. They are:

George Tallent  
Box 25  
Picacho, AR 85241  
Ph 502-466-7655

Victor Didelot  
14410 Lorna Lane  
Erie, PA 16506  
Ph 814-838-3263

At the 1993 SAM CHAMPS at Taft, there were 30 entrants and 18 of these flew so it certainly seems that there is enough interest in the Ohlsson Sideport Event to get it into the rule book.

Lastly, keep in mind that the Ohlsson .60 came on the market in 1940 or 1941 after the Ohlsson .23 in 1939 — this is not in our "Antique" era, i.e. the engines were used to power PLAYBOYS, SAILPLANES, SO LONGS and NEW RULES, all Old Timers.

Since we have a ways to go before any SAM Rulebook change voting, there is lots of time to kick around this question of allowing Old Timer designs to fly in the event. Give me your comments the next time you see me or give me a call with your thoughts, either pro or con on the question: (408) 246 2257.

### SAM CHAMPS R/C SPECIAL EVENT RULES:

**OHLSSON SIDEPORT** - same as 89/91/92  
SAM CHAMPS. Any UNSCALED, SAM approved, ANTIQUE gas model design. 10 oz. Min. wing loading. Unpressurized O&R SIDEPORT spark ignition engine. 45 second engine run. 4 attempts, 3 official flights, 7 minutes max. flight.

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## 1994 SAM CHAMPS BROWN JR. RULES

by Larry Davidson

For those who are interested in the popular Brown Jr. event that has evolved in the Midwest over the past two years, the following rules have been established for the 1994 SAM Champs by R/C CD Larry Davidson. This event will be held with much fanfare, with special favors to those who enter the event at the '94 Champs.

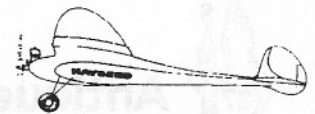
### Limited Engine Run:

1. Engine: Any original or SAM approved replica BROWN Jr. spark ignition (no modifications to improve performance).
2. Model: Any Pre-1939 NON-PYLON type SAM approved model (no scaling).
3. Weight: No minimum!
4. Engine Run: 90 seconds
5. Builder of the Model Rule: It is expected that a maximum effort will be made to build your model using techniques and materials of pre'39 era.
6. R.O.G.: 3 attempts, 2 official flights, one best time.
7. Duration: Unlimited normally, but ONE HOUR MAX at the Champs to eliminate frequency crowding.

### Fuel Allotment - TEXACO

1. Engine: Same as L.E.R.
2. Model: Any Pre-1938 SAM approved non pylon model (no scaling).
3. Weight: No minimum!
4. Fuel Allotment: 2cc per lb. (Maximum 14cc) The measured weight of the model rounded to the nearest pound. The same weight rules as the standard Texaco event.
5. Builder of the model rule
6. R.O.G.: 3 attempts for 2 officials, one best time.
7. Duration: Same as L.E.R., but ONE HOUR MAX at the Champs.  
Note: Local and regional contests will delete the ONE HOUR MAX limitation.





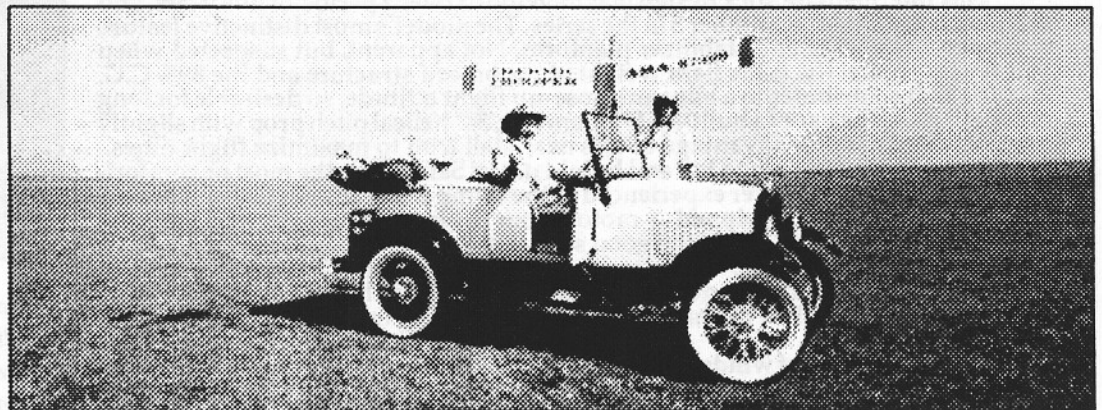
# Coming Events

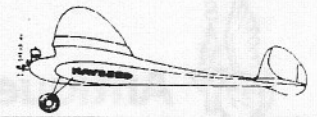
## 1994 OLD TIMER FLYING CALENDAR *compiled by Jerry Rocha*

