

## SAM 27 Members Run For National Offices

Ed Hamler and Don Bekins have thrown their hats into the ring for Western Region Vice President and SAM President. Ed is running unopposed and Don is running against Jim Persson, Jr. Jim is well known in free flight circles not only as a competitor but as a contest director for numerous events, both regional and national. He is the Region 2 director of MECA. His election platform appears in the May-June issue of *SAM Speaks* along with the resumes of the other candidates for SAM office.

Don said, "If elected, I will encourage responsible, thoughtful change in the SAM organization that will nurture young flyers to carry on the SAM tradition and Preamble in the best possible way."

Over a year ago, Don presented a list of suggestions for consideration to the present Executive Board. Since they were not published in unedited form, the following will help the voters in making their decisions.

Don speaks:

Jim Persson referred to some of my suggestions for change (page 8 of *SAM Speaks*, May-June '94). Unfortunately they were misinterpreted. To clear the record, and to provide accurate information on my platform, I quote and comment on six changes referred to by Jim. They are as follows:

1. "Revamp the main structure of SAM." This does not mean changing the elected positions, the By-Laws, and/or the Preamble. However, I did suggest that the SAM Free Flight and R/C Coordinator positions called for in the By-Laws could act as overseers of the SAM rules to insure that those rules and forthcoming rules change proposals be coherent, fair and fit into the overall rules structure. Up to now, these positions have been largely confined to counting ballots for past rule changes.

2. "Raise the dues" for SAM." I believe the SAM Board should annually review the level of dues and ad-

just to balance costs of running SAM. If the *current dues* meet the ever-increasing costs of producing a larger *SAM Speaks* and SAM Champs, then they *should not be raised*. If the reverse is true, they should be raised. Other fund raising activities such as the plan service, library, SAM handbooks, etc. can be actively promoted in *SAM Speaks* in each issue. The SAM Plan Service was only mentioned once in 1993 and the library once in 1992. On the other hand, the NFFS (National Free Flight Society) promotes their fund raisers (which are substan-

**"If elected, I will encourage responsible, thoughtful change in the SAM organization that will nurture young flyers to carry on the SAM tradition and Preamble in the best possible way." Don Bekins**

tial) in *every* issue of their *Digest*.

3. "Re-structure the financial plan." I suggest greater public accountability to members of SAM's financial status and expenses. I would see that a budget is prepared, and published at the beginning of each year and that the income and expense statements be compared year to year. I would see that SAM is fiscally responsible to its members and share this information with the membership.

As a SAM member, I have only the statements which appear in the minutes of the Annual Meeting during the SAM Champs each year. Going back to 1986, the only comparable income statement that was published was between the 1992 and '93 years. To my knowledge, SAM has not published a budget for members to view.

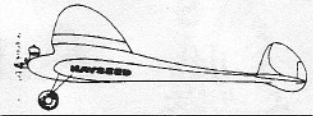
SAM's assets are considerable: cash of \$33,469 (as of 6/13/93), and the organization has other assets (such as office equipment) which have not been acknowledged in a financial statement. I feel we can find a person (if we inquire) within the SAM organization with an accounting or bookkeeping background who could prepare and publish, in accordance standard ac-

counting practices, an annual budget and comparable income statements. SAM's assets are large enough to warrant an annual review by a "disinterested party", preferably a volunteer.

4. "Turn the SAM Champs into a major money-making event (paid for by the flyers)." The two largest expenditures by SAM are the newsletter and the SAM Champs. \$14 of our \$15 dues go towards the publication of *SAM Speaks* (per the statement to the Post Office). The remaining dues pay to run the rest of the organization — including the SAM Champs. In the many years that I have been involved our SAM 27 contests, we always broke even or made money (we had some 46 contestants in '93 and cleared \$600), as planned and by design. I believe we can accomplish the same at the SAM Champs, which to my knowledge has operated at a loss.

5. "Put limits on the terms of officers." Twenty five years ago, my wife and I formed a non-profit organization (Terwilliger Nature Education Center) to bring nature education to children, K through 6th grade. We found that when directors served more than one or two terms, their energy and ideas waned the longer they remained on the board. They burned out from their volunteer activity. At the suggestion of a local court judge who was on the board, we instituted a staggered two term limit (total 6 years). The result was remarkable. We had new ideas and energy from new board members, and the tenured board members found they had an easy way to bow out of their non-profit, volunteer commitment, but they could return in one year, if elected.

With staggered terms, SAM could have the benefit of the experience and background of those who have served the longest, plus the energy and enthusiasm of the incoming new members. And there would be continuity. Look at SAM in '94. We will have a new Board, with little continuity. I



recommend we have staggered terms for officers. And I recommend that the outgoing president be invited to stay on the Executive Board for one year to provide the benefit of his experience.

6. "Put SAM officials and officials on a payroll." I suggest that only the editor for SAM Speaks be paid a reasonable contract fee for his time, the use of his high tech computer equipment and expertise—if a qualified volunteer is unavailable. SAM Speaks is the organization's largest single expenditure and its most important. The Editor's time spent editing mail received daily, writing copy from phone conversations, acquiring and reproducing photographs, assembling and designing the lay-out for the magazine requires at least 90 to 140 hours of work per issue. (In contrast, our Antique Flyer requires about 16 hours to produce, ready for printing.) It is a major task - - just ask anyone who has produced an issue of SAM Speaks! This is an important publication with a circulation over 3,000 world-wide.

The NFFS has slightly more than half the number of members in SAM but they have a paid editor to publish the Free Flight Digest. It is a superb newsletter/magazine and is often much larger than SAM Speaks. It is consistently of high quality and unites NFFS members.

With a paid editor, I believe the costs to produce SAM Speaks will not go up if managed well (and may even be less). As past editor of 9 issues, I've studied the costs carefully, from limited information available to me, and I feel publication expenses can be reduced in this age of electronic desktop publishing.

I encourage each of you to clip the ballot from the May-June SAM Speaks and VOTE as soon as possible for your candidates of choice. (There is no published deadline on voting). And put a stamp on the ballot before you send it. That saves SAM a considerable amount of money!

Thank you for the opportunity to clarify and elaborate on the article printed in the SAM Speaks Election Issue. I would appreciate your comments and suggestions. My new phone number is (415) 435-4697, FAX (415) 435-8296.

