

Another Great Meeting!

Despite the absence of a few regulars and one or two Jr. O/T'ers suffering parental grounding for homework procrastination (sound familiar any of you "old" O/T'ers?) over 30 showed up for a lively meeting indeed. We are encouraged by the continued attendance of many of the Jr. O/T'ers — nine at this meeting. A little change in the usual intro's at the beginning of the meeting — Prez Rocco suggested each member introduce himself and describe his current modeling project. These ranged for Jr. O/T'er Brian Cassayres PBV Catalina under construction to Joe Meere's indoor mini-stick to a "super secret" by the 2 Tims (Molsberry & Younggren) which they promise to divulge at a later date. As SAM 27 has grown (now nearly 70 members) it is harder and harder to keep names straight. This project/introduction method was well received and will become a standard feature of our future meetings.

Now, Down To Business —

Ohlsson Logo T-Shirts

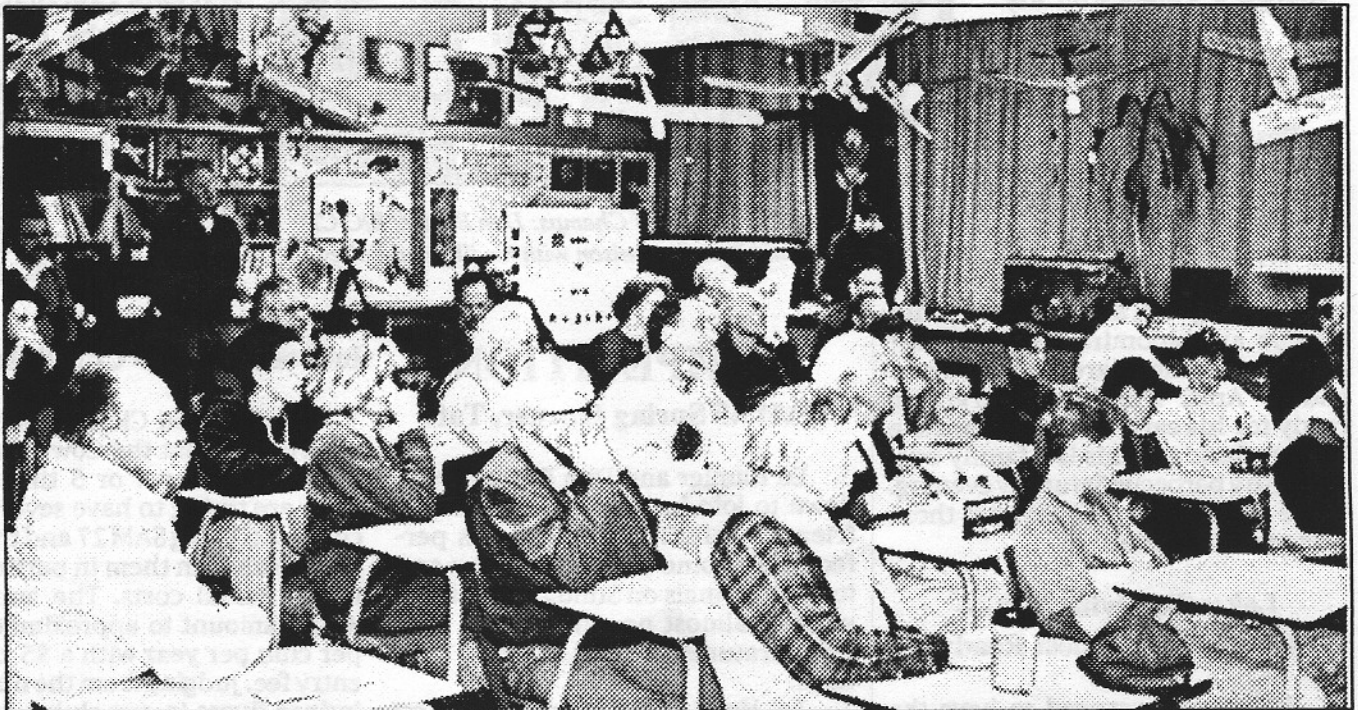
Don Bekins displayed the recently purchased T-Shirts with the O&R logo. The club has purchased a gross (12 dozen) and will sell them for \$12 each. They are of better quality than those we had some years ago. Don sold four shirts at the SAM 49 contest in Taft, so it appears there is considerable interest in our new fund raiser. Volunteers were sought to handle the T-shirt sales at club meetings and contests. Two Jr. O/T'ers, Scott Seronello and Brian Cassayre, stepped forward to manage the T-shirt project and were promptly awarded two new shirts as a reward for their future efforts. More shirts were sold during the meeting. These highest quality all-cotton T-shirts are available in M, L, X-L, and XX-L sizes. Because more Ohlsson engines were sold during the Golden Era of modeling, these

O&R logo T-shirts have a universal appeal. They will be available through mail order, at meetings, and at all local SAM contests.

Special Meeting Location

The May meeting is scheduled for the Oakland Aerospace Museum, 8260 Boeing Road, Oakland. They have a new (lady) director who is very enthusiastic in promoting new and better exhibits and attendance. She will give a short talk to the club. So plan on attending May 18th in Oakland. Besides many full sized and model exhibits the museum has a nearly complete library of old modeling magazines (Air Trails, Model Airplane News, Flying Models, etc.) dating back to the mid-30's.

HOW TO GET THERE: Oakland Airport/Hegenberger exit. Follow signs to airport. Turn right Doolittle Rd., then left at 1st stoplight (Swan Way). Turn right immediately onto Earhart Rd. and drive until you see Hangar #6 on left. Turn right to parking lot. Map on cover of newsletter. See you there!



Here is what a SAM 27 meeting looks like. This special place was in Prez Rocco's classroom -- models hanging from the ceiling, 3 moms, dads, 4-H club members, 36 in all. There were cookies and refreshments, then we all went to gym for some indoor flying.



Newsletters From Other SAM Chapters

Don Bekins made up three packages of newsletters received from other clubs for loan to members. A log sheet was prepared to record the in & out and hold of each package. Rod Persons will provide binders for future distribution of more packages.

Raffle Prizes

The Don Parmenter models purchased by SAM 27 for raffle prizes were displayed. The "Riser Rider" will be the SAM 27 Crash & Bash grand prize and a Madewell powered Cleveland Viking will be the club year-end grand prize. John Carlson reported that he has spent about \$160 from the treasury on miscellaneous prizes to be awarded during the year. These, together with the purchased Ace R/C receivers and donated prizes make the raffles a major feature of the our meetings.

Brown's Valley Fun Fly

—
May 7th & 8th

Despite a Mother's Day conflict which may reduce attendance, it was decided to keep to the May 7 - 8 dates. Ed Popejoy, owner of the grass airstrip and property says everything is green and beautiful, wild flowers are blooming. He will start mowing the takeoff area the last weekend of April and have everything ready for his early morning pancake feed on Sunday. This is a family outing, with a barbecue Saturday evening. Come join the fun and test out those new and old models.