MAR	5-6	Sat/Sun	SCIF OT Annual (also Winter Bash rain date, Waegell)	Taft	CA
MAR	12	Sat	Oakland Cloud Dusters Indoor Meet	Cow Palace	San Francisco CA
MAR	20	Sun	NCFFC #1	Waegell	Sacramento CA
MAR	26-27	Sat/Sun	SAM 26 Spring Opener	Taft	CA
APR	9-10	Sat/Sun	SCAMPS Texaco (free flight)	Taft	CA
APR	16-17	Sat/Sun	SAM 49 Spring Contest	Taft	CA
APR	23-24	Sat/Sun	NorCal Free Flight Champs	Waegell	Sacramento CA
* MAY	?	Sat/Sun	SAM 27/30 Fun Fly BBQ	Browns Valley and/or Clear Lake	CA
MAY	14-15	Sat/Sun	SAM 30 Spring Contest	Schmidt Ranch	Sacramento CA
MAY	22	Sun	NCFFC #2	Waegell	Sacramento CA
MAY	28-30	Mem. Day	Wkend BlackSheep Championships	Taft	CA
JUN	4-5	Sat/Sun	SAM 21 Howard Osegueda		Fremont CA
JUN	12	Sun	NCFFC #3	Waegell	Sacramento CA
JUN	18-19	Sat/Sun	SAM 41 Annual		San Diego CA
JUL	9	SAT	International 1/2 A SCALE Postal	Lakeville Rd.	Petaluma CA
JUL	9-10	Sat/Sun	SAM 26 Coastal Cooler		Lompoc CA
JUL	10	Sun	Silverado Soaring Soc. (Ray McGowan, CD)		Napa CA
JUL	10	Sun	Stockton Summer Bash	Waegell	Sacramento CA
JUL	16	SAT	SAM 27 Rubber/ AMPS 32 Rubber	Lakeville Rd.	Petaluma CA
AUG	13 or 14	SAT/SUN	International 1/2A Texaco Postal	Lakeville Rd	Petaluma CA
AUG	20	Sat	SAM 34 Annual R/C OT Contest		Carson City NV
SEP	3,4,5	Sat-Mon	USFFC		Lost Hills CA
SEP	10-11	Sat/Sun	SAM 51		Woodland CA
SEP	12-16	Sun-Fri	SAM Champs		Muncie IN
SEP	18	Sun	NCFFC #4	Waegell	Sacramento CA
SEP	24-25	SUNDAY	SAM 27 CRASH & BASH	Schmidt Ranch	Sacramento CA
SEP	24-25	Sat/Sun	Stockton OT & Fresno Annual (Free Flight only)		Lost Hills CA
OCT	1-2	Sat/Sun	SCIF Texaco		Taft CA
OCT	8-9	Sat/Sun	SAM 30 Fall Contest	Schmidt Ranch	Sacramento CA
OCT	15-16	Sat/Sun	Sierra Cup	Waegell	Sacramento CA
OCT	22-23	Sat/Sun	SAM 26 Pond Commemorative		Taft CA
NOV	6	Sun	NCFFC #5	Waegell	Sacramento CA
NOV	12-13	Sat/Sun	SAM 49 Fall Contest		Taft CA
NOV	12-13	Sat/Sun	SCAMPS Annual		Lost Hills CA

\* These dates are UNCONFIRMED

*Famous modeler, John Pond, founder of the old timer movement, receives a regal ride in Robin Pharis's restored Model A. Robin holds a Thermic Trouper OT glider. Waegell Field in the background, site of the NCFFC monthly contests*





