

## First Summer Meeting

Despite the absence of several of the club's "prime movers", and excellent meeting was enjoyed by the 27 attendees. Don Bekins had family obligations and was unable to attend Ed Hamler had not yet returned from Europe where he attended D-Day functions. Jerry Rocha reported to Prez Rocco that the fishing was so great during his return trip from the control line meet in Oregon that he just had to stay a little longer. Apparently, Jerry did quite well at the meet and we look forward to a report at the July meeting. The new format for intros was followed again with members reporting on current and planned projects, the most notable being Ray McGowan's 1/4 scale glider with a 24 foot span. If this reporting is correct, that makes one huge full scale aircraft. Sky Greenawalt, home briefly from school in the east, made his annual appearance at the June meeting. Good to see you Sky!

## Business, Old and New

### Name Tags

The name tags Don Bekins had prepared and brought to the May meeting were discussed. The primary question was whether to give them to members to keep and bring to the

meetings (if they remember) or to pass them out at the beginning and collect them at the close. It was decided that member should keep the tags. They will be distributed at the July meeting.

### Vickers Vimy

Brian Ramsey advised that he is still trying to arrange a future memeting at the Hamilton Field Vickers Vimy replica project. More information at next meeting.

### Ryan ST Ride

Prez Rocco said that the Tex Rankin Ryan ST ride donated by Ted Babbini and Remo Galeazzi will be scheduled for 5 PM prior to the July 20th meeting and that members are invited to come to the Schellville Airport to witness. Rocco will coordinate arrangements with Robbie Stasko, winner of the ride, and Remo. Don Bekins received Stearman ride for a recent birthday present and plans to take his flight at the same time, recording the adventure with pictures both on the ground and in the air.

### O&R T-Shirts

We have plenty of O&R T-shirts of all sizes available at \$12 each. Also, a few of the polo shirts at \$20 are still in stock. Sky Greenawalt advised he still has few of the SAM 27 T-shirts he made a couple of years ago. These will

be available at the July meeting for \$5 each.

### Fleet Biplane: Correction

Remo Galeazzi advised that the caption accompanying the photo of his restored Fleet biplane was in error. The Grand Chamion designation was won at the Watsonville Antique Airshow, not at Salinas.

### O/T Rubber Meet

Everything is GO for the July 16th SAM 27/AMPS/SAM 32 O/T rubber meet. Come early to, hopefully, avoid the wind.

### MECA Collecto:

The MECA Collecto scheduled for July 9th at the Napa Redwood Middle School may be held in the Gym rather than Martin Hall because of a possible conflict. No matter. Just show up and you will find your way as model engine collectors always do!

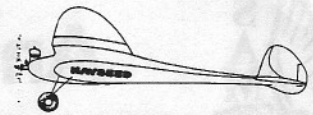
### 1/2 A Texaco Scale Postal

SAM 27 participation in the 1/2 A Texaco Scale Postal meet is scheduled at the Lakeville flying site for Sunday, July 10th to avoid conflict with the MECA Collecto on Saturday. About six of the members present indicated possible participation. All 1/2 A Texaco scale modelers are invited.



Remo Galeazzi proudly views his original 'old timer', "Remoplane" held by Prez Rocco. This large rubber model was designed by remo to be radio controlled. It has the new Canon Ultra Micro R/C system installed: 1 1/2 oz.

John Hlebcar photo



### Technical Show & Tell Presentation

The "Care and Feeding of 1/2 A Engines" topic to have been presented by Jerry Rocha had been rescheduled for August due to a fishing conflict. 'That's OK Jerry, just bring along some hors' duerves made from the fish you caught and we'll glad forgive you!'

### SHOW & TELL

**Rocco Ferrario** demonstrated a balsa edge sander he had made following an article in the July 1994 issue of Flying Models. This device produces perfectly square and straight sanded edges and is especially useful for large pieces. Cpies of the article were passed out to the members.

**Nick Sanford** displayed a plan for a Brown Jr. powered Yankee Clipper model, circa 1938.

**Remo Galeazzi** showed his rubber powered R/C 'Remoplane' using a recently acquired Cannon ultramicro Rx/servo/battery combination weighing 1.5 oz. complete. He and Don Bekins had made test flights which turned out well except that the model was underpowered. An attempt at powering with larger rubber and more winds resulted in breakage during winding, producing minor damage to the model and ending testing for that day. More test reports next meeting, we hope.

Jr.O/T'er, **Brian Casayre**, showed a framed wing for a Gollywock in progress. He hopes to have the model ready for the July 16th rubber meet.

**John Hlebcar** showed a miniature DT timer he had purchased which was shown in a July Model Builder article. It is a viscous fluid rotary device for HLG's and other small models. The single model weighs only 0.7 grams. A dual device is available. Cost is \$18 (single) and \$20 (dual).

**Bill Kast** showed his completed HI-HO rubber model. It features a green tissue covered wing and tail, and orange fuselage. The prop uses a Montreal stop. The DT is of the silly putty type. Wing ribs are solid 1/20th in. sheet and not sliced. This produced quite a reaction from Brian Ramsey who was having difficulty with the sliced version shown in the plans

passed out to the members several months ago. Bill said he used John Pond plans. Bill has made only test glides so far and was hoping to find a proxy pilot for the July 16th meet, as he will be unable to attend.

**Ray McGowan** showed a 1940 plan for a Thermic 100 glider which was especially notable for the lavish use of isometric drawings of many of the details. The plans showed an escapement type R/C.

**Rick Madden** displayed a 1/2 A motor test mount he had made. It was all metal and featured a quick change arrangement utilizing alignment pins and wing nuts. Nice work, Rick!

Jr. O/T'er **Sky Greenawalt** showed a Russian WWII flight helmet he had purchased for \$15 during a recent visit there. Sky also showed a nicely framed Super Chipmunk model in progress which is to be powered by a .65 size engine.

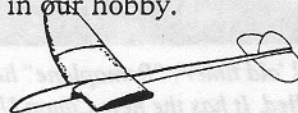
Jr. O/T'er **Aaron Dahlgren** showed a Graupner glider he obtained from an uncle's closet. The 8 ft.+ wing span model needs some repairs, but should prove to be a good project.

Jr.O/T'er **Sean Crowley** showed his almost completed Lanzo Bomber covered in red translucent Monocote. Sean did an exceptional job on this model from a Klarich partial kit. Good Work, Sean!

### Jr.O/T Report

by Rocco Ferrario

In reviewing the Jr. O/T program, it was noted the many differences from the situation existing when many of the older members were young and that of the present. During the '20's and '30's aviation was a big thing. The "media" (a term seldom, if ever, heard then) placed great emphasis on aviation events and people. We didn't have TV, video games and numerous school programs competing for the time and interest of school age kids. People looked up when and aircraft flew over instead of the being oblivious as most are today. All the more reason to encourage and help the few young folks who do evidence and interest in our hobby.



### RAFFLE (\$60 collected)

Prize	Donor	Winner
Ace R/C Rx	SAM 27	Tim Younggren
Hemostat	SAM 27	Ryan Dugan
CA Adhesive-Bullet	SAM 27	Buzz Passarino
Silver solder	SAM 27	John Carlson
Flying Ace Moth	Rocco	Brian Ramsey
Peck Strigles Wonder	Rocco	Brian Ramsey
Balsa bundle	Rocco	Dick O'Brien
Zoomer kit	Rocco	Arron Dahlgren
Decal - O&R	SAM 27	Ray McGowan
Decal - SAM 27 (2ea.)	Tim Mosiberry	Sean Crowley
Winder with counter	Bill Kast	Sean Crowley
Rubber	Nick Sanford	Janina Robinson
Model magazines	Ray McGowan	Sean Crowley

### Competition Report

by John Carlson

In addition to having great fishing, Jerry Rocha did well on the U-Control circuit. At the recent Northwest Nationals in Eugene, Oregon, Jerry entered two events, Class A Speed and 1/2 A Profile Proto, and took two firsts, nearly setting a speed record in A Speed. Jerry's hot ships went around the course at 167mph and 99 mph respectively.

