

Monocoupes, Big & Small

by John Carlson

The July meeting started out with a flight in a restored 1936 Lycoming powered Monocoupe for **Robbie Stasko** and ended with a Show & Tell Monocoupe exhibit by John Hlebcar. Close to ten members showed up at 5 PM at Shelville Airport to witness the first small aircraft flight for Jr. O/T'er Robbie, piloted by Ted Babbini. This raffle prize was won by Tim Molsberry, then donated to the Junior winner of a separate raffle. Robbie had just returned from a tour with his church choir to Australia and New Zealand. He was suffering from jet lag, but excited for this unique flying opportunity, with thoughts of some day taking flying lessons.

After plenty of pictures the whole gang went off to the meeting at which a total of 32 attended, including **Bob Munn** for Yuba City (2.5 hours drive) and the annual visit by honorary member, **Loren Schmidt**, and SAM 30 newsletter editor and kit maker, **Harry Klarich** (2 hrs drive). These guys always give us a little dig that we don't have a spaghetti dinner at our meetings like the one Neva Nicholau serves at the SAM 30 meetings. (We'll try harder. Next time let us know when you're coming and we'll bake a cake, Loren!)

As in past meetings, the members stood up and revealed their current modeling project. **Don Bekins** told of working with SAM Mid-Western VP, Bob Larsh, and President Jim Adams to put the SAM Approved Designs List into a computer data base, so the list can be easily added to and updated, sorted by model name, designer, kit manufacturer, magazine publication, model type and class (OT or antique). Don hopes to add pictures to the list, so members will be able to identify each model. Since there are currently 889 approved designs, that's a lot of individual pictures, but it will probably be published incomplete sometime soon.

First time visitor, **Charles Banks**,

is resuming his modeling career and mailed in his dues. He now a SAM 27 member. Charlie attended our 1/2 A Scale postal meet fun fly at our Lakeville site. Welcome, Charlie!

Another old timer, **George Benson** (on the Marin Aero Club prime movers) rejoined our club. George builds beautiful indoor and outdoor scale rubber models, as well as compressed air and CO₂ models. Welcome back, George!

Then we had another new member join our ranks — former SAM 21 member and Ryan ST modeler extraordinaire, **Bob Rooman**, from Springfield, MO. His fine Ryan appears on the back cover of the July '94 issue of the *Antique Flyer*. Here is a good new SAM 27 member — Bob bought one of our O&R T-shirts. Welcome, Bob!

Then, visiting from Anchorage, Alaska, **Bruce Hamler**, Ed's son, later entertained the group with incredible slides of his paragliding experiences in the Wrangle Mountains of snowy Alaska.

FLASH!!!

SAM 27 Members Elected to National SAM Offices

In our June *Antique Flyer* we revealed that Ed Hamler and Don Bekins were running for national SAM offices. We just learned from Jim Adams that the election results are in and that Don was elected President and Ed is now the Western Vice President. Others elected were: Jack Bolton (Pensacola, FL), Eastern Vice President; Bob Edelstein (Ohio) Mid-Western VP; Art Hillis (Denver, CO) Rocky Mtn. VP. Thus we have a new group of officials who will have input into SAM's policies.

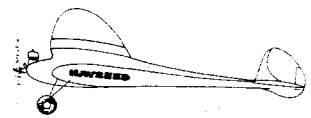
COMPETITION

by Jerry Rocha

Some years ago, SAM 82 from Texas started the now popular 1/2 A Texaco Scale postal event, which they proceeded to win each year for the last three years. Look out Texans, here comes SAM 27! Because this is a rather new postal team event, it has only three members for a team. We had six members show up to fly, and others (a total of 15) appeared to sport fly and heckle the competitors. When the high fog cleared about 10 AM, the lift started and we had a banner day. Our total score, 4,832 seconds, exceeded last year's winner's by a long way. Perhaps we'll bring home the big trophy this year and break that Texan monopoly.