### SAM 27 PERSONALITIES

by Don Bekins

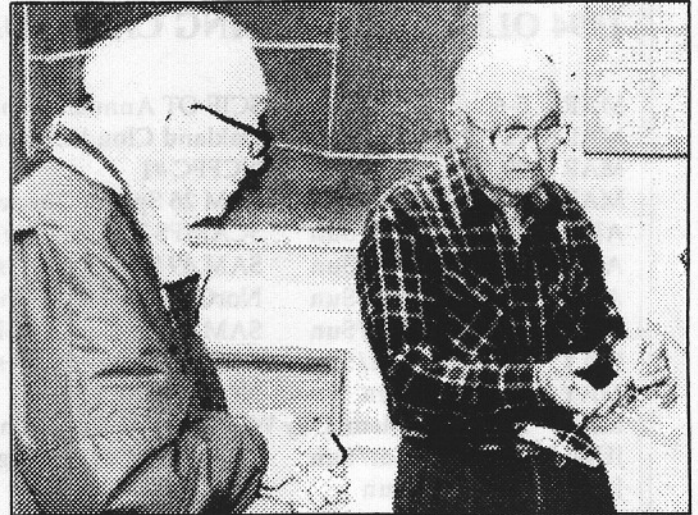


Don Bekins photo

*Earl Hoffman, preparing a rubber motor for his Wakefield model at Taft.*

From time to time we will have stories about SAM 27 members who have distinguished themselves in the world of modeling. Few in our membership may realize that we have some remarkable modelers in our midst. One such modeler and fabulous craftsman is Earl Hoffman, now 82 years of age, past national indoor champion and holder of 4 national indoor records. His longest indoor flight was with an F 1-D microfilm model: 41 min. 13 sec.! Below is a short story about that special event.

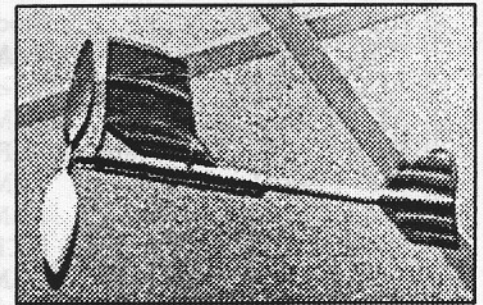
There will be an indoor meet sponsored by the Oakland Cloud Dusters, March 12th, at the San Francisco Cow Palace where you can see Earl and many of the best indoor specialists fly this unique type of ultra-light micro-film model. If you go the Cow Palace, say you are there for the model meet and you do not have to pay for parking. Drive around to the southeast corner of the building near the truck ramp and go in the side door.



John Hlebcar photos

*Earl and Nick Sanford wind a Mini-Stick to fly in the SAM 27 meeting room. Model weighs only a 1/2 gram!*

#### INTERMEDIATE STICK 1st PLACE 1988 USIC 29:03 EARL HOFFMAN



*Mini-Stick made a 2 minute flight*

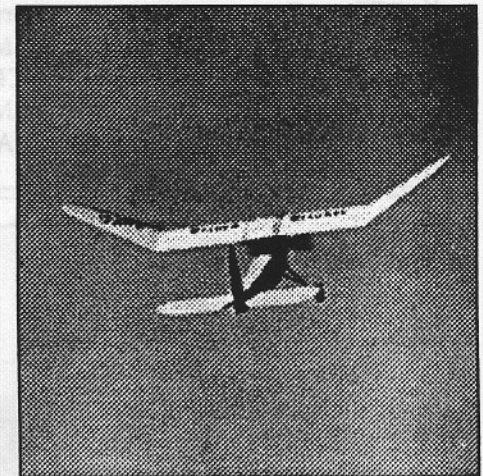
Earl, when 75, drove by himself all the way from California to Johnson City. With crafty, unflinching flying, trounced us Easterners by taking first place in both "Easy B" and Intermediate Stick, not so easy anywhere. The ladies loved him, and the men treated him with the deference usually reserved for a Bob Hope or a George Burns. More than one person walked away smiling, saying "Ain't he sumthin'!" And he is, too! A grand person! A good flyer! A charming and enthusiastic gentleman!

We couldn't get new drawings for Earl's winning Intermediate Stick and Easy B because he was in the process of moving. We are including the drawing and text from the 1989 NFFS Symposium, wherein his Intermediate Stick model was recognized as Indoor Model of the Year 1989.