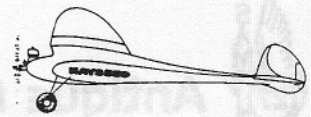
### SAM 21 ALL TEXACO MEET

by John Carlson

SAM 21 held its All Texaco Annual Howard Osegueda Remembrance meet on June 18 & 19 at the SACRATS R/C Field in Newark, CA. The weather was great, pleasantly warm with a light steady breeze on both days. The SACRAT field is extremely well done. Both the landing/takeoff area and the pit area is covered with Astro-turf reportedly from Candelstick Park subsequent to its conversion to grass. The large pit area has a permanent mesh shade screen supported on steel posts. A booth with a counter for Tx impound and numerous tables and benches provide all the necessary amenities.

Turnout was moderate with about 20 contestants. Prizes were numerous, consisting of kits, many magnetic prop balancers and Cox Texaco engines, in addition to ribbons and a grand champion trophy won by Dave Lewis. SAM 21 always puts on a wonderful contests in which every entrant invariably comes home with great prizes.

Continued on page 9



Don Barrick, new SAM 27 member from LA, displays his winning McCoy 29 powered 'Viking' at the SAM 30 Spring Opener.

### International 1/2 A Challenge

5 O'Rourke Place  
OTAKI  
NEW ZEALAND

17 May 1994

#### SAM 55 1/2A Texaco R/C International Postal Contest.

For all those to whom I sent an invitation:

Herewith the results of the SAM 55 1/2A Texaco R/C International Contest held in February 1994. Please accept my apologies for not having sent these results to you sooner but my husband went into hospital for surgery on 7 February and our lives have been wrapped around hospitals and family circumstances ever since. I despaired of ever getting any news out this year at all. Well here it is near 6 months of the year gone before I have been able to accomplish any of my model aeronautical tasks. However I have now made a start and hopefully will be able to catch up completely and keep pace. Thank you to those who entered this contest and hopefully you will all and more, do so again next February.

My word it is interesting to read of all the adventures some of you had to accomplish these flights and I am sure everybody else is interested as well. Keep up the good work of building and flying for fun as well as keeping in touch with others all around the world.

Yours sincerely

Myrtle Clarke (Mrs.) Secretary, SAM - 5 5

#### SAM 26 Santa Maria, CA USA

Aircraft	Pilot	Tank	%
Sniffy IV	Dick Monaghan	8cc	100
Lanzo Stick	Don Bishop	4cc	100
Playboy	Mike McLaughlin	4cc	100
Strato Streak	Sonny Soto	4cc	100
Playboy Jnr	Bob Angel	4cc	100
Eight fliers total flew. First five = Team score			100%

**Weather:** We flew in the lull between rainstorms. No rain, but wind strong at times - meaning no circling, just keep it headed into the wind. Had to park and walk into the muddy field. One flier opted not to fly due to wind, but could have been worse! Five perfect scores! We did good

this year! Five of just eight fliers made double maxes. Not too shabby, considering we didn't have our sometimes ideal flying conditions out there in Thermal Valley. Would have had lost models via fly-away, one declined to fly his light ship in the high winds, one was busy testing a newly patented engine that may make him wealthy (flimsy excuse), and one was attending to business at the hobby trade show in Seattle. All six absentees submitted notes from their mothers, although a couple looked suspiciously like their own handwriting. The rest of the Team not shown above were Hardy Robinson, Bob Boies, and Ken Low, who all flew quite respectable scores. Two of the three took on the handicap of using the large tank and shooting for the 15 minute max. And Bob Davis would have flown had his ship not done so well on the test flight and flown away. Perfect Scores of all maxes weren't surprising for this event. The Kansas team did it last year, and we've also come close, as have other chapters in the past. But the "small tank advantage" makes it more probable. Question: What happens if more than one chapter files all perfect scores? Duel awards? Flyoff? Maybe the pre-instructions ought to include what to do in that case, so a chapter with perfect scores would go right ahead and do their flyoff procedure if that's needed. Big Tanks vs Small: It has become obvious that the small (6cc) Cox tanks have a real advantage at an 8 minute max, vs the big tanks at a 15 minute max. We'd suggest to the New Zealanders that they consider making the small tank max at least 10 minutes next time, which would probably still give them an advantage over the big tanks. By the way, the proposal to go to the small tank for 1/2A Texaco in the US has been re-submitted for the 1996 rule book. The New Zealanders adopted it some time ago, and it's a sound idea. Sonny Soto claims the 8 minute max is a piece of cake. He actually flew 14+ mins, 16+, and an extra flight of 28

minutes. Bob Angel *All your comments noted Bob. We have been talking about the 8 minute max becoming 10 minutes but until NZ can accomplish the 8 min in total (our climatic conditions being what they are) we decided to wait. Now it looks, from our 1994 results, that this change could happen very soon. We all know that in the right conditions, the expert can have his ship aloft for very long periods and fly on the smell of an oily rag, but we are out to make it FUN for everyone. FLY-OFFS. Yes this would have been fun this year, but what happens when the fly-offs are equal? What Fun!!*

#### SAM 55 NEW ZEALAND

Tomboy	Cliff Nairn	B.B	100
Playboy	Bruce Elder	B.B	100
Buzzard Bombshell	Bernard Scott	B.B	100
MG 2	Neil McDougall	B.B	100
Rambler	B Lennox	B.B	100
13 flew in total. First 5 = Team			100%

Cliff Nairn and Bruce Elder flew on the Saturday at Muraitai, using the small tanks and had some grand weather, Fine, still and thermals to burn, of course the 8 minute max was easy to accomplish. They flew a Tomboy and Playboy respectively, both nice fliers and look good in the air. Terry O'Meara and myself flew the Clubday on the Sunday to do our flights and suffered a deteriorating weather pattern. A niceish day but wind up to 15kts and small patchy lift coming through being difficult to identify. Terry's Diamon Demon always goes well and is sooooo quiet it's difficult to know if the motor has cut or not even given no one else making any noise! This aircraft was the first 1/2A seen here, was the first one to fly in the Club and his promotion got us all hooked. My Old Clunker Miss Philly V, whilst having good historical interest (and it is a Mk V I'm told from our club identifier expert, Dave McKiney, due to undercart configuration) is a bit behind the better performers, But I like it! So there we are, a little better than last years fiasco for us!! Henry Grocock Bernard Scott had warm, calm conditions and one flight total, was 29 mins 38 sec. There were a few disasters on the Sunday but on the whole the remainder of the fliers did very well indeed. Other craft used being The Champ, Vagabond and Lanzo Bomber. Myrtle Clarke

#### SAM 56 Wichita, KS, USA

Alert	Jim Kutkuhn	8cc	100
Alert	Bill Schmidt	4cc	100
Sailplane	Ed Salguero	4cc	100
Playboy	Jack Phelps	4cc	100
Alert	Courtney Clark	4cc	96.8
Team Total			496.8

Great Day! You sure can pick the best date in the middle of the winter. High temperature of day was 48 degrees F. Sunny with light and variable winds and ample thermals. The weather prior was cold and windy and sunny Sunday the 6th was 53°F but windy up to 22 mph. Only one man flew the large tank (8cc). We enjoyed the event. PS Am watching the National Weather Show, California having storm. Bill Schmidt