The weather was perfect. With almost no wind until after noon, planes that are normally so-so, did amazingly well. A case in point was Dick O'Brien's **Heath Midwing**. Dick's beautiful silk covered model had hardly been tested and he was very nervous about putting it up. His last four flights with other old timers have ended in a sad result. So he asked Don Bekins to fly the beauty. Dick's business is marine engines, so he had a humming Cox .049 Black Widow. Don had a very difficult time keeping the model flying straight and level. Perhaps it needed more wing tip washout. Nevertheless, the thermals were strong, and Don managed to get a max flight. On the second flight, the model was almost uncontrollable, often tip stalling. But the thermals were great, and a 10:45 time was recorded. Then Ed Hamler put up his super **Avro 560**, as did Jerry Rocha. Both made maxes. But when Ed landed, his model nosed over and broke the prop shaft of his .049. Luckily, he had a spare engine with him, installed it and put in a 9:45 flight.

Pete Samuelson was the next runner-up with a beautiful 306 in² Taylor Cub he had just completed. He had some engine problems but still managed a respectable 930 seconds, flying with the engine cowl off. Then



Gunnar Anderson flew his tried and true 298 in² PietenPol and carded 765 seconds. Gunnar's model flies very well — he just flew too early in the morning. The perfect time was just when the fog and clouds started to break up, about 10 AM in the morning. Wow, what lift!

Then there was John Carlson with his Anzani Longster. John thinks Anzani and Heath were brothers. Both designed planes that are nearly uncontrollable. John got some height on his first flight, but cartwheeled on landing. John put it up again and had even more problems, landing with the same cartwheeling show. By that time all the servos had come loose, and John called it a day. Any more wash-out on the tips, and John doesn't think it will even get off the ground. He'll persist though. John is that way!

Name	Model	WingArea	Weight	Time
Jerry Rocha	Avro 560	282	16	1800
Don Bekins	Heath Midwing	300	17	1546
Ed Hamler	Avro 560	282	16	1486
			Total	4832
Pete Samuelson	Taylor Cub	306	18	930
Gunnar Anderson	PietenPol	298	17	765
John Carlson	Anzani Longster			309

1994 International 1/2 A Texaco Postal Contest

Ed Hamler, CD, advised that as defending World Champions, SAM 27 is sponsoring the 1994 1/2 A Texaco Postal Contest. We will fly on Saturday, August 13th at the Lakeville flying site (where the thermals never stop). From the response of attendees, it looks like SAM 27 will have at least 15 entries. Ed displayed the trophy with the hope that new engraving will only involve a "ditto" with a 1994. All are invited to attend, spectators, sport flyers, hecklers, etc. Everyone will have a grand time, and perhaps a lunch at Papa's Taverna by the Petaluma River afterwards.

SAM 30 Fall Meet Postponed to October 22nd & 23rd

The SAM 30 Fall Annual meet originally scheduled for October 8th & 9th (just before the SAM Champs) has been postponed and combined with SAM 26's John Pond Commemorative Meet to be held October 22 and 23, 1994 at the Schmidt Ranch. SAM 26 decided to switch

their location to Loren Schmidt's Ranch because there is grass to camp on, food is better, and the hosts are nicer. (There is no grass and no food and no host at Condor Field in Taft — but the thermals there are still super!) The combined event should be a real winner.