Lakeville Flying Site — Mowed and Almost Ready!

Ed Hamler arranged to have the takeoff area of the field mowed along with the access road. Thanks to Ed

and Domaine Chandon!! Dick O'Brien tried it mid-April and reported the only thing missing was the make-shift foot bridge which crossed the drainage ditch used to retrieve models landing short of the takeoff field. He will cobble up some kind of bridge.

Don Bekins and John Carlson used the field recently to test out the Parmenter built Viking and found that much of the field still has tall grass.

Be careful, those who would fly free flight models there. They could get lost in the tall grass. And the mowed areas needs to have the hay swept up and baled. Then our field will be ready!



SAM 27 members at the SAM Champs: Don Bekins, R/C CD Steve Roselle, and Pete Samuelson with his ill-fated Folley II

Don had prepared Parmenter's "Riser Rider" to compete in four events: Ohlsson Sideport, Pure Antique, Class C Ignition and Texaco. He had tested the model beforehand, making some trim and hardware changes to get the model ready: Don installed a transistor ignition system for better reliability, put downtrim in the engine, remounted the fuel tank and relocated the battery pack to the tail of the model because the model flew somewhat noseheavy.

Don says the "Riser Rider" is a great model. To prove it, he brought home a 3rd place in Ohlsson Sideport, 2nd in Pure Antique, and won the Texaco Event with a 48 minute flight! (The nearest competitor had only 27 minutes.) The ignition switch broke, so the model could not fly in Class C Ignition. The model and 1st place plaque were displayed at the meeting.

As a sidelight, Don recalled that the "Riser Rider" is an antique cabin model which also qualifies for the Brown Jr. Event. So when he returned home, he brought out his Brown Jr. and found that with only slight modifications, the old engine would fit and it ran perfectly! So, at the SAM 30 meet, May 14th & 15th, Don will fly the C&B grand raffle prize in FIVE events. There aren't many OT models that can do that! Buy Raffle Tickets. This is a winning model!

COMPETITION

SAM 49 Spring Opener, Taft

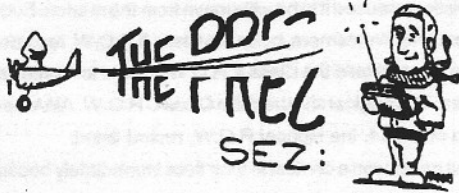
Ed Hamler and Don Bekins drove down to join in the fun at warm and friendly Taft. The weather was perfect, with some lift on Saturday and lots of thermals on Sunday, accompanied by almost no wind. It was Hot! Temperatures reached the 90's both days.

Ed Hamler brought home first place in 1/2A Texaco and Class B Glow. Congratulations, Ed!

Indoor Flying — Cow Palace

The Oakland Cloud Dusters have determined that the Cow Palace may be available for 4 or 5 time a year. They are trying to have several other clubs, including SAM 27 and the Marin Aero Club, join them in participating in the rental costs. The annual fee would amount to approximately \$50 per club per year with a \$5 per flyer entry fee. Judging from the number of indoor flyers in our club, we should join in the rental. More information at our next meeting.

Competition, continued page 7



The words of advise to America's youth were once, "Go West Young Man!" --Dustin Hoffman was told that "Plastics!" were his future. All that has been superseded by our new sage, Bill Kast, who, during his wonderful presentation on aerodynamics, left with this one thought ... Circulation! Thanks, Bill for all the time and effort that went into your demonstration; the drawings will look great up in my classroom.

Buz Passarino also deserves a lot of credit for the Aircraft CG Demonstrator that Jerry just brought to me also for the classroom. It's obvious that a lot of effort went into its construction as well. I know we're all very fortunate to have members willing to take time out from their building to help make us all more 'plane smart'. Ed Hamler's presentation on making good balsa joints

during model construction will be given at our next meeting, May 18th. (Maybe we should get these technical demonstrations on video tape. Any takers?)

How are our Jr.O/T'ers doing? I don't know about you, but I never had this kind of help when I was a kid; club involvement, built examples, access to materials and advise, encouragement. What a fantastic opportunity for these kids! Some are taking advantage of it, some are not. It does get a little bit depressing to read some of the editorials in today's model publications bemoaning the lack of new blood. But amidst the gloom, there are some shining stars from within our own ranks. Brian Cassayre flew up against wind and rain at this past month's NorCal Free Flight Champs and garnered second place in Jr. OHLG and Jr. P-30. Brian wasn't just fighting the weather, he had the flu as well. Thanks to a lot of help from Jerry Rocha, he had a great weekend.

Some of our brightest stars aren't the kids, but their parents! I'm finding that a key ingredient in a kid's success can be supportive folks. Brian's parents sat all day in the car to escape the wet wind while Brian was

competing. When I drove up later that day, they were still smiling. They had a good time because their son was having a good time. Sean Crowley's mother, Cathy, is famous for driving this guy everywhere. When Sean finally gets his driver's license, Cathy's going to get an extra 20 hours a week. Mike Haley's father pulls up to the meeting with a car load of Juniors, dumps them off, and then sneaks off for a few quiet moments alone with Mike's mom. Maybe they got something there!

"Each one teach one." What else can we be doing to infect others with the hopeless malady of model aviation? I'm convinced that it's not a club project, though, as a club, we've done some great things. Getting others involved is an individual project. Not because we'll benefit somehow, but because somebody else helped us. How about those kids that slow down their bikes and peek in when you've got the garage door open? How about the gal that delivers your paper? How many times have you driven to a contest alone with empty seats? When was the last time you helped your "kid"?

Rocco Ferrario, President

Special May Supplement

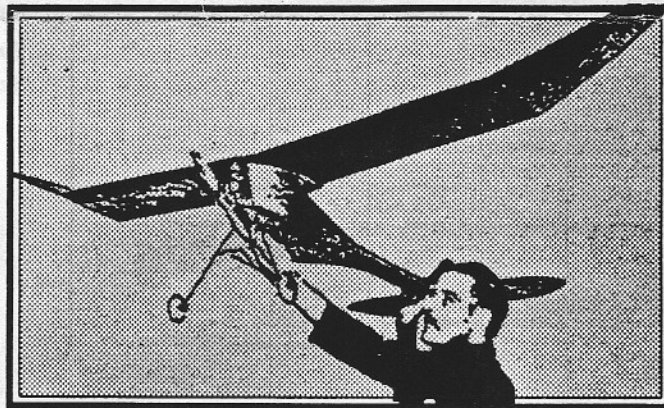
This is an extra page, inserted after the newsletter was completed. Prez Rocco called to report he had a very special editorial to pass on to the members. He caught me just in time. We added a page, including a very unusual story obtained by Dave Lewis of SAM 21 and passed on to me.