#### SAM 62 Bassand, ITALY

MG-2	Carbini	4cc	100	
MG-2	Baldi	4cc	100	
Strato Streak	Ricco	4cc	98.5	
Popular	Magnani	4cc	97	
Airborne	Melloni	4cc	88.4	
Eight flew			Team Total	483.9

Saturday February 5th a group of 1/2A Texaco fliers gathered at Molinella airport (near Bologna in northern Italy) to take part to the NZ 1/2A Texaco R/C International Challenge. The weather (beautiful until a few days before) of course was very bad, cold, rain and some fog. It was therefore decided to go with 4cc tanks not to lose the models at altitude. After a few trial flights, some scary indeed, the contest was underway and by 1.30 all the flights were completed. The gathering continued at the field restaurant after which, having the weather improved, more flights were done to everyone's content. All in all a beautiful day. We all sincerely thank you for the kind invitation and look forward for more 1/2A Texaco postal contests. Valter Ricco

#### SAM 82 Houston, TX, USA

Bowden	K Hinson	B.B	100	
Playboy	A Milam	B.B	100	
Interceptor	J Homer	B.B	100	
Playboy	B Alberta	B.B	92.7	
Pixie	L Faerman	B.B	88.6	
Nine Flew			Team Total	481.3

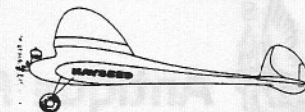
Club Flew on Saturday, 5th. Day began with fog and low clouds, but sun burned off fog by 11 am. wind picked up in early afternoon with scattered clouds. Large tanks had trouble maxing. Two airplanes were blown off field, one was recovered, one was lost - both were large tanks. Nine members scored official flights. Temperature 72° F. We had a good time, although one of our members lost his ship in some woods downwind. To make matters worse, the woods are in a swamp with about 1 1/2 feet of water at this time of year - we may never see that model again.. Full sized tank fliers had considerable trouble making a max at all!!

Thanks for sponsoring this contest!! Jim Horner.

#### SAM 27 Napa, CA USA

Atomizer	John Carlson	8cc	99.7	
Rambler	Jerry Rocha	8cc	98.4	
Playboy	Gunnar Anderson	8cc	93.7	
Westerner	Pete Samuelsen	8cc	81.8	
Quaker	Ed Hamler	8cc	77.2	
15 Flew			Team Total	450.8

Weather: Early morning temperatures were at or near freezing but gradually warmed to 89° at the field by 8 am and continued to warm to a high of 61° by 1pm. High scattered clouds and a heavy haze persisted throughout the day preceding passage of a storm front bringing heavy rains to the bay area by Saturday night. Moderate steady winds were a factor throughout the morning. It was not unusual to complete a flight without



making a single turn. We had an excellent turnout of at least 16 members with eleven pilots actually posting official flights. All utilized 8cc tanks,

SAM 93 Tulsa, OKLA, USA			
Alert	M Martin	8cc	100
Alert	D Hodges	8cc	93.8
Playboy	J Steinberg	8cc	78.4
Bomber	D Hartman	8cc	71.8
Kerswap	R Myer	8cc	63.5
Team Total			407.5

Flew on the 6th of February - unseasonably ward (61° F) Winds light (less than 10mph) from the south. Several of us anticipating stronger winds in the pm flew early (much to our regret) and paid the price. Those who flew after noon posted the only maxes of the day. Myers & Hartman both experienced premature engine flameouts on at least one flight. Thanks for the opportunity to compete on an International level, James Steinberg.

SAM 51 Fair Oaks, CA USA			
Record Breaker	Bill Brown	B.B	100
Westerner W	John McRae	8cc	100
Record Breaker	Bob McCafferty	8cc	75.5
Brigadier	Bob Grice	8cc	73.1
Vespa Italy	John Fulton	8cc	55.3
Team Total			403.9

We flew at Woodland, California. Sky was overcast with north wind of about 10mph. Lift was fair. Temperature about 40-45° F. Thanks again for the opportunity of meeting your challenge. our group looks forward to the "New Zealand Postal"

Bob Grice

SAM 1 Denver, Colorado, USA			
Bowden Trophy	Jim Lang	8cc	76.9
Peterson	Ed Smull	8cc	73.5
Playboy	Jack Fatjo	8cc	63.88
Playboy	Art Hillis	8cc	62
Bay Ridge Mike	Jack Warkins	8cc	53.16
Eight flew			329.4

Windy until about 11am. Hillis braced the first flight then it was airplanes in the air until about 2pm or so. Not much thermal activity. 8 people participated and one ship was lost due to radio failure. Weather was shirt sleeve and some snow on the ground. Jack Warkins

SAM 84 Clontarf, Queensland, AUSTRALIA			
Banshee	D Slattery	8cc	82
Commando	A Mowat	8cc	77.5
Commando	A Hart	8cc	76.2
Kerswap	B Dent	8cc	39.6
RC 1	C Somers	8cc	38.7
Team Total			314

The Vintagents thank you for your invitation to participate in the 1/2A Postal. The weather was better than expected as the days preceding had been very wet and windy. It was quite hot and steamy early but later rain clouds gathered and then fortunately moved away and we were blessed with find weather again. The contest was held in conjunction with a Duration event that had been scheduled and apart from the occasional harsh words about Cox motors was an excellent start to the years activities. We fly on a friendly Dairy farm only 45 minutes from Brisbane and is only 5 minutes away from a little town called Dayboro where we all gather at the finish of flying to participate in pies, drinks and a little bit of chatter. The entry to the field on this day was covered in deep mud and we parked outside and walked in with our gear. All the best for 1994 and may the flying be enjoyable with the accent on friendship and a capital FUN. Colin Somers.

SAM 35 Minehead, Somerset, ENGLAND			
Atomizer	John Russell	8cc	37.7

Atomizer - 1941 by John Tatone 288 sq in - came out just on 11b weight, covered-in Fibre film, not very nice to use but looks OK. Used Cox 7x3 1/2 prop - only small one I can buy locally must find others. We don't have a team just me and my friend Neil Toogood.

### SAM 54 Ontario, CANADA

This year, as last, we decided to have a shot at your 1/2A Texaco postal7-contest. Saturday was chosen for our attempt because many- of our members were planning to attend an indoor model show and swap meet on the Sunday. Six SAM 54 members showed up to fly at the Keswick Model Aircraft Club's field including my 12 year old daughter Gillian. The weather was not as cold as last year - only about 15° C compared with 23° C last year. Unfortunately the wind was beginning to freshen by 10am, the time we arrived at the field, and dashed any hopes of competing. I made three test flights with my Anderson Pylon which Gillian was going to fly. There was severe turbulence at ground level and when I eventually got the model above the turbulence it was blown backwards under power. After three long walks through the deep snow to retrieve the model (Gillian twice and me once) I decided to quit and hope for better luck next year. Walter Lawrence was the only other SAM 54 pilot to attempt to fly, making the first test flight of Peter Coughtry's new Anderson Pylon. Sorry no scores to report for this year. Brian Gothard.