### May Minutes

by John Carlson

### Western Air Museum Special Meeting

Twenty nine aerospace adventurers made the long trek to the WAM (Western Aerospace Museum) at the Oakland Airport. Many things are happening there. The Executive Director, Janice Adams told us of their recent accomplishments and long term plans to make WAM into a world class aviation museum. Janice is a genuine powerhouse of an organizer and gath-



Joan Bekins photo

Scott Seronello holding his pride and joy, an Ohlsson 23 powered Anderson Pylon obtained from Don Parmenter's estate. Don Bekins is helping Scott prepare it for its first flight. He made 7 successful flights that day -- one happy kid! Then Don flew the model to a 3rd place finish in Class B ign. at the Schmidt Ranch.

erer of financial, material and labor contributions. In addition to upgrading the museum building and its exhibits, plans are underway for obtaining additional building space and a large outdoor display area, with the help of the Port of Oakland which owns most of the airport land.

Many of those attending the meeting spent considerable time, before and after, viewing the exhibits and many commented on the improvements since our meeting there almost two years ago. SAM 27 thanks WAM

and Janice Adams for their hospitality and to Brian Ramsey for arranging the field trip.

Among the attendees was Janena Robinson, down again from Victoria B.C. visiting ex-prez, Brian. During the introduction phase, current modeling projects by members were described:

Tim Molsberry is building a 1/2 A Texaco "New Ruler". He also described a recent experiment in which he built an electric cabin "Playboy" with aileron control in lieu of a rudder, while keeping the design dihedral. The in-board aileron created instability in

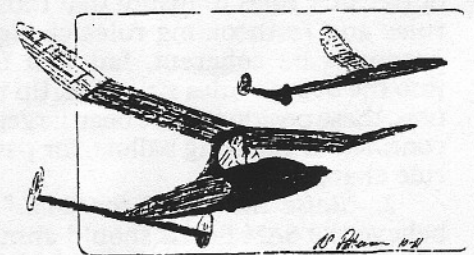
the turn, resulting in the model's first flight going OOS. Tim got the model back because he put his name and address on the wing, with an offer of a reward. The model was returned the next day, but Tim is \$40 poorer, having made good on his reward offer.

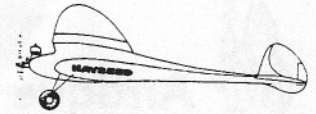
Tim

Younggren, member of the infamous "TBT's", is hot and heavy into building "HI-HO" as part of our club's annual building project.

Don Bekins is building a Chet Lanzo "Airborne" glider which he is adapting for power. He will install a Brown Jr. in

the front end in the manner described by Chet on the back of the 1938 picture of the model which appeared in SAM Speaks last year.





## OLD BUSINESS

### Vickers Vimy Reproduction

Brian Ramsey pointed out that our next meeting on June 15th will be the 75th anniversary of the Vickers Vimy first aircraft crossing of the Atlantic Ocean in 1919. Brian will attempt to make arrangements for the club to hold our meeting at the replica construction site at Hamilton AFB.

Don Bekins has been to the hangar recently and reports that the control and wing surfaces are now all covered with cotton and painted. The tail surfaces are installed on the fuselage. The controls and instruments are being fitted to the steel tubing fuselage. Assembly will begin soon as the Chevy engines arrive from Australia where they have undergone extensive run-testing in accordance with FAA guidelines for commercial airliners.

### Browns Valley

Ray McGowan reported that despite a low attendance due to weather and Mother's Day, those who did attend found good weather for most of the weekend and had a great time flying. Those who made the annual pilgrimage to Browns Valley included Ray and his son Bob with their families, John Hlebcar, Jerry Rocha and our host Speed Hughes with owner, Ed Popejoy. The usual barbecue and morning pancake feed were, as always, the highlights of the weekend.



John Hlebcar enjoyed Browns Valley.



Dave Lewis receives the raffle prize from Neva Nicholau at the SAM 30 Spring-fly.

### SAM 30 Spring Contest

Bouquets to Loren and Miriam Schmidt! They again produced a superb weekend of OT modeling, talking, joking, flying, and eating great food. Their hospitality is legendary.

And the barbecue which SAM 27 gave them last year, in appreciation for their hosting the annual Crash & Bash, worked overtime, producing some marvelous "eats". Chef Loren was in his element, creating tasty chicken and zesty Tri-tips for the 38 or more contestants and their families. There was a fine turnout. SAM 27 had 17 members there, either competing, timing or just heckling! Many camped on the grassy, tree lined yard and generally had a stupendous time.

Though the weather was generally sunny and good, Saturday saw a day of increasing winds, that by late afternoon were too much to hold any flyoffs, of which there were many. Sunday was a little windy, but thermals abounded and flyoffs were handled easily.

And special thanks to Neva Nicholau for managing the frequency board and posting. She is a tough and fair mamanager of this difficult task and she does it with great humor. And CD Nick is always laid back, runs a fun, friendly contest where all have a grand time. Thanks Nick and Neva!

### "Riser Rider" Crash & Bash Grand Raffle Prize, Places In All Events

Don Bekins again flew the "Riser Rider" with great success, placing in all events entered (5 in all) except Texaco. There was a very tense moment in Texaco, when the model flew so high that Don momentarily lost sight of it. There was a substantial group of hecklers watching the flight, and Ed Hamler was able to keep the 'Rider' in sight until Don got the model down to an altitude where he could again bring it under visual control. With that scary occurrence, Don announced the "Riser Rider" had proven itself and would be retired until the Crash & Bash in September where it will be the grand raffle prize.

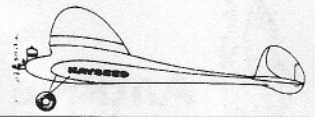


Dave Lewis launches Steve Roselle's Sailplane at the SAM 30 Spring Fly. This was another of Parmenter's estate models.

In two major contests the 'Rider' placed 1st in Texaco, 1st in Pure Antique, 3rd in Class C Ignition, 2nd in Ohlsson Sideport, and 1st in the Brown Jr. Event. Don substituted a more powerful Ohlsson front rotor for the LER type events and was able to install a Brown Jr. without drilling any new holes in the motor mounts.

The "Riser Rider" is a great model! Remember, you must be present at the 1994 Crash & Bash, September 24th & 25th, to win this Grand Raffle Prize! Plaques, trophies, and some of the balsa won by 'Riser' go with the model as part of the raffle prize.

Contest results on page 6 ----



### Ryan ST Ride

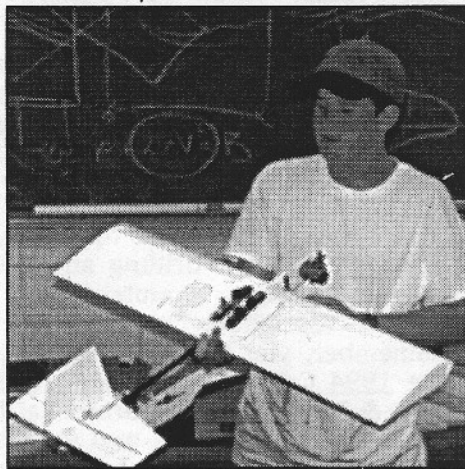
A drawing was finally made to determine the lucky Jr OT'er who will win a ride in the historic restored Ted Rankin Ryan ST owned by Remo Galeazzi's cousin, Ted Babbini. Robbie Stasko's ticket was drawn. We will look forward to Robbie's report this unusual flight.