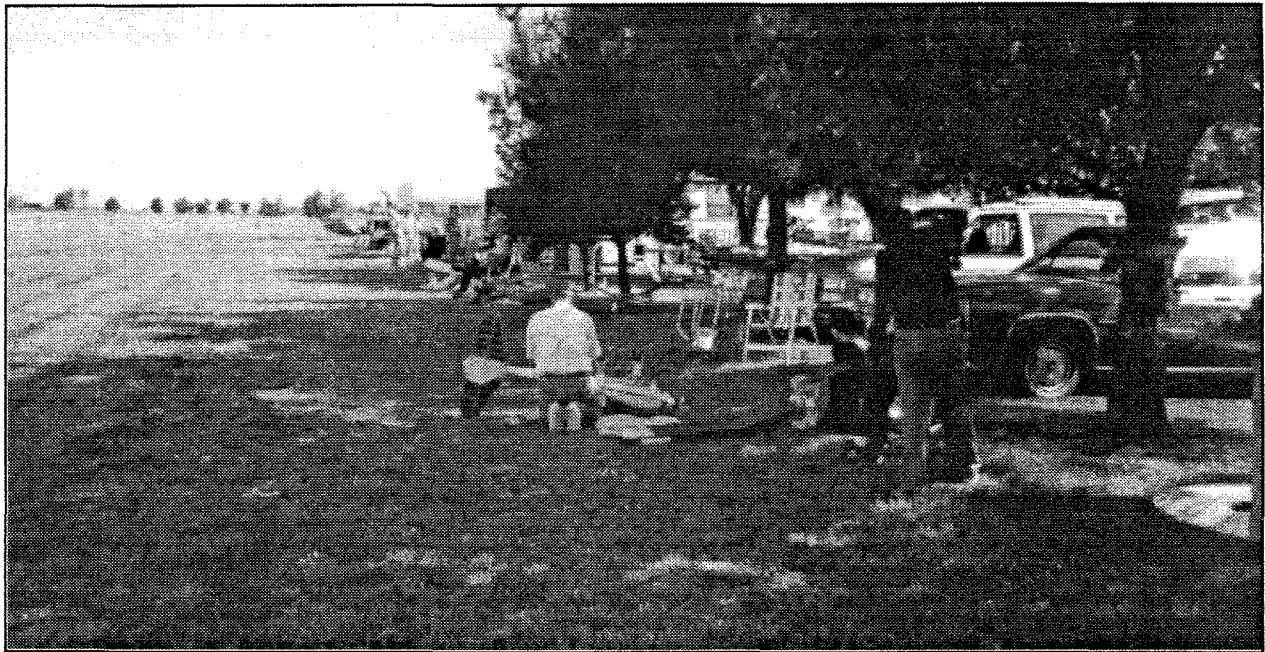
Don't forget October 22nd & 23rd at the Schmidt Ranch.

OLD BUSINESS

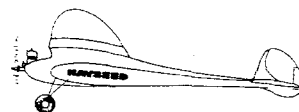
O&R T-Shirts

Sales are slow, only a few sold since last meeting. We missed a good opportunity at the recent MECA Collecto in Napa. Perhaps we can advertise in the MECA Swapsheet. The ads are free to members. All have to do is make up the ad and send in for publication. Don Bekins will make up the ad with a picture, if someone, preferably one of the Jr.O/T'ers who

Park Abbott photo



Site of the 1994 Crash & Bash: Loren and Miriam Schmidt's beautiful ranch near Elk Grove, California. Besides the large flying field and mowed takeoff area, there is a large lawn, dotted with trees, picnic tables, and a party deck. Those who are campers or have RV's are more than welcome to set up home on the property. There will be a kickoff spaghetti feed Friday, Sept. 23rd, barbecued hamburgers for lunch each day, and barbecued Tri-tip/chicken banquet Saturday night. See the Crash & Bash flyer at the end of this newsletter.

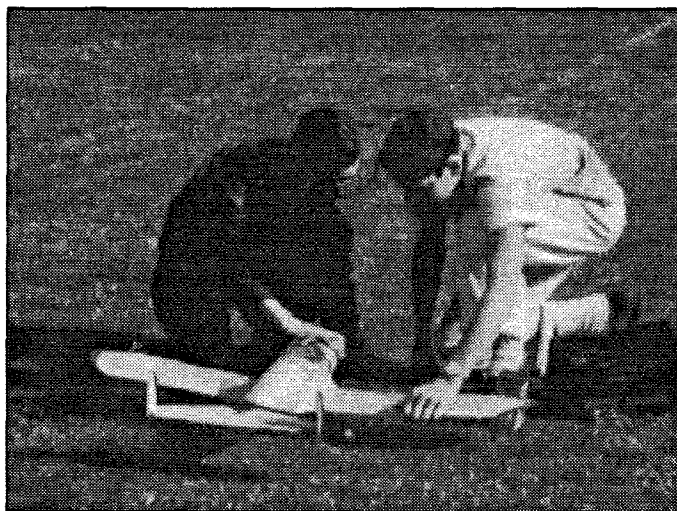


is in charge of the T-Shirt Program will send him one. OK?