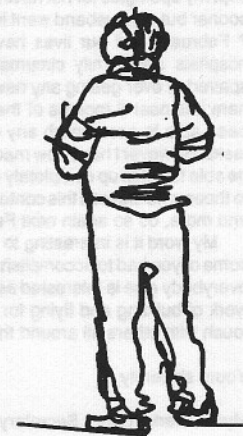
Thank you all for entering this contest and for the wonderful comments that accompanied the results. Sorry that Canada was not able to send a score, better luck next year. Welcome to Italy, Australia and England, a fine effort all round. Next year / will try and publish more pre event details and hopefully more chapters will take up the challenge. Myrtle Clark, Secretary

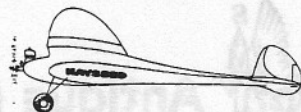


Bob Angel, SAM 26 newsletter editor, with his multipurpose Schmaedig Stick, a four event model that usually places at meets. Bob has authored an excellent series of articles on the care and feeding of Ohlsson engines.



Don Bekins cranks up his Ohlsson 19 powered Bomber at the SAM 30 Spring Opener. Idyllic flying conditions, great party!





## Letters to the Editor

We received this nice letter from Charlie Bruce, the engine columnist for SAM Speaks, who created the detailed descriptions and maintenance details of many O/T ignition engines. Someday we hope to put together a booklet of Charlie's writings. I so much appreciated his tireless efforts that I have been sending him a copy of our newsletter. Welcome to SAM 27, Charlie!



Charlie Bruce

Dear John (Carlson),

Since Don Bekins or some other nice guy in your SAM 27 group has been sending your fine newsletter to me, I feel that I owe dues. Please accept the enclosed \$15 check and keep 'em coming.

Good luck to Don on his run for SAM president and thermals to all,

Sincerely,

Charlie Bruce

SAM 27's membership reaches across the world. Here is a letter from a true old timer from Britain. Perhaps one of our readers can help him find Leo Weiss or the original plans for the "Texaco Winner"(1936).

Dear Don,

I have been researching Leo Weiss' 1935 Texaco Winner, a monocoque 6'6" span model. It was featured in Frank Saic's 1935/36 Yearbook. Frank told me that you might be able to help with Leo's address or know someone in SAM who might know him. John Pond has plans for a later Weiss model called the 'Aristocrat'(1936). The twin finned 'Texaco Winner' came before the 'Aristocrat' in 1935. I have drawn up the fuselage and wing. The big problem is to construct the 'cantilever' undercarriage exactly as Leo did in 1935. Without accurate information in this area I cannot complete the model and call it a true replica.

What a strange affliction this Old

Timer modeling is! When a hobby reaches out over an ocean to kindred spirits like ours. Must be good thing! I hope some your members can help out with this enquiry.

"BRIGADOON"

62, Gordon Road  
Tony Penhall  
Little Paxton  
CAMBS. PE 19 4NB  
England  
Ph, 0480 472658



Tony Penhall launching a pre WWII 'Kanga Kub' powered by an antique British 'Wasp', a 6 cc petrol engine. Middle Wollop, England, 1993

## Tips On Trimming

by Jerry Rocha

In the May issue of *Antique Flyer*, we discussed the trimming of rubber models. The following is good advice for trimming gas models, taken from the February 1992 *Model Builder*.

### FREE FLIGHT TRIMMING

by Bob Stalick, Model Builder

Written for a modern pylon gas model without auto surfaces.

1. Decreasing incidence will make the model go more to the left under power and also make the model go flatter in the climb. Taking out too much incidence will make the model go over the top or 'zero-out' under power.

2. Increasing incidence will make the model more loopy in the climb and go more to the right under power.

3. Thrust changes only the initial portion of the pattern and has no effect in the latter portion of the power pattern. Because of this, the earlier and latter portions of the power pattern should be examined to see if thrust changes are necessary.

4. Adding tail weight will have the same result under power as taking out incidence. The model will go flatter in the climb and go more to the left.

5. Adding trailing edge stock at the rear of the rudder for a tab has a strong influence under power with minimal effect on the glide. This is one of the most effective trimming tools that you can use.

6. Looking from the rear of the model and adding stab tilt, the model will turn to the higher side in the glide with minimal effect in the climb.

7. When adding stab tilt to the front of the stab platform only, you are taking out incidence. To avoid incidence changes, replace half of the amount that was removed at the trailing edge of the stab.

8. Looking from the rear of the stab, a warp that raises the stab trailing edge will cause the model to turn to that same side under power.

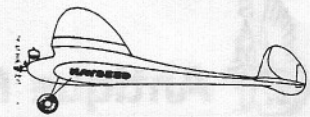
9. Models with tall rudders have a tendency to weathervane in the glide. Too small a rudder (and fin) will cause a Dutch roll. The height of the rudder is more critical than the actual size.

10. Unwanted warps in a model tend to be amplified by speed, so the faster you go, the more pronounced the effect.

11. Wide glide circles do better in dead air, but do not let the model center into a thermal as easy as a smaller glide circle."

Those are the trim tips that Terry uses with his Astro-Stars and any other pylon gas model. The assumption is that the model flies to the right under power and glides to the right as well. I would offer one more suggestion, and that is that you should only use a fin size that is adequate to handle the power pattern. The smaller the fin, the better the model will center in lift. Too small, as Terry notes above, will cause the model to Dutch roll under power. Copy the above tips and tape them to the inside of your model box, so you can refer to them the next time you are at the field with that new ship.

Bob Stalick: 5066 NW Picadilly Circle  
Albany, OR 97321.



# The Ohlsson Events -- Their Evolution and Popularity

by Don Bekins

In the March issue of the Antique Flyer we printed a story by Dave Lewis, editor of SAM 21's fine newsletter. In the article, Dave felt that the Ohlsson Sideport event is terrific; it really falls within the parameters of the SAM Preamble, but, as the rules are now stated, the event is limited to unscaled Antique models. Dave feels that the event should include unscaled Old Timers as well since the Ohlsson 60 did not even exist during the Antique era prior to 1939.

Dave has a valid argument and I agree with him. We have already altered the Ohlsson 23 event to include both Antique and Old Timer unscaled models, because we found that people were not interested in scaling antique models to a 450 sq.in. size. They felt that most of the models designed for the 23 appeared after 1939, though the engine qualified as an Antique, appearing on the model scene in 1938. I feel we should consider modifying the Ohlsson Sideport rules to include all unscaled Old Timers as well as Antiques.

To go back in history, the Ohlsson Sideport Event was suggested by SAM 30 member Al Stabin way back in 1984. Al built one of the first Lanzo Bombers I ever saw in competition. The rules as proposed by Al at the August 1984 SAM 30 meeting, did not allow for attempts, because the Ohlsson is such a reliable engine. This was later amended to allow one additional attempt along with the three official flights. Both SAM 27 and SAM 30 held this new special event at their fall contests in '84. Then in 1985, Doc Patterson of SAM 49 donated a beautiful 3 foot high trophy to promote what they called the 'Ohlsson Special Event' at their April contest in Taft. The Ohlsson events have been a stable part of SAM contests since that time, growing to be eventually included in the SAM Champs as a special event.s

The Ohlsson 23 Event was conceived in March 1986 by SAM 27's past president, Ed Solenberger, as a

low key SAM Preamble-type event that would use the readily available, low cost O&R 23 for which some 97 different SAM approved designs exist. Irwin Ohlsson has said that over 700,000 '23's were produced, the most of any OT engine. Ed felt that this would be an easy way to get into a low key special ignition event that would fill the gap of smaller O/T models where everyone would use the same easily obtained antique ignition engine in models of the same size (450 sq.in.wing). The concept was that of a "level playing field" where everyone would fly the same sized model with the a one design engine to create equality in contest flying conditions. No power race! Then Don Bekins and Howard Osegueda created a perpetual Ohlsson 23 Trophy, dedicated and signed by Irwin Ohlsson himself, that was given to SAM to be awarded annually at the Champs.