"This Intermediate Stick design was developed over a period of five years, and this particular model is number 5 in the series. The model's most distinctive feature is the parabolic wing and stabilizer planform. Not apparent, but suspected when you see the model fly, is the light weight of the braced structure and the 89% C.G. location that contributes to a buoyant, nose-up flight attitude, so desirable for long indoor flights. The use of a built-up 17" diameter, 34" helical pitch prop with slightly washed-out tips takes advantage of this near-stall trim to maximize flight times.

September 5, 1988, was a hot and humid day at Santa Ana, the most uncomfortable weather that I had ever experienced at the Blimp Hangar in the 10 years of my flying models there. I stripped a motor from a piece of 3mm Pirelli that was purchased in 1982, "the last of the good stuff." It was a 17 1/2" loop weighing .041 oz. and was wound to 2180 winds and launched with 20B0 winds. The climb was slow but steady. The model never got near the top of the hangar but managed to drift 2/3rds the length of the hangar without ever being in danger of touching the sides of the structure.

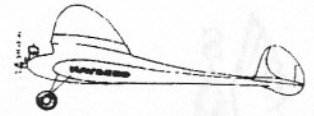
With the number of winds that the hot weather had allowed me to pack into the motor, coupled with a good cruise and a slow descent, the model nearly landed dead-stick. Time... 31:19. The record was mine!"



Bruce Abell photo

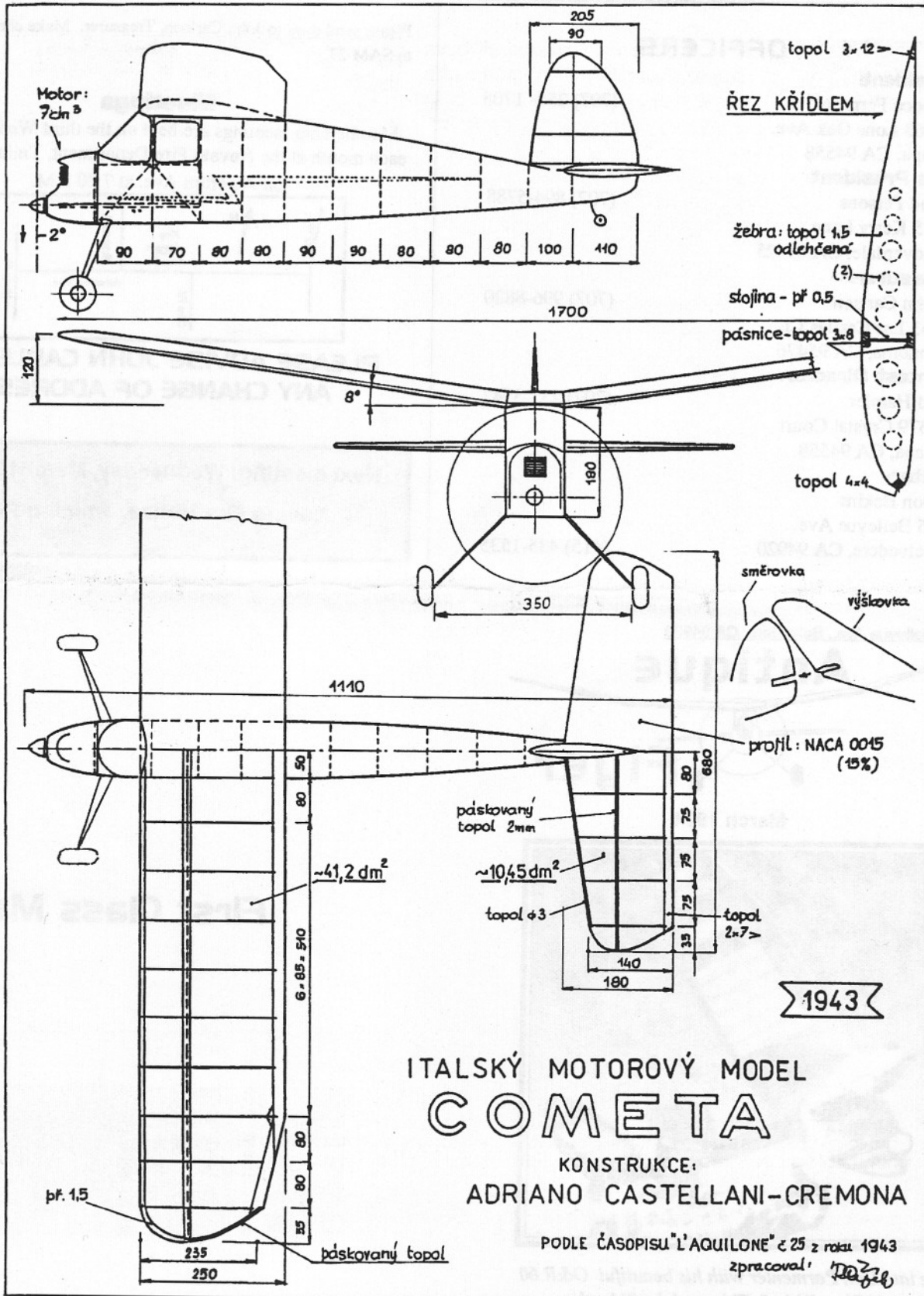
*Bruce Abell, Aussie SAM 27 member, sends this flight photo of a Lanzo Record Breaker, by 'mate' Leo O'Reilly, as it climbs into the blue at a Bendigo OT meet, 1993.*