Written by Don Foote back in the early 1940's, the article below tells of a truly remarkable design, the "Westerner". Pete Samuelson and Buzz Passarino are both builders of this unusual model and believers in its great performance. Bud Romak, mentioned in the text as a junior champion, still flies the design in freeflight and ROW.

THE WESTERNER

by Don Foote

- RECORDS: MORE THAN TWENTY FIRST PLACES TO DATE
- OFFICIAL AMA RECORD FOR OPEN CLASS C R.O.G. WITH AVERAGE TIME OF TWENTY-FOUR MIN. THIRTY-SEVEN SEC. HIGHEST AVERAGE OF ALL GAS-MODEL



Don Foote with his winning Westerner from the original article around 1945

RECORDS.

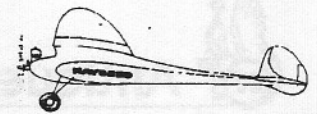
- OPEN CLASS C R.O.W. RECORDS HOLDER WITH AN AVERAGE TIME OF TWO MIN. FORTYEIGHT SEC.—NEW ALL-TIME HIGH FOR R.O.W. TIMES.
- JUNIOR CLASS C R.O.W. RECORDS HELD BY BUD ROMAK.
- THIS 7' CLASS C CONTEST WINNER IS THE MOST OUTSTANDING DESIGN THAT HAS BEEN DEVELOPED SINCE THE PYLON ERA. BUILD ONE NOW, TO ASSURE YOUR SHARE OF TROPHIES IN THE POSTWAR CONTESTS.

High-performance contest planes are distinctly not designed. Instead they develop over a long grueling period. In that time the bugs are ironed out, the essentials are improved and the nonessential items are trimmed away.

Out in California, where the Westerner was evolved, competition was and still is, really tough. Modelers were able to fly and test from sunup to sundown. They constantly sought out the fastest motors, and every contest was a knock-down-and-dragout affair from start to finish.

Prior to 1941 the author was engaged in developing the ship that ultimately proved to be the Westerner. When the contest season started that year, we fondly hoped that the "bugs" had been eliminated. The ship that evolved was heavy, weighing over twelve ounces per square foot, but it would take the hottest motor available without spin or other disastrous result. Besides, it was rugged almost to a fault, and would glide with the best of them once it got up there. And get up there it did, with almost any motor.

After much testing the Westerner launched the 1941 campaign and from start to finish of that season it made modeling history. During the period, the author, flying the Westerner, won an O.K. Special, an Ohlsson 60, Ohlsson 23, Thermite 60, Thermite 43,



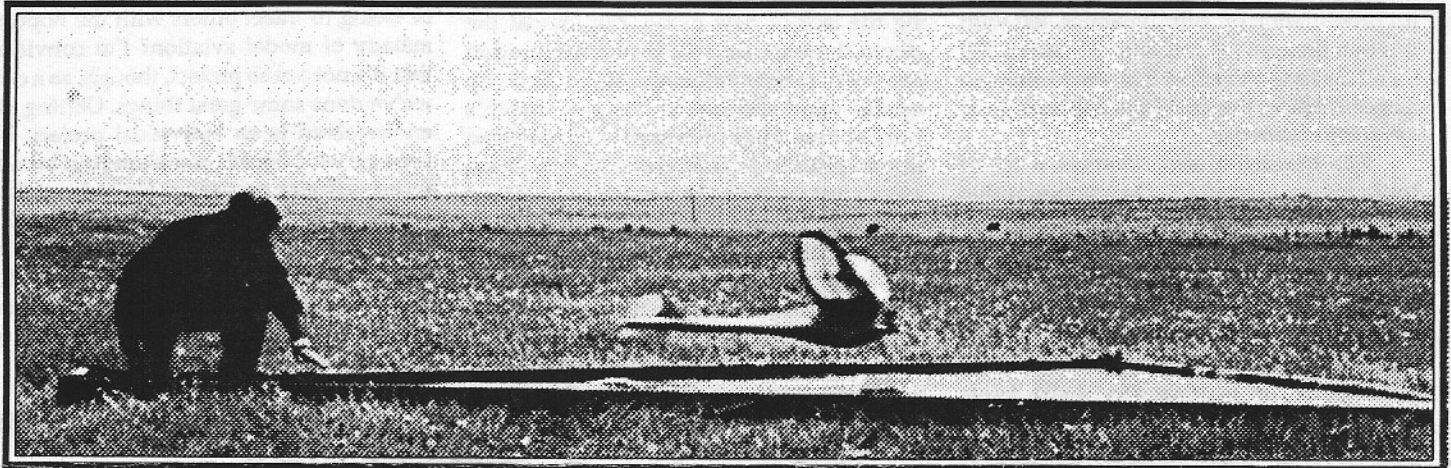
Thermite 36, Dynamite, Micro 19, two awards of \$50 cash, other cash awards of \$12.50 and nine different trophies. It won the San Francisco Bay area trophy three times and East Bay Aeronauts trophy eleven times, retiring both of them.

The prizes mentioned were all for first places and in the contests entered the winner of first had a choice between trophy and motor. The ship took twenty first places. In addition to other awards, the Westerner took home enough model supplies to stock a hobby establishment.

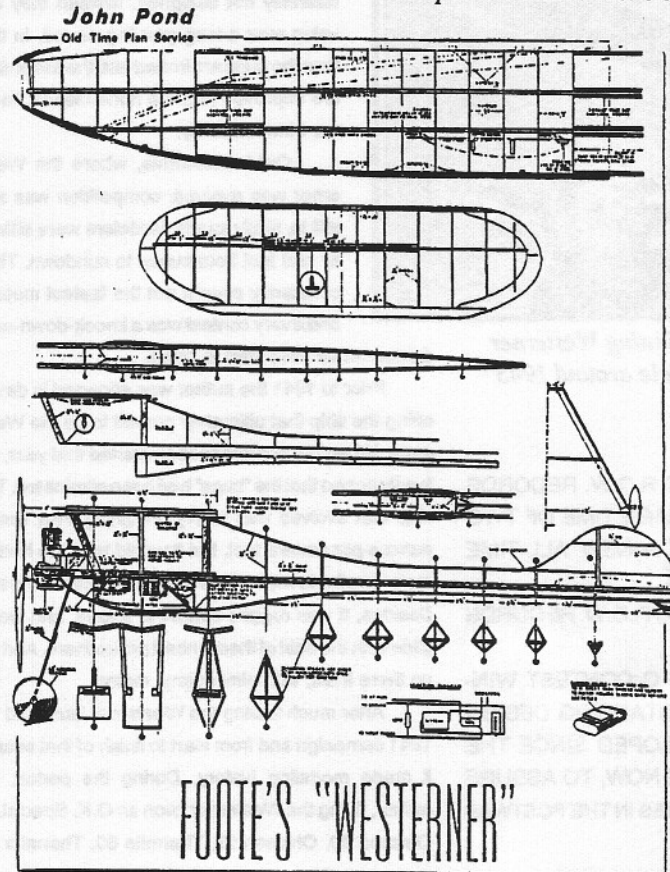
In one contest, the ship floated overhead the whole lunch hour and had high time of day—over two hours!! More incidents about the Westerner could be written and would be interesting to modelers. The ship was put out in kit form for a short

period, but wartime restrictions caused it to be withdrawn from the market. Buddy Romack, whose entire family fly Westerners, holds the Class B R.O.W. records—with a scaled-down version—and held the Class A R.O.W. record for some time until it was recently broken. The original ship held the Class C R.O.W. AMA Open records with an average of 2:48.4, the highest R.O.W. record listed.