The concept was great, but the scaling of old timers to qualify was not received well. Most of the O/T models designed for the Ohlsson 23 were smaller than the 450 sq.in. minimum called for in the special event rules. There were only eight or ten old timers (eg. Zipper, Brooklyn Dodger, Foo-2-U-2) that were 450 or larger without scaling. In answer to many requests it was decided to drop the 450 sq.in. and allow any unscaled old timer to fly in the event, but not outlaw those models scaled to the 450 rule. Now there is more enthusiasm for the event and it is hoped Ohlsson 23 Special Event will take off in popularity like the Ohlsson Sideport Event.

SAM 27 has been and continues to be a great booster of the Ohlsson Events. As fund raisers for the club, replicas of the original Ohlsson Powered decals were reproduced and sold. Then we made up T-shirts with the same O&R logo on the front and sold some 300 shirts in two printings. These T-shirts have such universal appeal to old time modelers that our chapter has now produced another gross (12 dozen) to sell in promotion of the Ohlsson Events.

Below is a letter from Jim Alaback of SAM 41, San Diego, and Flying Models O/T columnist supporting the idea of having the Ohlsson Sideport Event modified to allow unscaled old timer models (after January 1, 1939)

to be included along with antiques.

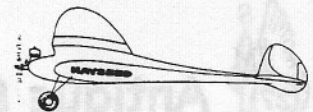
Dear Dave:

I read your article on the Ohlsson Sideport Event in the March Antique Flyer with much interest.

I fully agree with your statement that there is no reason to allow scaling. Also, I fully agree with your proposal to allow Old Timer (1939-1942) model designs. The Ohlsson 60 was not around in the Antique era; it was introduced at the start of 1940 (first national advertisement in March, 1940 magazines) and the Ohlsson 23 was introduced in the latter part of 1938 (Sept. 1938 national magazines).

By coincidence, on the same page where your article appeared, there is Larry Davidson's rundown on the two Brown Jr. events at the SAM Champs. It occurs to me that these three events, the two Brown Jr. events and the Ohlsson Sideport, are potentially complimentary. The Brown Jr. was the leading engine in the Antique era and the Ohlsson 60 and Super Cyclone were the leading engines of the Old Timer era. Thus, if anything, I would favor the Ohlsson Sideport event not only including the Old Timer era, but possibly being limited to the Old Timer era, leaving the Brown Jr. events to cover the Antique era.

I attended gas model meets regularly from 1936 through the first half of 1942, including two pre-war Nationals, so have a first-hand feel for those times. Based on that, I think the Brown and Ohlsson events (without scaling) can do a wonderful job in SAM of re-creating that entire period of time in gas modeling. It is, however, somewhat of an anomaly to see an Antique era model with an Ohlsson 60. When those models were active in contests, the Ohlsson 60 was not available, and when the Ohlsson 60 was available those model were, by-and-large, obsolete and no longer seen in contests. The Ohlsson 60 looks natural in such "new rules" models as the Playboy and others you named in your article. The Ohlsson 23 of course preceded the new rules of 1940 and is



A cure to poor stall recovery?

A Bizarre Trimming Technique

By Bill Gieskieng (from NFFS "Free Flight" newsletter)

An amazing trimming "secret" once pried loose from Woody Blanchard has languished in obscurity for over thirty years.

Woody's bizarre recommendation was to add extra weight to the "wrong" side of the wing to slightly over-balance it.

Well, yes and no. In one of his fabulous Yearbooks, Frank Zaic illustrated an unusual point by adding weight - - in lieu of engine torque - - to a glider's left wing tip, and by doing so, produced a right turn.

By this example Frank proposed to explain the hitherto mystery of the Goldberg Zipper's use of counter-clockwise engine torque to produce a clockwise helical climb.

But Woody's particular insight is related to, but of a different order than, Frank's special-case demonstration. Woody's technique is directed to an otherwise well-trimmed ship that happens to have poor stall recovery.

What we generally observe in flight is this: the ship is upset, noses up and stalls, but instead of initiating the start of a clean recovery, the "wrong" wing pinion drops first...even though the opposite wing-half probably has wash-in, and is supposed to stall first.

drops and it is out of position for proper recovery.

So, how does adding weight to the wrong side of the wing help? Well, by adding weight to the "outside" wing we accomplish several things.

1) It opens up the glide circle so that more (auto) rudder is needed to restore the original turning radius.

2) When the ship stalls, the heavier side of the wing will convert its extra mass into extra travel .

3) The extra movement of the heavier pinion (assisted by stab tilt and dihedral effect) will yaw the ship and thus initiate a turn at the stall's apex.

4) Then comes the pay-off: the next part of the sequence is downward plunge which brings into play the extra off-set rudder that develops the initial turn into a helical swoop.

Of course that kind of action/ reaction is perfect for hooking bouncy thermals because our toy airplane will react by turning back towards the source of disturbance .

It is conceivable that in a down draft this same adjustment will have an opposite effect by opening the glide circle just enough to scoot the ship out of sink.

down, smooths out, and glides nose high; with this particular flight attitude the rudder is less effective and the heavier wing tip will then blunt turninduced stab tilt.

Because every design is different, results will vary. Much depends on the balance between the wing dihedral and fin. Too small of a fin and the plane will turn towards the light side. Too large, and the turn will be towards the heavy side.

So, just how much weight is needed? Well, on an FAI ship, offsetting a balanced wing by two or three copper pennies cleared up some nagging problems and turned a cloddish performer into a serviceable one.

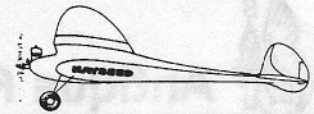
Simply tape pennies to the bottom of the wing tip and tweak things until you hit the right combination. There are different ways of accomplishing the task, but auto-gimmicks do make it easier.

One last bit of advice, when someone squints at you, and wonders out loud what you are doing, don't even try to explain, just mutter something under your breath about "lucky" pennies .

\*\*\*

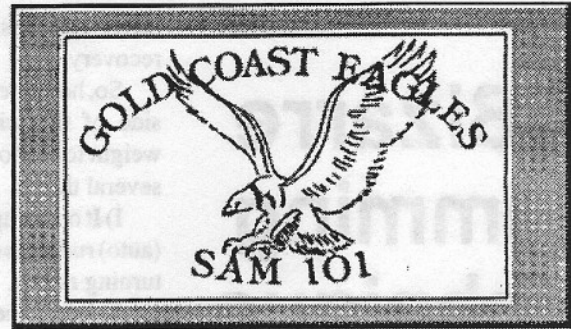
1994 OLD TIMER FLYING CALENDAR compiled by Jerry Rocha

Table with columns for date, day, event name, and location. Includes events like SAM 21 Small Rubber Contest, MECA Collecto, and SAM 27 CRASH & BASH.



**YOUR PERSONAL INVITATION TO A 1994 Thriller**  
**SAM 101 - GOLD COAST EAGLES**  
**OLD-TIMERS FLY-IN • JULY 23-24**  
**CONDOR Field - CAMARILLO, CA**

This is the second attempt for the FIRST CONTEST of one of the newest SAM (Society of Antique Modelers) clubs-- the GOLD COAST EAGLES / SAM 101. YOU are invited to come, see, and enjoy a flashback into aviation history.....



### THE EVENTS

#### SATURDAY, JULY 23

- 1/2A Texaco
- LER Class A
- LER Class B
- LER Class C
- Antique

#### SUNDAY, JULY 24

- 1/2A Texaco Scale
- Pure Antique
- Climb & Glide
- (special event,
- See details below)

SAM rules generally apply: 45-second engine runup for LER ignition. Glow, converted and other engines may fly, per SAM guidelines.