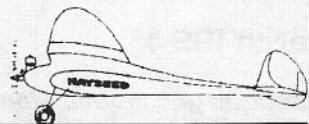
## SAM 95 - BOHEMIA

An Italian antique gas model. Plan provided by Rado Cizek, SAM 27 member and founder of SAM 95, Czech Republik.





AMA Chapter #108



### OFFICERS

**President:**

Rocco Ferrario (707) 258-1705  
2063 Lone Oak Ave.  
Napa, CA 94558

**Vice President:**

Rod Persons (707) 894-5788  
115 Kerry Lane  
Cloverdale, CA 95425

**Treasurer:**

John Carlson (707) 996-8820  
353 Las Casitas Ct.  
Sonoma, CA 95476

**Contest Director:**

Ed Hamler (707) 255-3547  
3379 Crystal Court  
Napa, CA 94558

**Editor:**

Don Bekins (415) 435-1535  
85 Bellevue Ave.  
Belvedere, CA 94920

### Membership

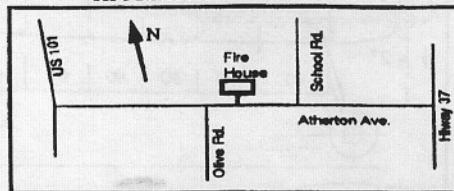
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

Due to increasing cost of publication and mailing, the Associate Member category has been dropped.

Please 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 JOHN CARLSON OF ANY CHANGE OF ADDRESS**

**Next meeting: Wednesday, March 16, 1994 at Novato Fire House, Training Room**

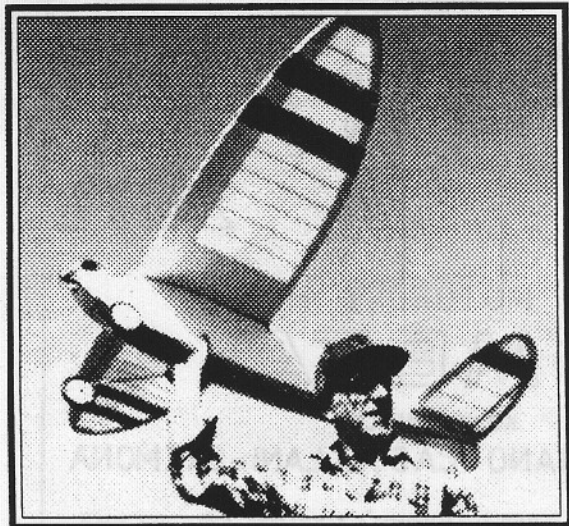
85 Bellevue Ave., Belvedere, CA 94920

## Antique



## Flyer

March 1994



The late Don Parmenter with his beautiful O&R 60 powered "Riser Rider". This model will be the Grand Raffle Prize at the 1994 Crash & Bash.

### First Class Mail

Fred Terzian  
4858 Moorpark Ave  
San Jose, CA 95129