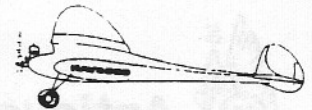
Many fliers who had never won a contest in their lives immediately became top-notch fliers upon completion of their first Westerner, and few of the modelers have switched to other types after flying one for a time. The ship has been scaled down to fit smaller motors with equal success. It is hardly possible to overpraise such a ship. Build one and you'll see why the Westerner is tops among Class C contest ships.



Bud Romak, 50 years later, launching his favorite ROW Westerner at the NorCal Free Flight Champs. Still competitive and still one of the most unusual shpes in the sky.



Pete Samuelson of SAM 27 with his sweetheart, a Cyke powered, silk covered, 'C' Westerner at the '93 Crash & Bash.



EDITORIAL

by Don Bekins

In our last issue, I printed a proposal by Larry Davidson to delete glow engines from the SAM Champs. I felt, in my editorial comment, eliminating glow from competition only for the sweepstakes trophy had merit. I did not advocate throwing out glow competition at the Champs. This subject has stimulated discussion throughout SAM, I feel I need to clarify my position on the growing throw-out-the-glow controversy.

Most of us got our start in OT modeling through the use of glow engines. They are relatively trouble free and propel those old timers up to an altitude where we can really learn and have fun flying them. To the newcomer and learner that is important. If we have only ignition engines authorized by SAM, whether at the Champs or in local and regional competition, the newcomer will rarely come out and try his hand at competing because of the quirks and complexities of ignition flying. After the newcomer tops the learning curve where he knows how to fly and thermal his glow powered OT model, he almost invariably moves on to ignition flying. That is the way it should be.

It's the *model missile* events that concern me: antique and Classes A,B, & C LER glow. The way the rules are now written there is only one restriction in the glow events: 225 sq. in. for .10 cu.in. of engine displacement. With power generated by the modern glows, that is almost the equivalent of no handicap. I have seen even a strongly built glow powered old timer shed a wing while going straight up and accelerating. I have also seen a couple of these screamers tear the pylon right out of the model while in a vertical climb. *This kind of performance contradicts the mission and Preamble of SAM.*

In the ignition arena, there are some very powerful engines, designed prior to 1950 primarily for speed aircraft and race cars. They are ignition and they ARE powerful and when running

well really pull a model skyward. However, I have never seen a Hornet, McCoy or Edco powered model ever tear a wing or pylon off a model, except for pilot error.

Let's continue to offer the glow events (Classes A,B,C LER and Antique) at the SAM Champs, but not count them toward the sweepstakes honors. Replace them as "standard" events with the Ohlsson Sideport, Ohlsson 23, Brown Jr. LER, Brown Jr. Texaco, or possibly even OT Glider events. Then the person who wins the Champs Sweepstakes trophy does it with all ignition powered models, just as envisioned in the SAM Preamble. After all, ignition and diesel engines were all that existed prior to 1942. Fair enough?

Another part of the controversy from Larry's suggestions was to eliminate four cycles and diesel engines from the Texaco event. Both diesels and four cycles existed in the pre '38 period — not many, but they were there. I have been able to defeat the long running four cycle flyers with an OT ignition powered model, so it can be done. It's HOW you fly your model that counts. Let's leave the Texaco event the way it is.

Diesels went through their development stages (primarily overseas) about the same time as ignition engines, but only a few were breakthrough designs that occurred prior to 1950 such as the Elfin 2.56 cc. *Diesels should be allowed to continue as they are, competing directly with ignition engine powered old timers.* I, for one, will continue to compete against the Elfins with my Ohlsson and Arden powered models.



Miles Fry of Kona, Hawaii, with his original ff O&R 23 powered Brigadeer. While visiting Kona last summer, Don Bekins converted the model to R/C. Miles is a professional boat model builder.

LOST, THEN FOUND!

Or, Always Put Your Name On Your Model!

by Don Bekins

On a fun fly, test-your-model day, at the Lakeville flying site, Brian Ramsey brought out his venerable Lanzo Record Breaker. It was rather windy, and when Brian climbed the model to the heavens, he had some trouble controlling it and it got downwind toward the Petaluma River. Finally he yelled help! He handed the control box to Ed Hamler who said, "Where's the model?"

Brian said, "Up there!"

It was too late. Ed could never find the model and it was gone. Brian drove down roads in the vicinity for hours, but came back empty handed.

To make matters worse, he remembered he had not put his name and address on the model. However, at last year's Crash & Bash, he had flown the model in the Texaco event. Being an AMA sanctioned meet, Brian was required to write the AMA number on the right wing panel with an indelible pen. He had forgotten completely about that number.

Brian was shattered — that model (acquired from the late John Drobshoff's estate) had an original open-rocker OS 4 cycle in it. Brian's favorite engine.

A few days later, Brian received a phone call.

"Did you lose a model?" said the voice on the other end of the line.

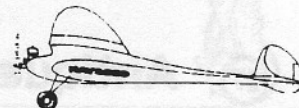
Brian's heart jumped.

Lost, then Found!

The model had flown across the Petaluma River and landed in someone's backyard next to the swimming pool in the community of Black Point, some 4 miles away. It was damaged when it hit some of the pool furniture, but missed the pool. Lucky.

The homeowner found the model and was puzzled about what to do with it. He remembered a friend who knew a boy who was into models. He called the young modeler.

Lost, continued page 7



TECHNICAL PRESENTATION

Elementary Aerodynamics

by Bill Kast

Bill went into some detail on fundamental aerodynamics including Bernoulli's Theorem and Jakowsky Conformal Translations. Math was minimized but much use of the black board illustrated clearly the principles of streamline flow and lift of fluid around a cylinder to mathematically developed airfoils. Thanks Bill!

Next meeting, Ed Hamler will reveal how he makes such fine wood joints on his beautifully constructed models. This demonstration is a must for those who want to become really good model builders.

SAM 27 CLUB PROJECTS

Trimming Rubber Models -- Hi Ho and Other Rubber Models

by Jerry Rocha

Here is good information on how to trim rubber models gleaned from Model Builder, Nov. '92 and authored by Hal Lorimer of SAM 86, Ontario, Canada.