Future sales efforts will be more aggressive. Mail orders may be sent to John Carlson at \$12 per shirt, plus \$2.50 for postage. All sizes available.

MECA Collecto

Rocco Ferrario reported on the success of the Collecto held at Redwood Middle School in Napa. Jim Persson, the organizer, generously donated \$200 from the proceeds for a the Jr. O/Ter's Program for them to purchase radios, servos and other expensive items. A hearty thanks to Jim Perssons!



Wes Funk photo

Wes Funk, SAM 27 member from Lake Tahoe, with his U/C Aerocoupe, O&R 60 powered, circa 1946, Bill Muth helping as they prepare to launch at the Whittier College football field. Remember when we could fly on school playing fields? Those days are gone forever.

tinue our fund raising programs of meeting raffles, T-shirt sales, major raffle prizes at the Crash & Bash and big year-end meeting raffle.

Red Zephyr Club Project for Herb Greenberg

John Carlson reported that in the August 1994 issue of Flying Models, Jim Alaback devoted half a column to the SAM 27 Electric Red Zephyr project for Herb Greenberg. Jim quoted Herb as saying: "It's crazy to fly free flight gas — they are unguided missiles!" — "The future of power model flying has to be in R/C electrics."

Club Project Ideas

The middle member of the famous "T-B-T's", Buzz Passarino, pointed out that recent club projects have had disappointing participation. The most recent being the Hi-Ho rubber model with only four members known to have built one and of these only two entered in the recent O/T rubber contest. Project complexity, combined with limited interest was thought to be the reason for the low participation. Buzz suggested simpler projects such as possibly a catapult launched glider of any design which would fit into a 10"X10" box, with mini contest held prior to club meetings and a valuable prize for cumulative points earned over the year. This is a good subject for discussion at the August meeting. BRING YOUR IDEAS.

SAM Rules Change Proposal: Return to 35 sec. LER Time

Larry Davidson, SAM R/C Grand Champion and member of SAM 75, New York, sent Don Bekins a petition to revise the SAM R/C rules back to the former 35 second limited engine run time for antique ignition engines. As you know, in the last rules change, a 45 second engine run time antique ignition engine powered models was voted in. Larry feels, as do many others including your editor, that 45 seconds is much too long. The models nearly fly out of sight under power in

1994 Crash & Bash September 24th & 25th

Prez Rocco reported that arrangements are well underway for the 18th annual Crash & Bash at the Schmidt Ranch in Elk Grove. Final details and some responsibility assignments will be made at the August meeting. Don Bekins and Ed Hamler have prepared a flyer which is in this newsletter and will be mailed out by early August to all past contestants and West Coast SAM chapters. Loren Schmidt advised that the Friday Italian dinner will be served at \$5 per plate (you can't beat that!). The Saturday tri-tip/barbecued chicken dinner will be \$10 per plate per person (no "couples-deal" this year, so you guys [Jim Kynco] need not bring dresses!).