### O&R T-Shirts

Scott Seronello, assisted by Brian Cassyere, has to date sold a total of 28 of the O&R T-shirts, including the 4 sold by Don Bekins at the SAM 49 meet. Scott is really hustling sales and is doing such a great job that the remaining supply of SAM 27 polo shirts was turned over to him. The T-shirts sell for \$12 and the polo shirts (with embroidered SAM 27 logo) sell for \$20. Bring your money to the next meeting, or you can order direct from John Carlson — send check plus postage (\$2.50) to John.

### SHOW & TELL

Jr. OT'er, Brian Cassayere, displayed the two trophies he won at a recent NCFE meet, the NorCal Free Flight Championships, Waegell Field. He placed second in Junior HLG and P-30 events. Nice going, Brian! He also showed his own design HLG with tissue covered built-up wing, which has not yet flown. Let us know how it flies, Brian.



Brian Cassayere with another of his projects, a stick aerobatic R/C model. This Jr. OT'er is a prolific builder!

Another Jr.OT'er, Scott Seronello, brought in the O&R 23 powered Anderson Pylon that he acquired from Don Parmenter's estate. Scott test flew it for the first time at the SAM 30 meet. He asked Don Bekins to enter it in Class B ignition during the contest. Lo and behold, the model placed 3rd and Scott got to take home his prize of balsa to start building his next model.

Brian Ramsey showed the framed components of the HI-HO that he is preparing for the upcoming club rubber SAM 27/32 rubber meet. Brian's work is meticulous, but he reported on the "challenge" presented by the fragile sliced ribs used in the wing and stab.

Janena Robinson, Brian's friend, got so enthused about modeling, that when she went back to Vancouver after her last visit she framed up a P-nut size Citbria from a kit with the help of her daughter. Her last building effort was a great flying Hangar Rat, that flew very well indeed. Janena did a fine framing job on the Citbria and hopes to have it ready for our next meeting on June 15th.

Don Bekins brought in a custom McCoy 60 that his friend Neil Kaminar put together from part acquired and created by Neil. He custom machined the back rotor case and installed an unusual canted intake, reminiscent of a Dooling. The engine runs fine and fast. Don also displayed the Parmenter built "Viking" in which he installed micro-servos and Rx which SAM 27 acquired to prepare the model for the club yearend grand raffle prize. Don reported that the Madewell 35 ran great, but the model turned out to be nose heavy, so he added about 2 ounces to the tail. With that trim adjustment, the flew 'right off the board' and will be contest winner.

Ed Hamler produced another progress report showing his 'secret weapon' for the Class A ignition event.

The framing of his "Swoose" is now complete and Ed will cover it with silk. Reports have it that this design is a 'floater' and should soon show up in the winner's circle when finished. Ed Hamler does absolutely immaculate work.

Ray McGowan showed some small wire clips which Speed Hughes claims is the best spark plug connector. These clips, used originally for attaching fishing lures, are found in fishing equipment stores under the name "no-knot". Speed claims that alligator clips place too much strain on the spark plug lead resulting in premature breakage.

Ned Nevels told of the some low priced micro-servos (\$24.95) sometimes available at Sheldon's Hobbies in San Jose (also mail order). The demand is so great at this price that they usually sell out.

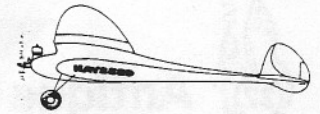


Pete Samuelsen & new SAM 27 member Don Barrick preparing to launch at the SAM 30 Spring Fly.

### RAFFLE

**Raffle Meisters: Robbie Stasko, Cleve Pasarell**

| Prize                  | Donor          | Winner             |
|------------------------|----------------|--------------------|
| Magnetic Prop Balancer | SAM 27         | Pete Samuelsen     |
| File Set               | SAM 27         | Robbie Stasko      |
| Postal Scale           | SAM 27         | Pete Samuelsen     |
| O&R Decal              | SAM 27         | Jim Perssons       |
| SAM 27 Decals          | SAM 27         | Tim Younggren      |
| Hemostat               | SAM 27         | Scott Seronello    |
| Champagne              | Ed Hamler      | Janice Adams (WAM) |
| Balsa                  | Rocco Ferrario | Robbie Stasko      |
| X-Acto Knives          | Rocco Ferrario | Cleve Pasarell     |
| Zoomer Kits            | Rocco Ferrario | Ray McGowan        |
|                        |                | Pete Samuelsen     |
|                        |                | John Carlson       |
| Paper Airplane Book    | Tim Younggren  | John Carlson       |



# OT Catapult Gliders

by Rocco Ferrario, President SAM 27

Using a hand-held elastic band to launch your glider is nothing new. Jim Walker folding wing Interceptors have been streaking skyward since the 30s. What is new is the opportunity to rejuvenate this aspect of OT Free Flight competition. Frankly my arm is shot. Hand-Launched Gliders (HLG's) is a bit too light, thrown a bit too hard, have messed up my arm for life. When I build a glider, I want it to compete with other gliders. I don't want my arm competing with other arms! And apparently I'm not alone. Reports from other OT'ers around the nation confirm that interest in OT hand-held catapult glider is on the rise.

What's involved in getting something competitive in the air? Jim Coffin, SAM 10, Dan Belieff, and members of the Central Indiana Aeromodelers have already been working on this challenge. Please remember that we're talking about hand-held rubber bands, not the Wakefield motors on a pole slinging missiles into orbit. The CIA group is promoting a standard launch device of a 9" loop of 1/4" rubber on a stick. Their notes along with some observations of my own, have been summarized below.

- Keep the wing area on the small side. My Zoomers fly great off the band, but they're too big to get high enough. A smaller glider (12" to 16" span) will soar better on high, than a larger glider down low.
- Construction techniques should be kept stiff, slick, and light. Fight drag and flutter by using well doped, light C-grained balsa. Keep the leading edges sharp, and the trailing edges a bit thicker.

In selecting an OT Glider design for catapult conversion keep these points in mind. Look for the smaller stab areas relative to the wing area; band launches are much more consistent than throwing by hand, and extra stab area is not needed. Shy away from the "long" nose moments seen on many OT gliders. They may help cut down the weight and also help the climb a bit, but the long nose moment can really compound the problem of trimming for a nice snappy transition to glide at the top of the launch. Twin fins look great, and they do make for a more efficient stabilizer, but I suspect they may want to wobble during the high speed launch. A deep bodied fuselage would provide a convenient place for the catapult hook while also giving you a forward grip during launch that wouldn't rip off the stab, extensions from the tail as a grip are fine too,

## Jr. O/T'ers

# What They Are Up To...

**Ken Munroe:** Ken placed second at our "Zoomer" Challenge. Should be a real contender at our Lakeview contest this July!