For optimal performance:

"If the model has a shallow climb and later stalls, this indicates that the CG is too far rearward. Change it in only small increments.

If the model tends to be loopy, the CG is too far forward.

If the model stalls early in the climb with following shallow climb, the CG is too far aft.

If you move the CG only a bit, you will probably need to adjust the stab setting to get a proper glide, which will then probably need down thrust adjustment.

For most good performing endurance models, it appears that with few exceptions, the CG falls within a 65-75% range. Scale rubber models usually perform best at about 30-40%.

SHOW & TELL

Nick Sanford has nearly completed the Czech Zehrovice II glider designed by our member, Rado Cizek, founder of SAM 95 near Prague which now boasts 75 members. Nick is using balsa which was not available in Czechoslovakia when the model was designed in 1949. Park Abbott is also building the glider with spruce and aircraft plywood exactly as shown on the plans. It will be interesting to see how the two compare in weight. The plans are available from Don Bekins as a part of SAM 27's '94 building project.

Ed Solenberger demonstrated a Radio Shack LED which can be used on a R/C receiver to indicate the radio is on. The LED is connected to an unused Rx servo slot. One version blinks and is quite bright, but uses an excessive 80 ma of current. The preferred version (Cat. No. 276-044) will produce a much less bright indicator but draws on 2 ma. Ed also passed around a December 1959 Flying Models magazine containing his picture at flying at the National Championships. In addition he brought in a rare Lyken Brown .12 cu. in. engine, a replica project which Woody Bartelt now has under way. Ed obtained the parts and built the engine which he passed around. Impressive!

Remo Galeazzi produced some blue prints (3 views) of a pre WWII aircraft and a Remo designed model made in about 1940 as a drafting class project by Bill Kast at San Francisco's Lowell High School. Bill was completely surprised and advised that he had forgotten about them and was astounded they still existed after 50 years!

Ed Hamler showed two engines Ron Sturgis wishes to sell. Both are nearly new OS Surpass 4-cycles, one a 26 and

the other a 48 size. Ron is asking \$125 and \$170 for them, respectively.

Jr. O/T'er Brian Cassayre showed a completed "Baby Dart" R/C model with a .15 glow engine. A well constructed model awaiting test flying. This young man is really becoming a fine modeler! Nice going, Brian.

Ray McGowan showed his completed 1937 Super Buccaneer, yellow silk covered and constructed from a Klarich partial kit. This 90 in. wingspan model weighs in at about 6 pounds. Ray used white Chinese silk he obtained from SAM 27 member Bob Munn which he dyed yellow. He experienced some problems in shrinking the silk, which tended to shrink more in the crosswise direction than lengthwise, as is true with Japanese silk which most of us use. Additional coats of butyrate dope resulted in adequate tightening to produce a fine looking model. This 'Buc' featured a non-functioning antique radio (complete with glowing vacuum tube), but controlled by a hidden modern R/C receiver and servos. A fine looking decal of a buccaneer pirate adorned the wing. Ray made the



John Hlebcar photo

Zack Durkin proudly displays his Cloud Chaser and Gumby HLG Jr. OT program projects.



decal by enlarging a book picture, color painting it, coating with 3 coats of artist medium acrylic gel, after which the paper is soaked in water and the decal transferred to the model. He will demonstrate how he made the decal at a future meeting.

Jr. O/T'er Zack Durkin showed a completed Cloud Chaser and an Gumby HLG. Good work, Zack!

Don Bekins displayed plans of the Carl Hermes 1941 designed "Hayseed A". The plans for this model were never published. Just before his death from cancer, Carl drew a three view of the model and started drawing the fuselage with some of the formers. Bill Vanderbeek, SAM 27 and 21 member, a close friend, was left in charge of all the modeling paraphernalia on behalf of Carl's widow. Don showed the incomplete plans to Rado Cizek when he visited America in 1992. Rado took them home and completed the plans exactly as Carl would have done. Don then sent the plans to Bill Wargo, Carl's old flying buddy who lives on the east coast. Bill built one of the Hayseed A's back in 1941, one of which he remembers losing OOS over Long Island Sound. Carl actually designed two class A Hayseeds — one published in the Zaic Yearbook had a larger wing area (340 sq.in.) and was called the A/B Hayseed. It had a straight leading edge wing. This model generally built out nose heavy (Don's experience with the "C" Hayseed), so Carl designed a slightly smaller version of 310 sq.in. for the Ohlsson 19 with a indented leading edge in the center, which effectively moved the CG forward about an inch. Rado's plans have been submitted to SAM for approval as an old timer. Here is the 3 view signed by Carl himself. Don has the plans if you are interested.

RAFFLE (collected \$96)

Prize	Donor	Winner
Lancee Mt	Dick O'Brien	Phil Bates
Rubber binders	Rocco	Remo Galeazzi
Cox .049	Tom Bradley	Mike Haley
Soar Birdy	Nick Sanford	Buzz Passarino
12 volt starter	Tom Brennan	Pete Samuelson
Wright Flyer	Ray McGowan	John Carlson
Champaign	Ed Hamler	Tim Younggren
4 lb balsa sheet	Rocco	Brian Cassavry
packs		?
TD tank	Jerry Rocha	?
Ace R/C Receiver	Sam 27	Tim Molsberry
Stopwatch	SAM 27	Buzz Passarino
Dallaire Sportster	Nick Sanford	?
Hemostats	SAM 27	?
SAM (Argo) mug	Argo USA	Jerry Rocha

LETTERS FROM MEMBERS

Aussie Bruce Abell Writes:

"The Doc informs me there's nothing he can do to repair the degeneration of the discs in my neck. Standing for long periods craning my neck staring at the sky flying a model will only exacerbate the problem. Oh well, I have a pretty good 'trot', so I can complain! As a consequence I won't renew my membership, but would like to continue receiving the newsletter so I can keep up with what my good 'mates' are all up to. (Loved the photo of Remo with the fuse of the Fleet — 'bloody beautiful!!!)"

For a chap who has such a serious medical problem, Bruce does not sit still. He writes he has completed a "Hawke 40" 4 cycle engine from castings, a "Candid", 69" OT, with an OS 25 FSR (has a 'rocket climb'), an 88" Candid for an Ohlsson 60 (a fine stable flyer for the Texaco event that 'glides forever!'), and a partially finished Clipper MkII for a McCoy ('which should climb phenomenally, if it tracks as well as I think it will.').

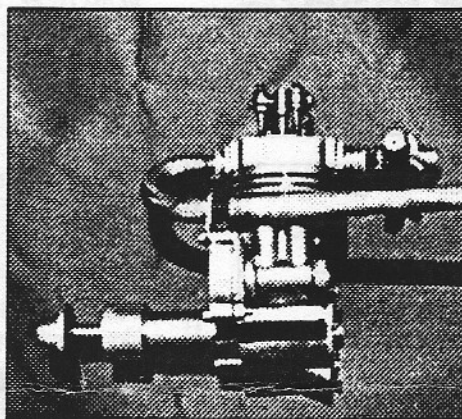
Bruce claims the Don Schumacher designs (Candid, Ethy, and Josephine) are real 'sleepers'. "They are gentle, but have great glides!"