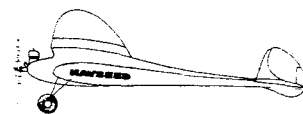
NEW BUSINESS

Antique Flyer -- Complimentary Copies and Expenses

Don Bekins advised that we send out about 120 copies of the Antique Flyer every month. We now have about 80 members, so the rest go as comp copies mainly to other editors in exchange for their newsletters. Then there is AMA and its regional VP, NFFS, magazine editors like John Pond for Model Builder and Bob Hunt of Flying Models, etc. We send 5 or 6 copies overseas to editors whose newsletters we receive which cost \$1.50 each to mail plus a special envelope to meet postal requirements. This costs the club slightly over \$50 per month. After considerable discussion, the membership decided that the benefits of obtaining other newsletters is contributing to and strengthening the SAM movement is very much worth the costs and that we should continue to subsidize the complimentary newsletters. If we have to raise the dues at a later time to continue the program, we will gladly do so. Or, we can con-



Clipper Mk II,
line drawing by Czech
SAM 95 member, Jaroslav Velc. Thanks to Rado Cizek for arranging for this fine art.



that time. In the perfect weather and lift conditions of the last SAM Champs, it got ridiculous in the flyoffs for ignition powered events — practically everyone who entered the event ended up in the flyoffs. For example, in the Class C Ignition LER event, there were 24 entries. Of those 17 got into the flyoffs, making it a real problem for the CD because of conflicting frequencies and trying to make the flyoffs fair. Sure, there will be flyoffs when the thermals are popping even if the engine run time is cut down to 35 seconds — but there won't be nearly as many, if any at all.

The petition was passed around and about six of the regular R/C competitors signed. The petition was returned to Larry Davidson who reported that he obtained over 30 signatures, enough to qualify the rule change proposal for submission to the overall SAM membership for vote.

PROGRAM

Paragliding in the Mountains of Alaska — Bruce Hamler

Ed Hamler rescheduled his wood project presentation to the August meeting to allow the paragliding slide show presentation by his son Bruce who hails from Anchorage Alaska, where he is a certified paragliding instructor and one of the leaders in a group of some 50 Alaskans who are active in the hobby.

Bruce showed some very interesting and spectacular slides of paragliding in Alaska, California, and Utah. Some showed training exercises and of competitions where paragliders remain aloft sometimes for hours, covering great distances and very high altitudes. The paragliders slope and thermal soar just like models and big sailplanes. Paraglider design has improved over the past few years to point that glide ratios have moved from the old 2-3 to 1 ratio up the current 5 or 6 to 1. Competition designs are somewhat more difficult to launch and fly than training and sport paragliders. One of the interest items

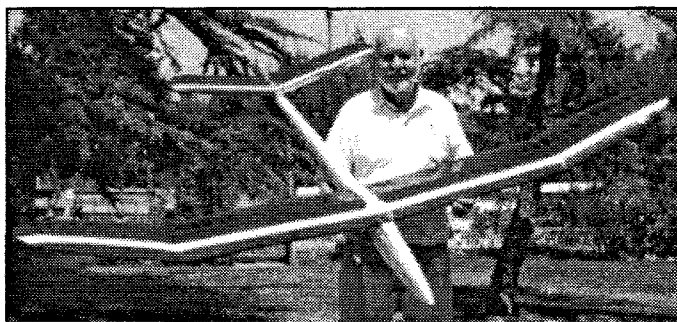
that Bruce brought out that flying in the winter months over the snow can still be done with thermals. If there are rock outcroppings over the snow fields, the temperature differentials between the snow and rock when the sun is out can create very strong thermals.

A paraglider costs between \$2,000 and \$6,000, with most made in Europe and Japan. Auxiliary equipment includes a reserve chute, 2-way radios, variometers, altimeters, oxygen equipment (sometimes in high thermal areas like the Sierras), helmets, and warm clothing, even in temperate climates.

Thanks, Bruce, for an extremely interesting presentation.

SHOW & TELL

Park Abbott saw our Riser Rider raffle prize fly at the last meet and decided the only way he was guaranteed to win this fine flying model was to build one for himself. So he did and brought in a beautifully constructed wing to show the assembled OT nuts of SAM 27. Then Park pulled out an equally beautiful, slender wing of the Zehrovice II, the club glider project for our yearend contest. Boy, this guy is a fine builder. we can hardly wait to see that OT Czech glider fly. It will be a winner!