**Robbie Stasko:** Plugging away at projects already started. Won the Ryan ST ride for this summer. ~Thanks Tim!!!~

**Brian Cassayre:** Certainly our most active Jr/Oter lately. Brian is working on a Gollywok, Casano Stick, Playboy Sr. for 1/2A RC. etc., etc. Brian also did a fine job at our Zoomer Challenge coming in first place.

**Sean Crowley:** Sean unfortunately suffered a pretty serious hip injury at a recent track meet and will be partially laid up for this month. (more building time?!). He has many works in progress and as usual is doing beautiful work.

**Cleve Passarell:** Recent reports indicate a renewed interest in Handlaunched Gliders! Should also be a serious threat at our July contest.

**Zack Durbin:** Currently engaged in a Cloud Chaser recovering project. Zack's got a great attitude and will be ready for July.

**Phillip Bates:** At our Zoomer challenge Phil came up with a clever way to protect his glider against serious damage. Upon any landing Phil's plane would totally come apart at every glue joint! Thank goodness for CA. Phil placed third and will have more planes ready this summer.

**Scott Seronello:** Currently working on a 1/2A Bomber and still very involved in soaking up the SAM experience.

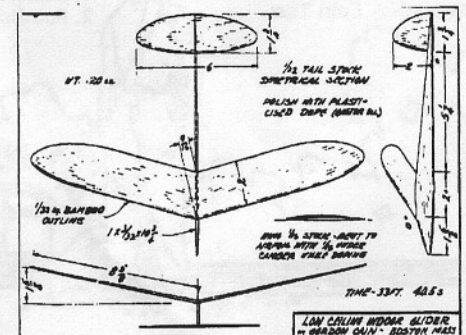
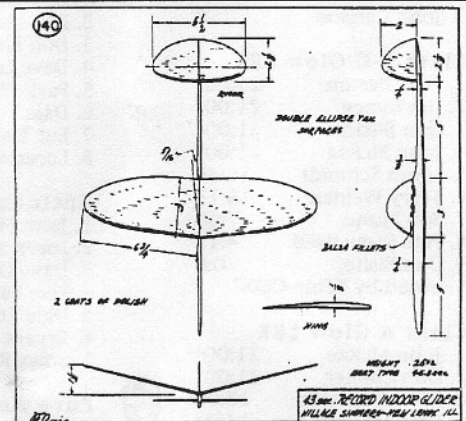
Mike Haley, Curtis Lyall, Stavros Waqner, Aaron Dahlgren and others are still plugging.

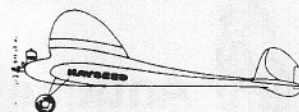
but limit your pull distance while also perhaps straining a light tail assembly.

Current thoughts on catapult glider trim (like any free flight event) lean towards a compromise between the launch and glide. Wing and stab at O-O, slight washout both tips, washin on the left inboard panel, slight left rudder with stab tilt for turn to left. Any rudder deflection will be exaggerated during the high speed launch, try to leave it alone. Stab tilt for the turn is great; it only works during the glide. Use elevator adjustments to trim the climb, and CG adjustments to trim for glide. Did I leave anything out? Please let me know.

Looking for some souped up OT competition without hanging a Rossi on a Miss Philly? Try OT Catapult Glider! I dare anyone to find a higher fun value for the materials and time invested.

P.S. This event will be flown at our own Lakeview flying site during our free flight contest this July 16th. Don't miss out!





# SAM 30 SPRING CONTEST

Schmidt Ranch, Elk Gove, CA

May 14th & 15th, 1994

### 1/2 A Texaco

|                   |       |
|-------------------|-------|
| 1. John McRae     | 30:00 |
| 2. Jerry Rocha    | 30:00 |
| 3. Steve Roselle  | 30:00 |
| 4. VanCleve       | 29:26 |
| 5. Topm Smith     | 27:24 |
| 6. Tim Moslberry  | 26:44 |
| 7. Don Bekins     | 26:22 |
| 8. John Carlson   | 22:59 |
| 9. Wes Funk       | 22:15 |
| 10. Bob Angel     | 15:00 |
| 11. Pete Williams | 14:36 |
| 12. Terry Welden  | 13:03 |
| 13. Frank Womack  | 0     |
| 14. Jerry Rocha   | 0     |

### 1/2 A Texaco Scale

|                |       |
|----------------|-------|
| 1. Jerry Rocha | 21.42 |
| 2. Don Barrick | 10:36 |
| 3. John Allen  | 0:05  |

### Electric Texaco

|                  |       |
|------------------|-------|
| 1. Wes Funk      | 30:00 |
| 2. John Carlson  | 29.46 |
| 3. Dick Oglesbee | 21.06 |

### Texaco

|                    |       |
|--------------------|-------|
| 1. Stan Lane       | 34:30 |
| 2. Speed Hughes    | 29:21 |
| 3. Pete Samuelsen  | 26:20 |
| 4. Don Bekins      | 22:08 |
| 5. Bob Holman      | 17:20 |
| 6. Dave Lewis      | 11:24 |
| 7. Muriel Oglesbee | 10:12 |

### Electric LMR

|                  |       |
|------------------|-------|
| 1. Dick Oglesbee | 20:42 |
| 2. Bob Boise     | 18:32 |
| 3. Terry Welden  | 14:10 |
| 4. Brad Allen    | 7:00  |
| 5. John Carlson  | 0     |

### Class B-C Glow LER

|                   |        |
|-------------------|--------|
| 1. Eut Tileston   | 21:00* |
| 2. Jim Kyncy      | 21:00* |
| 3. Don Bekins     | 21:00* |
| 4. John McRae     | 21:00* |
| 5. Loren Schmidt  | 16:49  |
| 6. Terry Welden   | 16:13  |
| 7. Bob Munn       | 7:00   |
| 8. Pete Samuelsen | 4:17   |
| 9. Don Bishop     | 0:0    |

\* Settled by "Toin Coss"

### Class A Glow LER

|                  |        |
|------------------|--------|
| 1. John McRae    | 21:00* |
| 2. Don Conner    | 21:00* |
| 3. Loren Schmidt | 18:00  |
| 4. Don Barrick   | 14:00  |

Settled by Coin Toss

### Class A Ign. LER

|                 |       |
|-----------------|-------|
| 1. Eut Tileston | 21:00 |
| 2. Don Bekins   | 12:46 |