**THE CLIMB & GLIDE** - A Special Feature  
 (THE ONLY REAL RULES UNIQUE TO THIS EVENT)

The Climb & Glide event is for ANY powered airplane you wish to enter. Our intent is to allow local pilots who are not (yet) active in SAM, a chance to come out to both watch us compete AND have a chance of your own to fly your plane. Motor Gliders and SAM-type aircraft are specifically prohibited from this event. Bring out your Ugly Stik, your old Eagle Trainer, your favorite pattern ship, or whatever. If you're not flying, you can lend a hand TIMING or ASSISTING us run a fun contest. Simple rules :

- ◆ 30 seconds engine run from the start of takeoff roll.
- ◆ Standard mufflers are required
- ◆ Fly (10) ten minutes MAX
- ◆ About 10 seconds after engine shutdown, you will be requested to demonstrate high throttle, to verify that your engine is, indeed, OFF (and thus that you were not coasting along on high idle). This means simply that you should set your carburetors so that you get a complete shutoff with low throttle.

**OLD-FASHIONED 1920'S FEES**  
**\$5.00 PER EVENT OR \$20.00 FOR ALL EVENTS**

### FOOD & FACILITIES

Hot Food will be served by the Channel Islands Condors KP Team. The Regional Park does not provide running water at Condor Field, so for your comfort and

convenience, please bring bottled water.

**CONDOR Field:** We're guests at the finest flying site in Ventura County-- one of the best in the Southland. Condor Field has shade, a phone line, worktables, good parking, AND (without hookups) you may camp overnight! The runway is 50'x500' asphalt with large dirt/grass area along one side and at one end. Entrance is via a locked gate (see MAP on the reverse). Gate will be open 7:00 a.m. to 10:00 a.m.

**PILOTS' MEETINGS** will be conducted at 8:30 a.m. SHARP both Saturday and Sunday. We can fly until at least 5:00 p.m. on Saturday. The Contest will be concluded by 3:00 p.m. on Sunday. Flyoffs, if necessary, will be at the discretion of the CD's Emery Buckner and Bernie Hammer, and will be announced at the Pilots' Meeting.

### RAFFLE

Exciting SAM RAFFLE at Field both days.

### VENDORS PRESENT:

- Superior Balsa: Fine building materials
- RJL: Glow devices, parts, old-time accessories
- Mystery Vendor: a "Phamous, Phavorite, Phantom Clubmember" (with lovely wife), will display their ELIF .15 engines and glow accessories.
- Weber Lincoln-Mercury gets a hearty Thanks! from the Gold Coast Eagles. They're present in spirit. They donated shirts, caps, and money to the Club. Wouldn't a Weber Lincoln Mark VIII be a very good car in which to bring your planes to the Field? Hmm?

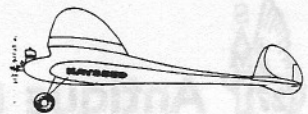
### VISITORS & PILOTS' DINNER (NO-HOST)

Saturday Night, the Gold Coast Eagles will welcome you to our Saturday Events and Visiting Pilots Dinner at FURR'S RESTAURANT (Channel Islands Blvd. at Victoria - see map on the back). Buffet style, unlimited choices, all-you-can-eat and enjoy will be served in sparkling clean, well-serviced style for UNDER \$8.00 per person, Tax & Beverage INCLUDED!

**TROPHIES:** Classy, attractive awards will be bestowed through 3rd Place in each event. They will be distributed at the conclusion of the Meet.

The Gold-Coast Eagles thank the Channel Islands Condors for their help and the use of the famous CONDOR FIELD in CAMARILLO -- the finest flying site in Southern California !!  
 Need additional information? Call Emery Buckner at (805)488-4978 or Ralph Frisbie at (805) 488-4332





### DIRECTIONS TO CONDOR FIELD:

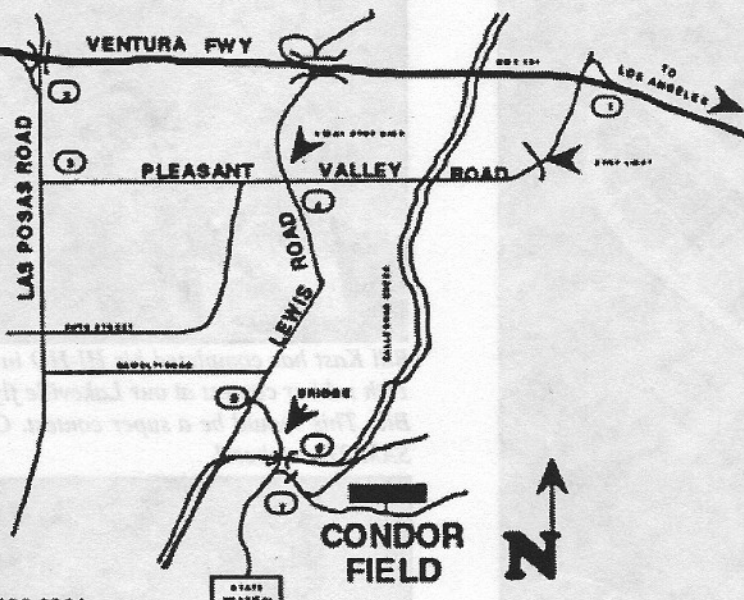
#### DIRECTIONS TO CONDOR FIELD:

COMING FROM THE L.A. DIRECTION (1) TAKE PLEASANT VALLEY ROAD OFF RAMP AND TRAVEL TWO MILES TO LEWIS ROAD (2)

COMING FROM THE VENTURA DIRECTION (3) TAKE THE LAS POSAS OFF RAMP THEN GO ONE MILE SOUTH TO PLEASANT VALLEY ROAD (4) THEN GO TWO MILES EAST TO LEWIS ROAD (5)

EVERYONE IS NOW AT THE FOUR WAY STOP SIGN AT (6) GO SOUTH TWO MILES ON LEWIS ROAD TO THE CARMELLY STATE HOSPITAL ENTRANCE (7) TURN LEFT AND JUST AFTER YOU CROSS THE BRIDGE (8 FEET) (8) TURN LEFT THROUGH THE GATE (7) CONTINUE ON DIRT ROAD TO THE SECOND LEFT AND YOU ARE AT CONDOR FIELD. PREPARE TO HAVE A GREAT FLYING EXPERIENCE.

FIELD PHONE (805)482-3034



### DIRECTIONS TO FURRS

From Condor Field:

Leaving the Main Gate, turn RIGHT (North) ON LEWIS ROAD. Go about 2 miles, over the viaduct and under the 101 Ventura Freeway.

TURN LEFT ONTO DAILY DRIVE (the first left under the freeway). Follow Daily and look for the Freeway Entrance signs guiding you North on 101 toward Ventura.

Drive Northwest about 10 miles and EXIT VENTURA AVENUE. At the bottom of the offramp, TURN LEFT and drive about 5 miles to FURRS RESTAURANT at the corner of Ventura and CHANNEL ISLANDS BLVD.

The Gold Coast Eagles thank YOU!

### Competition --Continued from page 2

SAM 27 was represented by Nick Sanford and John Carlson, in addition to our joint SAM 21/27 members, Steve Roselle and George Joki and Loren Schmidt. John placed 2nd in Electric Texaco and 3rd in 1/2 A Texaco, bringing home merchandise and a 1/2 A engine. Nice going Mr. Secretary!