Park Abbott photo

Park Abbott with his newly completed Zehrovice II O/T glider, designed by SAM 27 member, Rado Cizek. This glider was designed during the Czech golden age of modeling, 1945-50.

Nick Sanford is in the process of providing means for transporting models and equipment in his new Ford Windstar van. The meeting room couldn't accommodate the van, Nick invited all to inspect his project outside after the meeting. Looks first class, Nick!

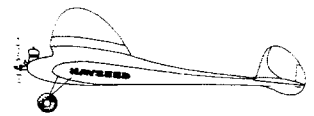
John Carlson, noting the undesirability of tugging on wires to remove servo and battery connectors from receivers, showed an extracting tool he had modified from a mini (5") pair of channellock pliers purchased from Long's Drug Store. The jaws were ground down to fit between the connectors when connected to the Rx. The eye was obtained from doll parts department of the a crafts store and is necessary to see what the tool is doing.

Rod Perssons showed a 1/2 A Texaco Drobshoff "Challenger". This was the 'secret' project he and Tim Younggren had alluded to in prior meetings. This joint project of Tim and Rod (the 'T & R's') is beautifully done and covered in "Tim dyed" silkspan with black wings and orange fuselage. Rod flew the model during the O/T rubber meet and exceeded 25 minutes in both first and second flights. This model should be a strong contender in the 1/2 A Texaco event. Don Bekins pointed out that the designer, the late **John Drobshoff**, was one of the SAM 27 founders, a past club president, a SAM Hall of Famer who still holds national AMA ROW records. In addition to designing, building and flying models, John had a number of eccentricities that kept everyone laughing out on the flying field.

Rod also showed some kits from rubber scale models produced by Bell & Diehl that were about the highest quality Rod had ever seen.

Tim Younggren showed his 1/2 A Texaco scale Messerschmitt M.17, built from plans in the 6/94 Model Builder magazine. Tim did a beautiful job on this yellow and black silkspan covered model. It has a long tapered wing and controls are pull-pull. Tim just uses monofilament fishing line looped through the appropriate

holes and secured with a short section of aluminum tubing, gently squeezed on. No means are made for subsequent adjustments, but Tim feels this is unnecessary if care is taken initially and it is not difficult to make new ones if required. The first test flight was very erratic and it is hoped that adding lots of washout to the



wings will help this. Tell us next meeting, Tim.

John Hlebcar brought in his beautifully framed 1/2 A scale fuselage of the D-145 Monocoupe, to be finished per the Charles Lindberg aircraft hanging on display, someplace? John showed photos of the original Lindberg plane.

Ron Keil displayed tow rare engines he has acquired. One was a 1945 KEN, a .60 size engine with some form of supercharger. The other was a Torp .249 cu.in. engine that looked much like the Torp .29. Only a few of the .249's were ever made.

Jerry Rocha showed a nearly mint Atwood .049 boat outboard engine he bought the recent MECA Collecto.

Brian Ramsey showed his Hi-Ho, complete with the battle scars picked up at the recent O/T rubber meet. The motor was a huge and scary 24 strands of 3/16th rubber, 42" in length which Brian intends to replace with something smaller. The model has the interchangeable Wakefield canopy and saddle for stick events. Brian reported that his wire bending results were greatly facilitated by the use of a Micro-Mark bender which has slots and adjustable pins. Brian first bends a dummy part with soft wire to get the adjustments set and then bends the hard music wire part. Good Tip.