### Class B Ign. LER

|                |       |       |
|----------------|-------|-------|
| 1. Don Barrick | 21:00 | 17:11 |
| 2. Bob Angel   | 21:00 | 15:28 |
| 3. Don Bekins  | 21:00 | 11:19 |
| 4. Dave Lewis  | 21:00 | 5:15  |

### Class C Ign. LER

|                  |        |
|------------------|--------|
| 1. Eut Tileston  | 21:00* |
| 2. Dale Tower    | 21:00* |
| 3. Don Bekins    | 21:00* |
| 4. Steve Roselle | 21:00* |
| 5. Wayne Conner  | 21:00* |
| 6. Don Conner    | 20:18  |
| 7. Speed Hughes  | 6:47   |
| 8. Terry Walden  | DNF    |

### OT Glider

|                  |              |
|------------------|--------------|
| 1. Loren Schmidt | 14:54        |
| 2. Nick Sanford  | 10:11        |
| 3. Frank Womack  | 0:53 (crash) |

### Brown Jr. LER

|                 |       |
|-----------------|-------|
| 1. Don Bekins   | 22:25 |
| 2. Dave Lewis   | 14:09 |
| 3. Eut Tileston | 7:55  |

### Ohlsson 23

|                  |       |
|------------------|-------|
| 1. Don Bekins    | 14:26 |
| 2. Stan Lane     | 13:30 |
| 3. Dave Lewis    | 12:47 |
| 4. Garry Leopold | 10:51 |
| 5. E. Finato     | 9:22  |
| 6. Loren Schmidt | 4:01  |

### Ohlsson Sideport

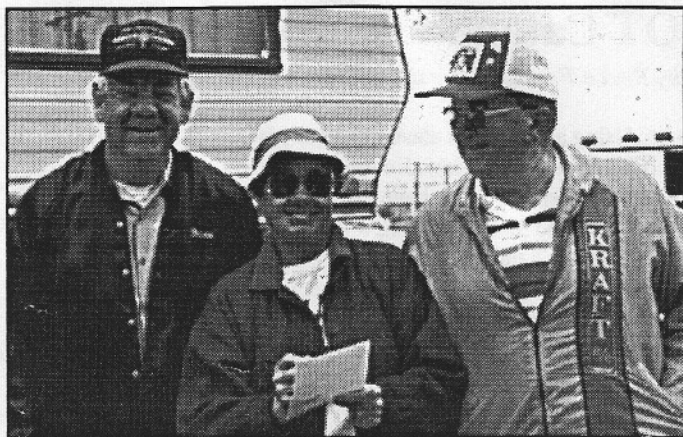
|                   |       |
|-------------------|-------|
| 1. Don Barrick    | 21:00 |
| 2. Ed Solenberger | 21:00 |
| 3. Don Bekins     | 19:30 |
| 4. Dave Lewis     | 18:09 |
| 5. Park Abbott    | 14:00 |
| 6. Dale Tower     | 14:00 |
| 7. Eut Tileston   | 12:04 |
| 8. Loren Schmidt  | 4:55  |

### Antique

|                     |       |
|---------------------|-------|
| 1. John McRae       | 30:00 |
| 2. Loren Schmidt    | 26:25 |
| 3. Dave Lewis       | 26:13 |
| 4. Pete Samuelsen   | 24:49 |
| 5. Dale Tower       | 13:17 |
| 6. Bryant Thornhill | 12:20 |
| 7. Steve Roselle    | DNF   |

### Pure Antique

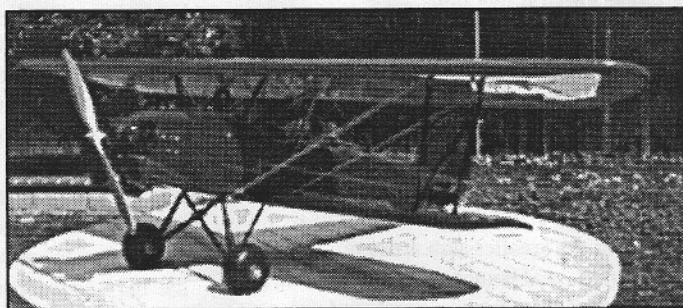
|               |       |
|---------------|-------|
| 1. Don Bekins | 30:00 |
| 2. Bob Holman | 26:36 |



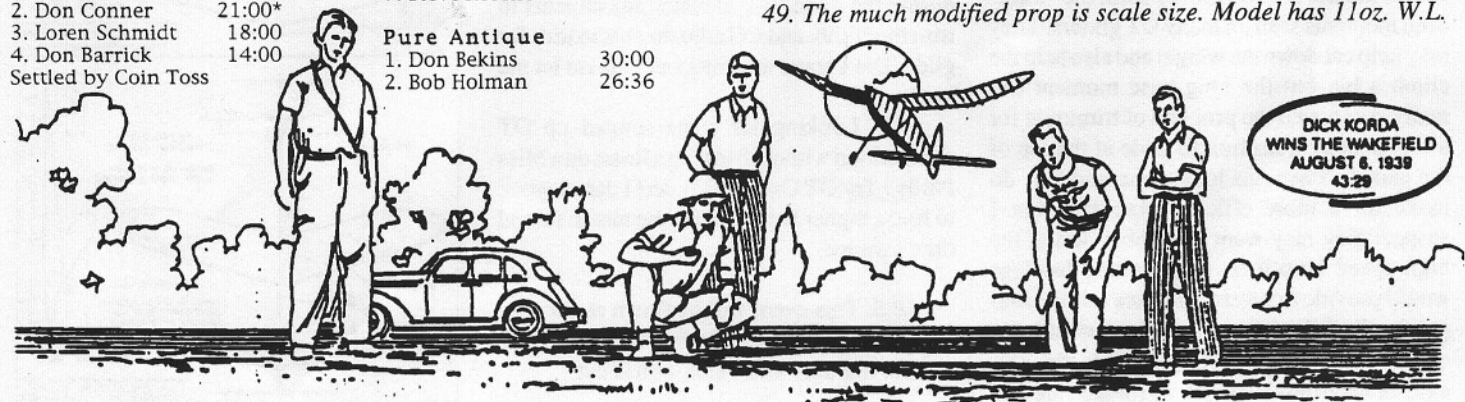
Our SAM 30 hosts: Loren Schmidt, honorary SAM 27 member (chef extraordinaire), smiling Neva Nicholau and CD Nick.



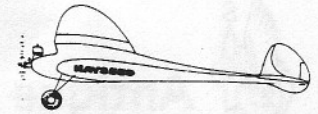
Obviously, Speed Hughes and Dale Tower loved Bob Munn's joke!