That's a lot of modeling! Good luck, Bruce!

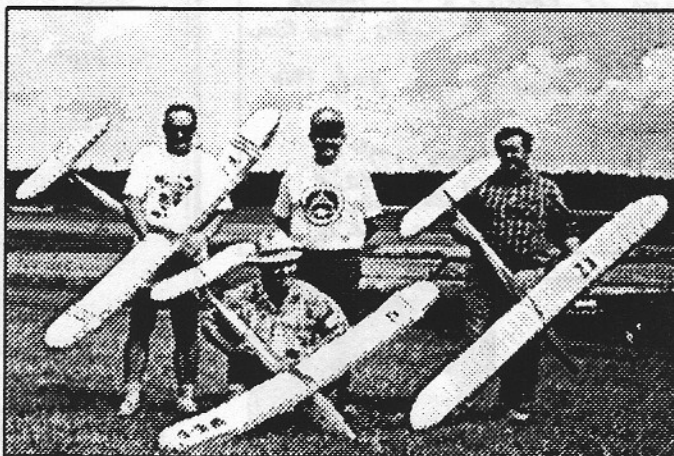
Rado Cizek Writes --

that he has received correspondence from Park Abbott about details for building

Zehrovice II, our club glider project. He says of all his designs, 'Z II' is the best and the easiest to build. However, he has another older and slightly smaller glider, Kane' (6.5 foot span) which is very popular, designed be-



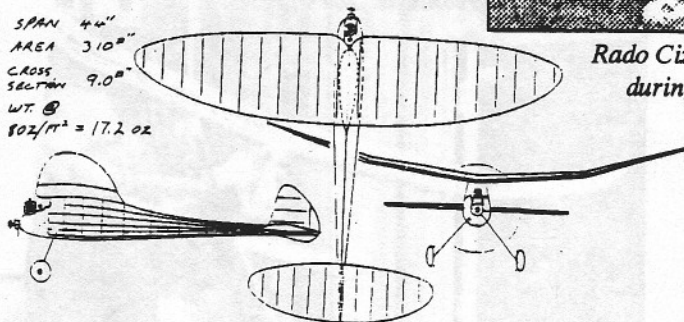
Bruce Abell's Hawk 40 4 cycle he built from old plans and castings. Bruce is a talented modeler!

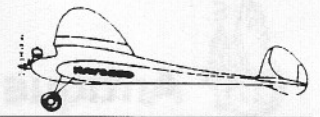


Rado Cizek stands proudly behind SAM 95 members during their 5th annual Kane' Cup one-design competition.

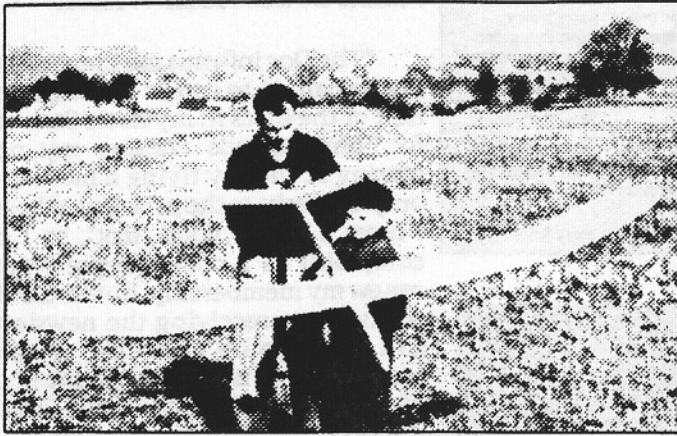
HAYSEED CLASS A
CARL HERMES

SPAN 44"
AREA 310"
CROSS SECTION 9.0"
WT @ 802/112 = 17.2 oz





fore the Z II. They have had a one-design contest each year for five years called the "Kane' Cup" (free flight). It is a very popular event, drawing 20 fliers in 1993. Don Bekins has complete plans for the Kane', somewhat similar to the Z II. Rado sends his regards to "all the '27' members.



Span — 75 in.
Planform wing area — 710 sq. in.
Overall length — 45-3/4 in.

"JOSEPHINE"

Original power was a Thermite 60

- Wing — V-dihedral, RAF 32 airfoil, single built-up box spar in center of ribs
- Tail Surfaces — Full-depth spars, lifting airfoil on horizontal stabilizer
- Fuselage — Basic framework of 1/4 square, balsa and airframe top and bottom, oval cross-section, fully covered engine.

• Designed by Dick Schrumacher
• Built and flown by Charlie Pottol, June 1939

Here is one of the "sleepers" that Bruce Abell spoke about in his letter. They are great flyers and not hard to build.

FLASH!!!

SAM 27 cleans up at the Northern California Free Flight Champs!

April 23 & 24, Waegell Field

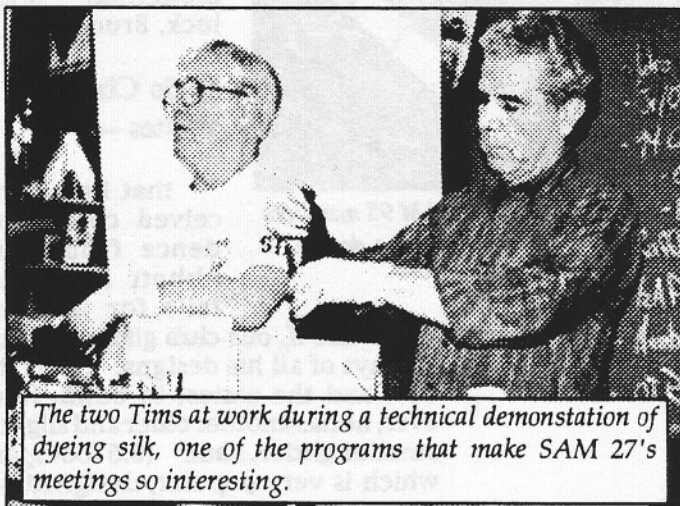
Jerry Rocha, our Competition Coordinator, reports terrific results by our members and first time trophies for our enthusiastic Jr. O/T'er, Brian Cassayre. We had three SAM 27 members competing and between them they brought home 10 trophies. Now that's OUTSTANDING! Here is how they placed:

Brian Cassayre	2nd	Jr. Hand Launch Glider
Jr. O/T'er	2nd	Jr. P-30
Wes Funk	1st	1/2 A Modern Free Flight
SAM 27 member	1st	O2D Replica
from Truckee, CA	1st	C Nostalgia
	2nd	ABC OT Ignition
Jerry Rocha	1st	1/2 A ROW
	1st	1/4 A Nostalgia
	2nd	Large Rubber Stick
	3rd	ABC OT Ignition

The picture on the opposite side showed my sailplane called "ZEHOVICE I". The picture was taken before first flight in 1950 by my old friend Jiří (Georg) ŠMOLA, he was at time the editor of our model magazine > LETECKÝ MODELÁŘ (AIRPLANE MODEL BUILDER). Unfortunately the magazine is now available, Mr. Šmola died before 10 years. This model was of course a F/F model at the time. Flew from 50 meters from the ground over 3 minutes. This sailplane was designed by me July 1950.