Nick Sanford spent a lot of his time changing engines, spark plugs and batteries. A trial rule to avoid flyoffs awarded the win to the contestant with the lowest engine run time. This would appear to work only in a friendly meet, as a lot of guesswork went into the actual engine cutoff time, especially for the electrics and 1/2 A's. In any case, it was an enjoyable and well run meet CD'd by John Pond and Dennis King.

### Ohlsson -- Continued from page 7

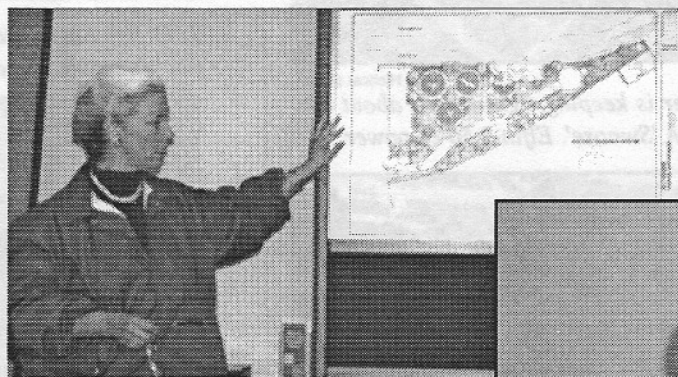
appropriate for late Antiques and the entire Old Timer period.

I wonder if SAM free flight would not also benefit from similar events. FF/LER models are overpowered with post-war racing ignition engines.

Sincerely yours,

Jim Alaback

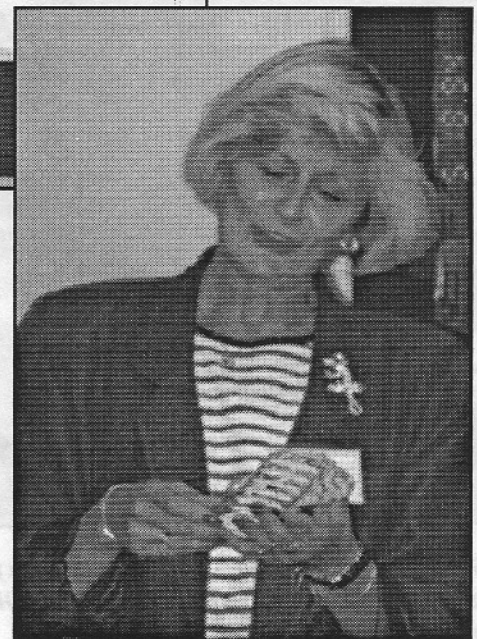
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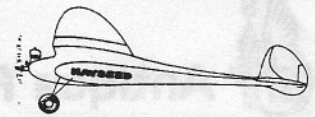


John Hiebcar photos

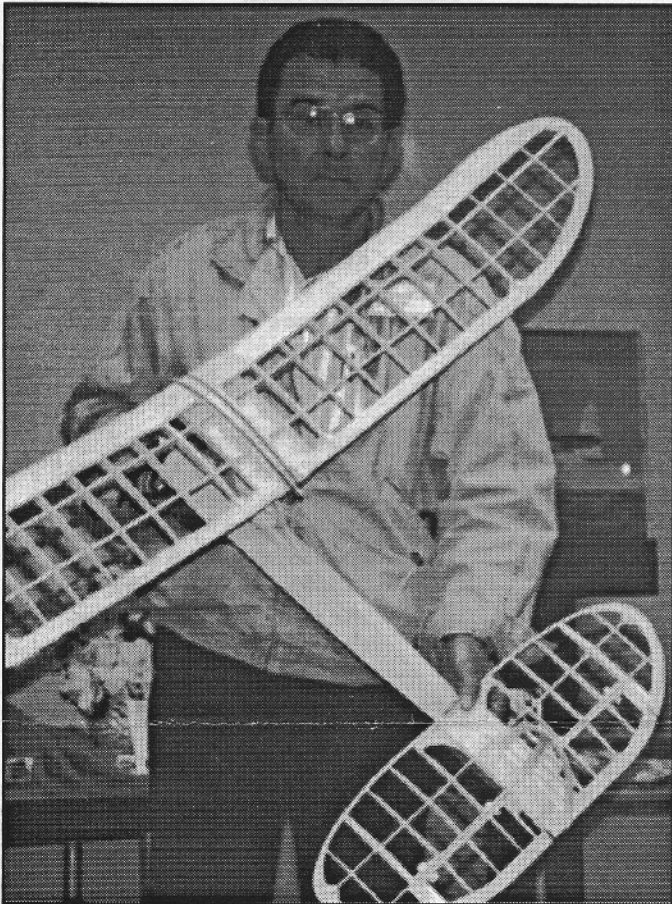
Janice Adams, dynamic Executive Director of the Western Aerospace Museum, describes the layout of the planned expansion of the museum during a recent SAM 27 meeting at the hangar facility. Besides the existing hangars, there will be some 16 acres of gardens, buildings, displays and exhibit areas for visiting aircraft. The Port of Oakland is a contributor and great booster of this grand program. Thank you WAM for hosting SAM 27 and MECA at your facilities. Yours is truly a wonderful program.

Below, Janena Robinson, displays her first model, a Peanut scale Citabria.



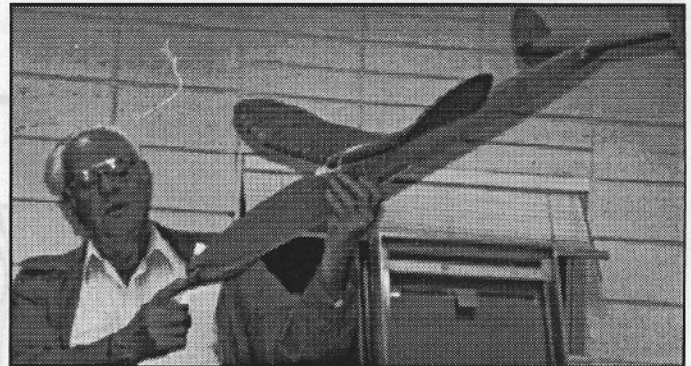


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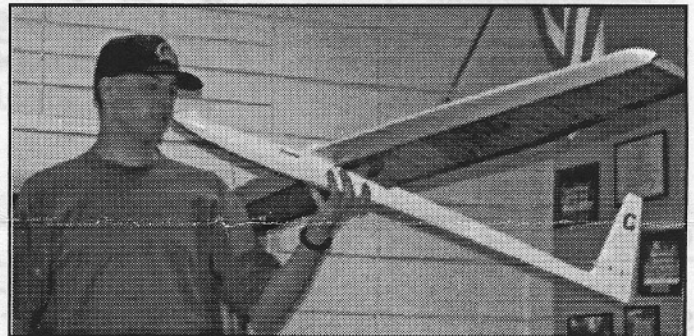


John Hlebcar photo

*Secret Weapon! Ed Hamler is keeping tight-lipped about the potential of his new Class A 'Swoose'. Elfin 2.56 cc power.*



*Bill Kast has completed his HI-HO in preparation for the July 16th rubber contest at our Lakeville flying site. Beautiful work, Bill. This should be a super contest. Come out and participate SAM 27 members!*