A beautiful BD-4 electric powered biplane by Dale Black of SAM 49. The much modified prop is scale size. Model has 11oz. W.L.



DICK KORDA  
WINS THE WAKEFIELD  
AUGUST 6, 1939  
43:29



# SAM 27 & AMPS/SAM 32

## Special Rubber Meet

Saturday, July 16, 1994

SAM 27 Lakeville Rd. Flying Site

Marin - Sonoma County  
(off Highway 37)

**SAM 27 Special OT Rubber**  
Jerry Rocha, CD

OT Small Rubber  
Hand Launch Glider (HLG & Catapult)  
Hi Ho (one design rubber)  
Cloud Chaser (Jr. O/T'ers)

**AMPS/SAM 32 FF Rubber**  
Jim Persson, CD

P-30  
Phantom Flash  
Pussy Cat

**NO FUSE DT's Allowed!**  
Tomy mechanical or Silly Putty DT's OK



*It's summer time. Time to get out on the water. Speed Hughes is about to take his twin engine Custom Privateer off the water at Lake Francis. Speed hosts a water fun fly there every year.*



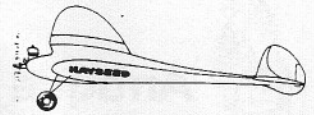
*Don Bekins with his Air Trails Sportster on floats. This silk covered sport flyer has had hundreds of flights off the water.*



*Wes Funk, SAM 27 member from Truckee, and Jerry Rocha preparing to launch a 1/2A.*



*Wes Funk's homebuilt EAA Biplane at home in Truckee. Wes is a superb model builder and flyer. Here is his other love and skill.*



### O&R TUNING TIP #17

#### George Tallent's case seal replacement method

By Bob Angel, Newsletter Editor, SAM 26

George has machinery to do almost anything, and if he doesn't have it, he'll make or buy it. He has developed the best process I've seen for replacing the O&R cylinder to case gaskets. His method comes as close as any to the original O&R factory procedure. The good news is he'll now do this job for SAM fliers, and at a very reasonable price.

Before disassembly, George measures the depth to which the cylinder is seated in the case, so he can duplicate that at reassembly. For this he uses a depth gauge inserted through the spark plug hole, and measures down to the inside bottom of the case. He then mills out the old front and rear bosses, which releases the cylinder from the case.

After any needed cleanup of parts, reassembly begins with putting a new gasket in place, then clamping the cylinder/case assembly together in a special fixture. He then re-measures the seating depth and clamps the cylinder down to the proper depth. Actually, he first removes the ridge inside the top of the cylinder, then seats the cylinder about .003" deeper than original, slightly increasing compression.

He has made up small steel discs which match the diameter of the end mill used to mill out the original case bosses. George has found four different mill/disc diameters needed on various O&R's. One of these discs is placed into each of the two case holes, and spot welded to the cylinder wall with special

"C" shaped electrodes in his electric spot welder.

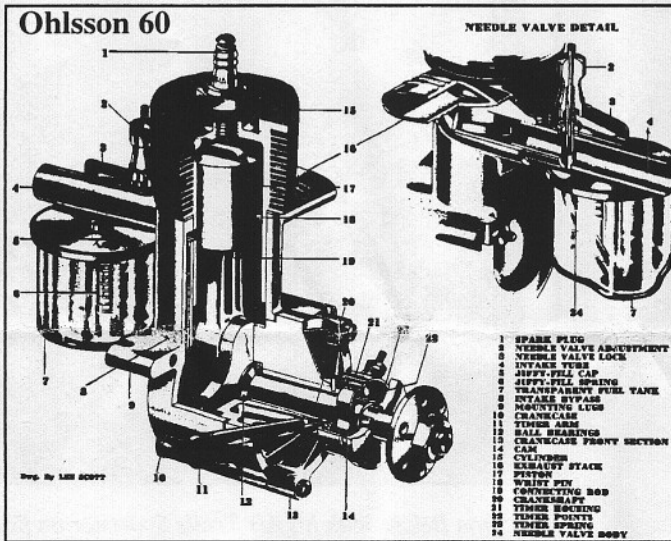
With the cylinder securely back in place, he finishes the job by placing a second aluminum disc over each of the welded discs, then uses a tool he made to press in a concentric circular boss design, similar to the originals.

Before reassembly of the frontplate, George will also true the frontplate on a lathe, so the mounting surface is at right

angles to the main crankshaft bushing. Many of these are not true on O&R's as was described by Bill Schmidt in SAM Speaks issue #116, Pg. 19. Inci-

dentally, Bill has contributed some of the best material used in our O&R tips series, and I've designated that particular contribution as tip #16, even though we never printed it in the SAM 26 newsletter. I don't like to waste space duplicating stuff that will, or can be read elsewhere by most of our members.

Now we get down to the bottom line. Will George do this service for you? The answer is not only yes, but he'll do it at a most reasonable price. Just \$35 ~ \$3 shipping for the service described above. And if you want an O&R 60 crankshaft balanced using red brass counterweight inserts, add \$20 for that service. George will run the engine, and often finds and corrects other minor things as part of the service. He's doing this primarily for fliers, not collectors. Address: George Tallent P.O. Box Picacho, AZ (602) 466-7655



- 1 SPARK PLUG
- 2 NEEDLE VALVE ADJUSTMENT
- 3 NEEDLE VALVE LOCK
- 4 INTAKE TUBE
- 5 JIFFY-FILL CAP
- 6 JIFFY-FILL SPRING
- 7 TRANSPARENT FUEL TANK
- 8 CYLINDER
- 9 MOUNTING LEGS
- 10 CRANKCASE
- 11 TIMING ARM
- 12 BALL BEARINGS
- 13 CRANKCASE FRONT SECTION
- 14 CAM
- 15 CYLINDER
- 16 EXHAUST STACK
- 17 PISTON
- 18 WRIST PIN
- 19 CONNECTING ROD
- 20 CRANKSHAFT
- 21 TIMING SCREW
- 22 TUNER POINTS
- 23 TUNER SPRING
- 24 NEEDLE VALVE BODY



### THE HISTORY OF Balsa Wood and Model Aviation

Al Duffy, Editor

Mile High R/C Club, Colorado

In the beginning, God created the heavens and the earth. And rested. And God created man, and rested. Then the Lord God made woman. And since that time, no one has rested.

And it came to pass, as the trees grew and covered the earth, that God said, "Let there be light." And one of the trees said, "I will be light." And the balsa wood tree grew and prospered and populated the earth. And God saw what he had made, and that it was good.