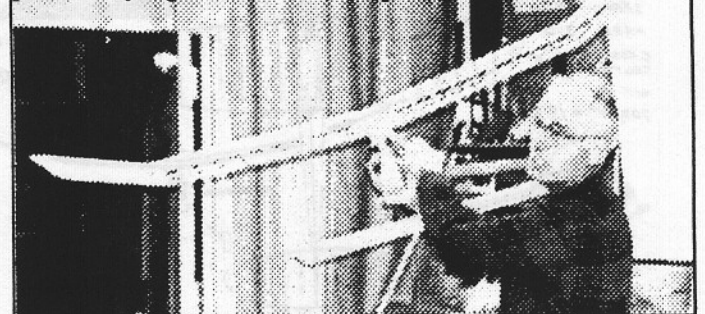
RADOSLAV ČIŽEK
Zilinská 160
273 01 Kam. Žehrovice
Apr 1994

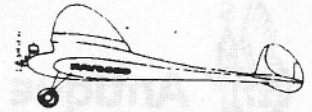
Radoslav Čížek
Kamená Žehrovice
Czech Republic



The two Tims at work during a technical demonstration of dyeing silk, one of the programs that make SAM 27's meetings so interesting.

Jerry Rocha's nostalgia prototype Tach, powered by a greenhead .201 Torpedo





Competition, continued from page 2 O/T Rubber Meet July 16th — Lakeville Flying Site

Jerry Rocha reported that all is still GO for the July 16th SAM 27/AMPS SAM 32 O/T rubber meet at the Lakeville site. A flyer with details will be available at the May meeting.

Carson City SAM 34 Contest

There is a chance SAM 51 will co-sponsor the annual SAM 34 contest on August 20 & 21, 1994, making it a two day affair. Word has gotten around in the SAM community that Carson City is a nice place to spend the weekend and to fly. Those who have attended the contest say the flying is great and there is plenty to do in the Carson City area.



Lost, continued from page 3

The boy came over and looked at the model and spotted the AMA number. Being a member of Marin R/C, the lad contacted AMA headquarters and traced the number to Brian.

A happy ending.

Brian sent a \$50 reward to the boy, who refused it — he had not found the model.

"Give the reward to the finders!" said the boy.

Brian wrote out two checks for \$25 and sent them to the property owner and the friend of the boy.

Here is a thank-you letter from the happy recipients of the reward:

Dear Mr. Ramsey:

How nice to actually have a happy ending. You're happy to get your model back and I was equally happy to receive your letter, including generous

checks. I forwarded Jack Miller's to him and then he was happy too. Unanimous!

I just wanted to let you know how much Bill and I appreciated the time you took to express to us how delighted you were to regain your run-away plane.

Also thank you so much for the \$25.

Yours truly,

Gail Black

Junior O/T'er, Brian Cassayre, with his new P-30 and sheet rubber model. Soon, Brian is going to surpass us all in his building skills!

Lost Hills Free Flight Model Airfield Association 1st Newsletter

This is the non-profit organization that owns and operates the spectacular Lost Hills free flight site. The field was purchased by a free flihter and donated to the organization. It has a Board of Directors which oversees the management of the field and collects dues (\$5/yr), leases the property to sheep herders for additional income, pays the taxes and insurance, and has done some minimal improvement to the property.

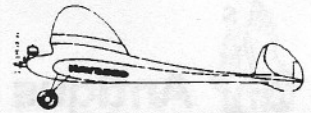
LHFFMAA has received legal advice that the field, in its current unimproved state qualifies as an "agricultural preserve" which translates into lower insurance and property taxes. Greater improvement such as a paved road and permanent toilet facilities would substantially increase both insurance and taxes, but would also increase the liability from trespassers who might have access when no association members are present. "These facts do not mean we (LHFFMAA) will never do anything to make the field more suitable for our own purposes. It does, however, mean we have to be careful in this day and age where people sue each other for substantial amounts of money."

The entrance to the site is through an easement on the property of Holloway Gypsum Corp. This easement is subject to being moved by the company as their business parameters dictate. This is one reason a road has not been improved by the Association.

For those who have questions about Lost Hills, here are the key addresses:

Correspondence: C.J. Jordan, 18122 Theodora Dr., Tustin, CA 92680 (714) 832-3138. When writing, please state your Lost Hills membership number, and club affiliation if applicable.

Membership: LHFFMAA, 4737 Boyar Ave., Long Beach, CA 90807. The membership dues will be \$5 annually beginning 1995. Only dues paying members may use the field.

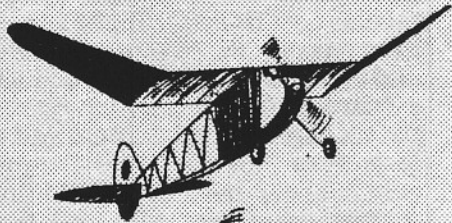


SAM 30

SPRING CONTEST

Schmidt Ranch, Elk Grove

May 14th & 15th, 1994



Saturday the 14th

Texaco
 A LER Glow
 B-C LER Glow
 Pure Antique
 Ohlsson Side Port
 Ohlsson 23
 1/2 A Texaco Scale
 Electric Limited Motor Run

Sunday the 15th

A LER Ignition
 B LER Ignition
 C LER Ignition
 Antique
 Electric Texaco
 OT Glider
 1/2 A Texaco
 Brown Jr. Event

Lunch -- \$3 (Bring your own Drinks)

Special Dinner, Friday: Miriam's Spaghetti Feed — \$5

Schmidt Banquet, Saturday: Loren's Tri-Tips & Chicken

— \$15/ couple or \$10/single —

*Call (916) 684-2263 for Information and Reservations
 (Be sure to let us know about the Spaghetti Feed and Banquet)*

A HISTORY OF THE WORLD (cont.)
 as reported by students

One of the causes of the Revolutionary War was the English put tax in their tea. Also, the colonists would send their parcels through the post without stamps. During the War, the Red Coats and Paul Revere was throwing balls over stone walls. The dogs were barking and the peacocks

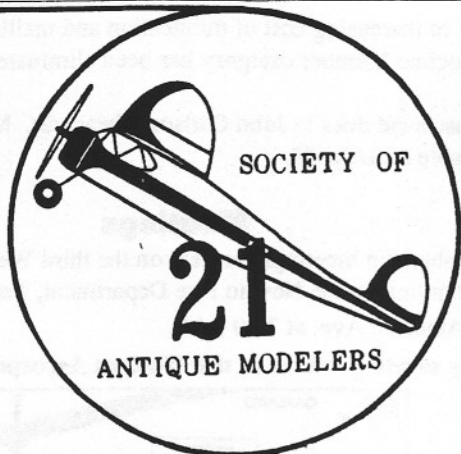
crowding. Finally, the colonists won the War and no longer had to pay for taxis.