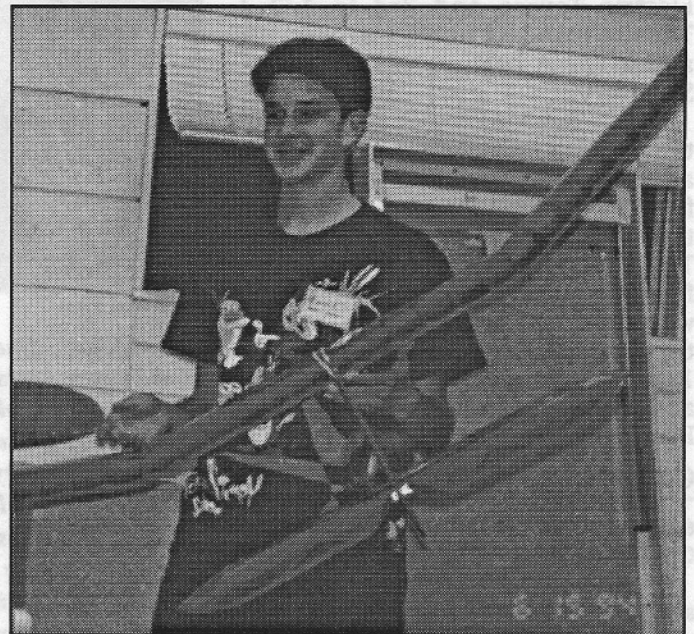
John Hlebcar photo

*Jr.O/T'er Aaron Dahlgren found this neat slope glider in his uncle's closet. Needs repairs, but it will be fun when fixed!*



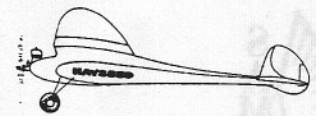
Joanie Bekins photo

*Speed Hughes and Dale Tower reveal what a joy old timer flying is at the Schmidt Ranch -- low key and fun. Oh yes, Dale made a max on that flight!*



John Hlebcar photo

*Jr.O/T'er Sean Crowley has almost completed his biggest project to date: an orange monokoted Bomber from a Klarich partial kit. Fine work Sean! SAM 27 is proud of its young members.*



# PHOTO ALBUM



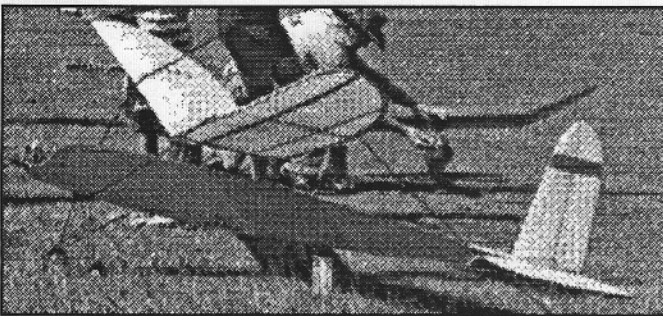
John Hlebcar photo

*Sky Greenawalt, our first Jr.O/T'er, with his latest project, a framed up Super Chipmunk, to be powered with a 60 size engine. Though Sky has his power pilot's license, he has yet to ring out an aerobatic model like this. Good Luck!*



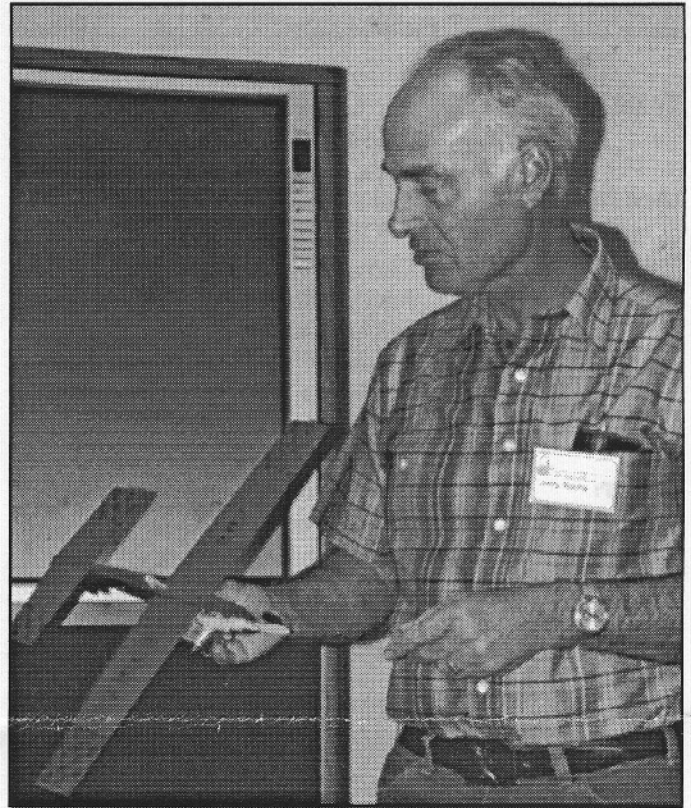
Joanie Bekins photo

*Steve Roselle, joint SAM 21 & 27 member, past SAM Champs CD, newsletter editor, modeler extraordinaire, shown here with an Anderson powered Sailplane he obtained from the Don Parmenter estate.*



Bruce Abell photo

*Speed Hughes just completed a Boehle Giant after only 3 weeks of concentrated work. This picture came from Australia and was copied from a newsletter so our readers can see what this 12 foot, 10.5 lb. antique looks like. Powered by OS 4 cycle on ignition. Speed says, "Look out Stan Lane, here's some Texaco competition for you!" Covered with 12 yards of silk. What a project!*



John Hlebcar photo

*Jerry Rocha with his prize winning Class A U-control profile speedster-- 1st place at the NW 'Ukie' Champs. Jerry also took 1st in Class A Speed with a speed of 167 mph!*

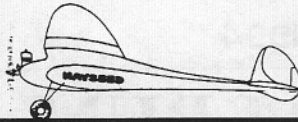


*Ray McGowan's O&R 23 powered Canadian "Wasp" in flight over Browns Valley during our annual spring campout and fun fly. This silk covered beauty is typical of Ray's fine craftsmanship.*

John Hlebcar photo



AMA Chapter #108



### Membership

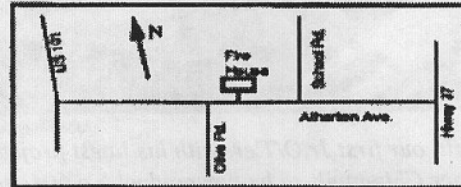
Membership is \$15 for the calendar year. After February, the dues for a new member are prorated.

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.



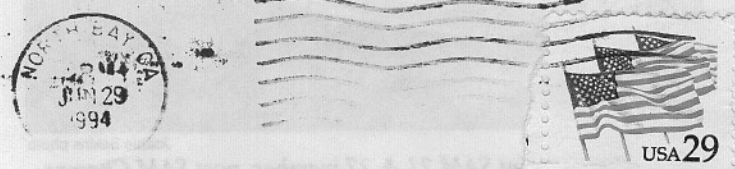
**PLEASE ADVISE JOHN CARLSON OF ANY CHANGE OF ADDRESS**

**Next meeting: Wednesday, July 20, 1994, 7:30 PM at Novato Fire Department Training Room.  
Ryan ST Flight, 5 PM at Schelville Airport.**

### OFFICERS

- President:** Rocco Ferrario (707) 258- 1705  
2063 Lone Oak Ave.  
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- Vice President:** Rod Persons (707) 894-5788  
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- Distribution:** Judy Ethier (707) 539-9128  
6283 Meadowbreeze Ct.  
Santa Rosa, CA 95409

85 Bellevue Ave., Belvedere, CA 94920



*Bob Rooman's 1/2 A Scale Ryan ST, flown at the '93 SAM Champs. Remo's full size Ryan ST will soon take Jr.O/T winner, Robbie Stasko, for the ride of his modeling life just before the next SAM 27 meeting, July 20th. Come to Schelville Airport and witness the event.*

### First Class Mail