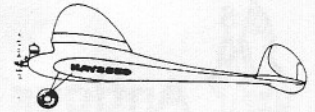
And it is truly written that the serpent did beguile Eve, and she ate of the forbidden fruit, as did her husband, Adam. And the Lord God came down to walk in the garden in the cool of the day, and asked his creation, "Hast thou eaten of the fruit of the tree?" And Adam blamed Eve. And Eve blamed the serpent. And the serpent didn't have a leg to stand on.

Then the wrath of the Lord rose up and he cursed the serpent, proclaiming that the serpent should crawl on its belly all the days of its life, and that man would smite its head, and it would bruise man's heel.

And it came to pass, that man multiplied on the face of the earth, and so did the serpent. And man said, "I will invent a tool to bruise the serpent's head, as the Lord God hath said." And he made a tool from the balsa wood tree and found it easy to carry in his quest for a serpent to bruise. Man called the new tool a "club". And soon man found a serpent and said, "Holdest thou still whilst I bruise thy head." And the man did swing his club at the serpent, but the club did break, and fulfilling all that the Lord God had so prophesied, the serpent did bruise the man's heel. And man gave up on his invention, the balsa wood club, hoping that perhaps the Japanese would improve upon it and import them into the land of Canaan.

As the man rubbed his heel, he hacked his club into pieces with his other new invention, the X-Acto knife. One of the pieces was round in shape like unto the sun and the moon. And it rolled down the hill. The man said, "I have a new invention. I will call thee a wheel." And soon it





### HISTORY, continued --

came to pass that men all over the earth were making wheels of balsa wood trees. The Makasites fastened nine wheels on each side of a log and called it an "eighteen wheeler." One of the Makasites, who was called Nader, sat down on the eighteen wheeler. It rolled down a steep hill and all the balsa wheels broke. As Nader picked the splinters from his lower parts, he was heard to proclaim: "Thou art unsafe at any speed." (Many years came to pass before his descendant, Ralph, wrote a book about the Chevrolet Corvair and used that statement as his title.

Meanwhile, in the land of the Jebusites, a man called Honda had hollowed out a large balsa log and put four balsa wheels on it. It would seat four of the Jebusites and one Amelikite comfortably. And the Jebusites and Amelikites would come from miles around to sit in the new invention and drink from the fruit of the vine. And after they had drunk, they got along so well that someone named the invention the Honda Accord. That it endured for many years is proven by the statement in the New Testament. "They were gathered in the upper room, all in one Accord."

As man looked for new items to invent, he noticed a Pterodactyl soaring overhead. He said, I will build a copy of the Pterodactyl and I will call it a 'model' and it will be good." So man cut a balsa log into many sticks. With his X-Acto knife He melted trees in a boiling pot. He saw that it was sticky and was good for fastening the balsa sticks together. He thought, "I will call it Sticky Stuff." But he was overruled by his marketing and advertising consultant, Benjamin Boehnke, who said that the name "Hot Stuff" would sell better.

And it came to pass after many days that man fashioned a likeness of a Pterodactyl from the balsa wood sticks and hot stuff, and man's wife helped him cover it with real feathers from a real Pterodactyl insisting that any other kind of feathers would not qualify for a true scale finish. And man threw his model from a tall tree. And it flew. And man saw that what he had made was good. And the Lord God looked down from heaven and saw that it was good. And people came from many lands to see the man fly his model Pterodactyl and all agreed that he was the wisest in the land.

Then one day as the man launched his model Pterodactyl from an especially tall tree, the model suddenly dove to earth and was destroyed. "What happened?", screamed the Jebusites. "What happened?", screamed the Canaanites, the Amelikites, and the Realuptites. "I was glitched," said the man soberly. "He was glitched," said the Jebusites. "He was glitched," said the Canaanites, the Amelikites, and the Realuptites, none daring to ask what meaneth the word, "glitched," lest they appear stupid in front of the wisest man in the land.

And thus was model aviation born on the earth and continues to this very day.

(Author unknown, but he had to be a modeler.)

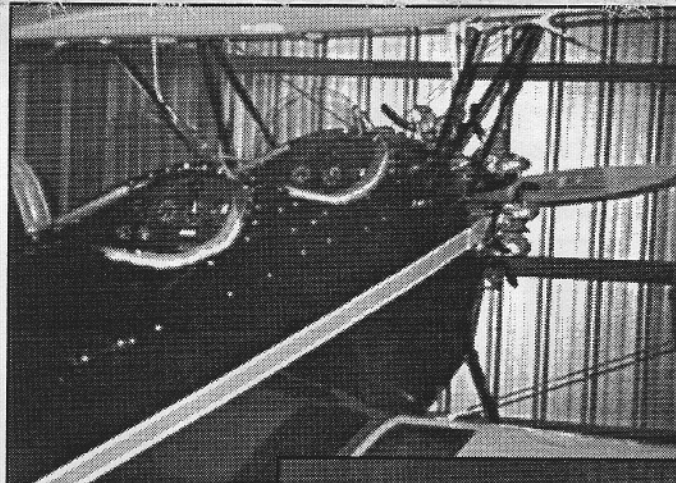
### O/T RUBBER MEET

July 16, 1994

Jerry Rocha will be the CD along with Jim Perssons of AMPS/SAM 32 on July 16th at our Lakeville Rd. flying site. The joint O/T Rubber meet will feature events for Jr.OT'ers and the opportunity to fly our club project Hi-Ho's. Jerry will present a report at the June 15th SAM 27 meeting.

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

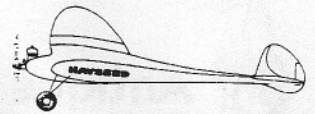
|                  |                |  |                     |                 |           |
|------------------|----------------|--|---------------------|-----------------|-----------|
| JUN 4-5          | Sat/Sun        | SAM 21 Howard Osegueda                         |                     | Fremont         | CA        |
| JUN 12           | Sun            | NCFFC #3                                       | Waegell             | Sacramento      | CA        |
| JUN 18-19        | Sat/Sun        | SAM 41 Annual                                  |                     | San Diego       | CA        |
| JUL 9-10         | Sat/Sun        | SAM 26 Coastal Cooler                          |                     | Lompoc          | CA        |
| JUL 9            | Sat            | International 1/2A SCALE Postal                | Lakeville Rd        | Petaluma        | CA        |
| JUL 10           | Sun            | Silverado Soaring Soc. (Ray McGowan, CD)       |                     | Napa            | CA        |
| JUL 16           | Sat/Sun        | SAM 27 Rubber/ AMPS 32 Rubber                  | Lakeville Rd.       | Petaluma        | CA        |
| <b>AUG 13-14</b> | <b>Sat/Sun</b> | <b>Internatl. 1/2A Texaco Postal</b>           | <b>Lakeville Rd</b> | <b>Petaluma</b> | <b>CA</b> |
| 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        |



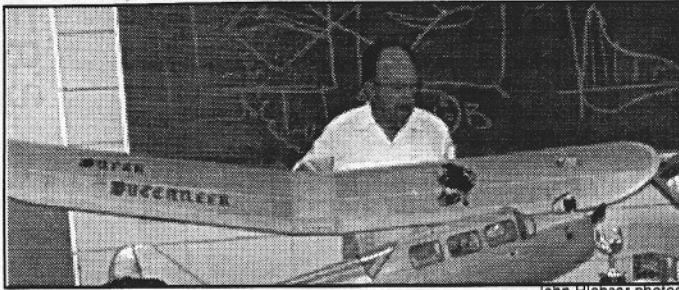
**Flash!**  
Remo's Fleet  
biplane wins  
Grand Champion  
at the prestigious  
Salinas Air Show!