Delegates from the original 13 states formed the Contented Congress. Thomas Jefferson, a Virgin, and Benjamin Franklin were two singers of the Declaration of Independence. Franklin invented electricity by rubbing two cats backwards and declared, "A horse divided against itself cannot stand." Franklin died in 1790 and is

still dead.

George Washington married Martha Curtis and in due time became the Father of Our Country. His farewell address was Mount Vernon.

Soon the Constitution of the United States was adopted to secure domestic hostility. Under the Constitution the people enjoyed the right to keep bare arms.



Howard Osegueda Rememberance

What: SAM 21 all Texaco Annual

When: June 18 & 19, 1994

Where: SACRATS R/C Field - Newark, CA
 Pilots meeting: 8 AM (Both days)
 Contast Closes: Sat - 4 PM / Sun - 3 PM

Who: CD's John Pond (408) 225-0308
 and Dennis King (408) 646-5111

Why: Come out and enjoy a sunny weekend
 with lots of friends and flying!

Events: SATURDAY June 18th

- TEXACO - STANDARD RULES - 20 minute MAX - No flyoffs - Lowest engine run wins.
- BROWN JR. TEXACO - 20 minute MAX - 1/8 oz. of fuel per pound of model weight.
- 1/2 A TEXACO SCALE - 15 minute MAX - No flyoffs - Lowest engine run wins.
- FUEL ALLOTMENT - Any old timer up to Jan. 1, 1943 - 15 minute MAX - No flyoffs - Lowest engine run wins - Engines .33 cubic inch and under.

Events: SUNDAY June 19th

- Ⓢ 1/2 A TEXACO - Standard Rules - 15 minute MAX - No flyoffs - Lowest engine run wins.
- Ⓢ ELECTRIC TEXACO - STANDARD RULES - 15 minute MAX - No flyoffs - Lowest motor run wins.
- Ⓢ FUEL ALLOTMENT - Any antique or old timer model (with a .35 cu. in. engine or larger) - 15 min. MAX - Lowest engine run wins.

PRIZES: MERCHANDISE from various manufactures.
 Selected trophy plaques.
 SWEEPSTAKES GRAN CHAMPION TROPHY.

- Entry Fee: \$7.00 per Event (\$1.00 to SACRATS). \$35.00 MAX
- Lunch: "Hamburger Feed" lunch served BOTH days at the field.
- Banquet: Awards Banquet Saturday night - Door prizes too! - Site T.B.D.
- This is an A.M.A. sanctioned contest, A.M.A. insurance required.
- All 50 mHz & 72 mHz Transmitters MUST have gold stickers. Narrow band receivers recomended.

Accomodations:

- In NEWARK: Hwy 880 (was 17) at MOWRY exit. (about 2 miles from field)
- * PARK INN Ltd 5977 Mowry Ave., Newark (510) 795-7995 SGL \$41.93 DBL \$47.30 All prices
 - MOTEL 6 5600 Cedar Ct., Newark (510) 791-5900 SGL \$27.90 DBL \$34.35 include
 - E-Z 8 MOTEL 5555 Cedar Ct., Newark (510) 794-7775 SGL \$28.90 DBL \$36.42 tax
 - * R/V's: Overnight parking OK (inside compound) - No hookups (Self Contained)

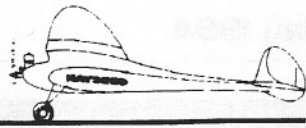
How to get there...

From NORTH (Oakland) - Take Hwy 880 south to Hwy 84 (about 20 miles)
 West on Hwy 84 to THORNTON Ave. (about 2.2 miles)
 Southeast (over overpass) to WILLOW St. (about 1.5 miles)
 RIGHT (South) to CENTRAL Ave. (about 0.7 miles)
 Continue Past Central on gravel road 1/4 mile (West) to field.

From EAST (Livermore) - Take Hwy 580 to Hwy 880 (was 17)
 Take Hwy 880 South to Hwy 84 (11 miles)
 West on Hwy 84 to THORNTON Ave (about 2.2 miles)
 Southeast (over overpass) to WILLOW St. (about 1.5 miles)
 RIGHT (South) to CENTRAL Ave. (about 0.7 miles)
 Continue Past Central on gravel road 1/4 mile (West) to field.



AMA Chapter #108



OFFICERS

- President:** Rocco Ferrario (707) 258-1705
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Napa, CA 94558
- Vice President:** Rod Persons (707) 894-5788
115 Kerry Lane
Cloverdale, CA 95425
- Treasurer:** John Carlson (707) 996-8820
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Napa, CA 94558
- Editor:** Don Bekins (415) 435-1535
85 Bellevue Ave.
Belvedere, CA 94920
- Distribution:** Judy Ethier (707) 539-9128
6283 Meadowbreeze Ct.
Santa Rosa, CA 95409

Membership

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

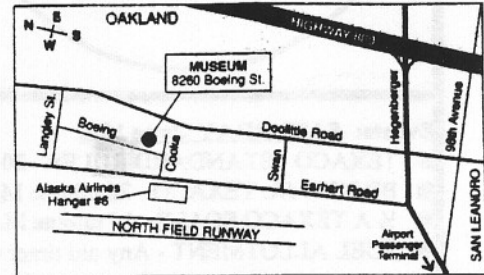
Due to increasing cost of publication and mailing, the Associate Member category has been eliminated

Please send dues to John Carlson, Treasurer. Make checks payable to SAM 27.

Meetings

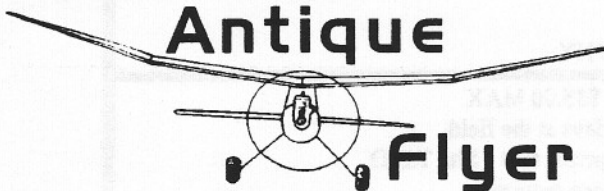
Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.

May meeting will be at the Western Aerospace Museum.



**Next meeting: Wednesday, May 18, 1994 at
Western Aerospace Museum, Oakland
(see directions, page 1)**

85 Bellevue Ave., Belvedere, CA 94920



May 1994



John Carlson, our hard working Secretary/Treasurer, prepares his "Atomizer" for flight at our Lakeville flying site. John took top honors at the mid-winter New Zealand 1/2 A Texaco Challenge.



First Class Mail

Fred Terzian
4658 Moorpark Ave
San Jose, CA 95129