*Tail of the prize winning Consolidated Fleet. In the background is the pristine Ryan ST, restored by Remo and Ted Babbini.*





# Anthology of a First Flight



John Hlebcar photos

Ray McGowan, at Show & Tell, describes the fine 'Buccaneer' Pirate decal he created to grace the silk covered 90 in. wing.



Ray prepares his Ohlsson 60 powered beauty for its first flight at the annual Browns Valley Fun Fly hosted by Speed Hughes.



With the help of Jerry Rocha and the little jet pilot in the background, Ray tunes the Ohlsson 60 for the Buc's first flight.



The Super Buccaneer in a smooth takeoff run.

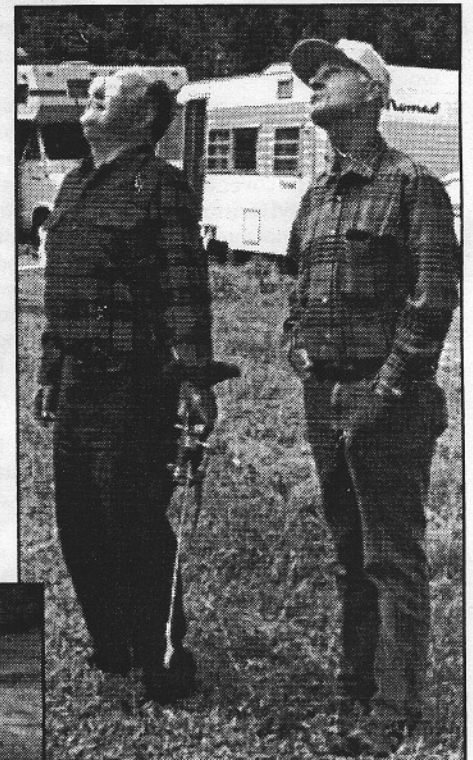


The Super 'Buc' on landing approach.

**Congratulations,  
Ray McGowan, on a  
project masterfully  
done!**



The Buccaneer on final landing for a perfect first flight.



Now there is the way an old timer should fly, in perfect trim, flying free of earthly control.

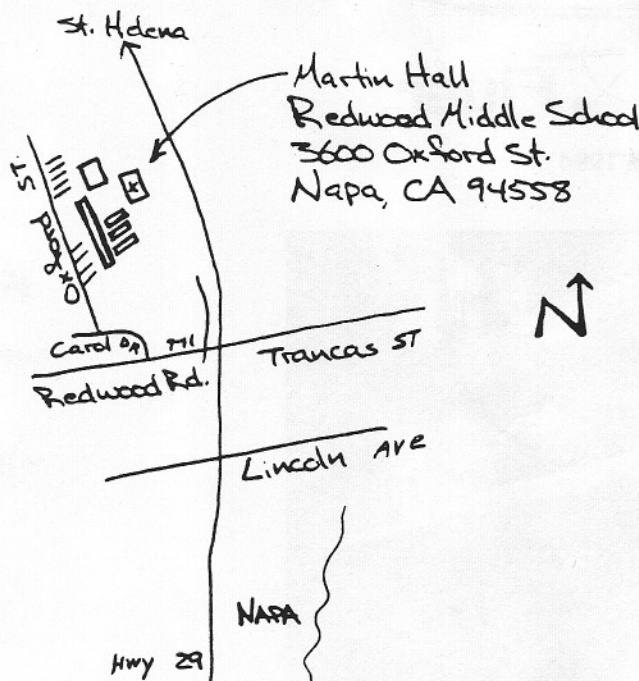
AMPS Presents  
**MECA REGION 2  
SUMMER COLLECTO  
SWAP & SELL**

ENGINES--PLANES--BOATS--CARS  
R/C---Control Line---Free Flight  
Any hobby related items  
OLD and NEW

**Saturday, July 9, 1994**  
**9:00AM to 3:00PM**

**MARTIN HALL  
REDWOOD MIDDLE SCHOOL  
3600 Oxford St., NAPA, Calif.**

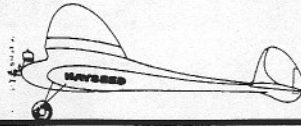
**Admission \$2.00    Tables \$7.00**



Region 2 Director: Jim Persson Jr. (510)846-3999  
**EVERYONE WELCOME**



AMA Chapter #108



## Membership

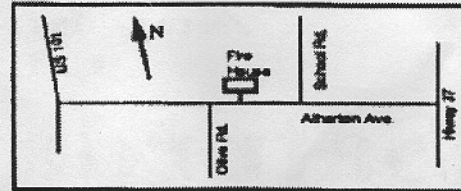
Membership is \$15 for the calendar year. After February, the dues for a new member are prorated.

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.

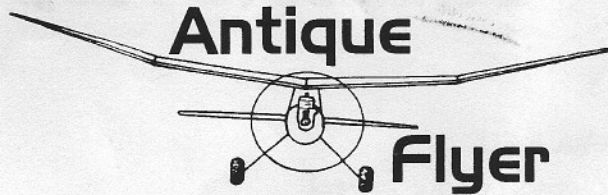


**PLEASE ADVISE JOHN CARLSON OF ANY CHANGE OF ADDRESS**

**Next meeting: Wednesday, June 15, 1994 at  
Novato Fire Department Training Room**

- 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) 435-4697  
85 Bellevue Ave.  
Belvedere, CA 94920
- Distribution:** Judy Ethier (707) 539-9128  
6283 Meadowbreeze Ct.  
Santa Rosa, CA 95409

85 Bellevue Ave., Belvedere, CA 94920



June 1994



All photos by John Hiebar

*Ray McGowan's Super Buccaneer on its first takeoff run. See page 11 for a photographic essay of a perfect old timer project. This is what the SAM Preamble and organization is all about!*



**First Class Mail**

Fred Terzan  
4858 Moorpark Ave.  
San Jose, CA 95128