Raffle (\$63 collected)

Prize	Donor	Winner
Prop Balancer	SAM 27	Ray McGowan
Needle file set	SAM 27	Nick Sanford
Stop Watch	SAM 27	Park Abbott
Zipper Kit(Klarich)	Loren Schmidt	John Carlson
Kinner Sportster kit	Bob Munn	Ron Keil
Monokote	Jerry Rocha	Nick Sanford
EAA Calendar	John Hlebcar	Harry Klarich
Hemostat	SAM 27	Harry Klarich

EDITORIAL

by Don Bekins

Founded in 1976, SAM 27 is a very active and growing club, with an unique Jr.O/T program, club building projects, keen R/C and free flight competitors, and numerous modelers representing all phases of old timer model building and flying. Among its membership are some of the best modelers in free flight, R/C assist, gliders, O/T electric, indoor, rubber, HLG, compressed air, Wakefield rubber, and OT scale, as well as many MECA engine collectors. We don't specialize as a SAM Chapter in any one of these areas, though R/C assist was the reason for our founding. We sponsor many well attended fun flies, put on a very successful annual R/C contest, the Crash & Bash, now in its 18th year. And SAM 27 is always well represented at the SAM Champs and other major regional OT free flight and R/C events.

SAM 27's membership has nearly doubled since early 1992, when we published the first history of our SAM chapter. With all that growth, we have remained financially solvent.

We feel our new and older members should have a better understanding what makes our chapter healthy and growing. Our hard working Treasurer, John Carlson has put together the following summary which we hope you will find enlightening.



FINANCIAL REPORT

SAM 27

7/23/94

by John Carlson, Treasurer

This will not be the usual financial report containing a balance sheet where a long list of assets is equaled to the penny by another list of liabilities. Instead it will report in approximations of the how much money we have, how much we had and where it came from and where it goes.

The bank balance varies greatly over the year. At this time in 1993 the balance was about \$2,000. At present it is about \$1,000. And at its highest point in the past few years, it was approximately \$2,900.

The club as a number of sources of income and a number of activities requiring expenditures. The following will address the major items.

Dues

Members pay dues of \$15 per year which may be prorated for those joining after February. Membership is at its maximum at the end of the year as new members join, and minimum at the beginning as some members do not renew. Over the past few years, membership has increased from 49 when Ron Keil wrote the history of SAM 27, mid 1992, to 56 at the end of 1992, 65 in 1993, and it is now at 70 as of July 1994. Currently dues bring in about \$1,000 a year.

Antique Flyer

The Antique Flyer newsletter is published monthly and is sent to all dues paying members, and complimentary copies to a number of other chapters which send us copies of their newsletters. Also, copies are sent to several model publications and to a number of SAM officers. At present about 70 copies go the members and to other recipients for a total of 120. Printing and postage has averaged about \$110 per month, or \$1,300 for the year. More recent sources for printing have reduced costs by \$10 to \$15 per month. At any rate, dues rev-

Jr.O/T'ers

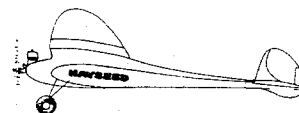
What They Are Doing

Sean Crowley, Jr. O/T'er, displayed his "Hi-Ho" rubber model which got him the 1st place trophy at the recent SAM 27 O/T rubber meet. Sean used laminated ribs, silly putty DT and red and white silk span covering. Building time was only 2 1/2 weeks — probably a record! The model flew beautifully with only minimum trim adjustments needed. Sean is not only a fast builder, but also turns out beautiful construction.

Zack Durbin, Jr. O/T'er, showed a 1/2 A Playboy given to him by the prolific builder, Jr. O/T'er Sean Crowley. It was flown during the recent O/T rubber meet by another Jr.O/T'er, Scott Seronello. There were some flight problems yet to be determined as attributable to the model or the pilot.

Brian Cassayre, Jr. O/T'er, showed the four trophies he won at the O/T rubber meet. We are spawning some real builders and competitors through our Junior Old Timer Youth Program. Good going, Brian!

Continued on page 8



Letters to the Editor

Pictures of By-Gone Days

Dear Don,

I found the pictures and negatives (fifty one years old). That's Dick O'Brien holding the model with the running engine behind the '36 Chevy. The picture of the three of us was taken in front of Dick's house. I'm not sure, but I think the fellow in the center is Gayford Fleharty, a friend of ours who moved to Las Vegas after this. I visited him there in February of '87 after the Buckeye, AZ, meet (SW Regionals). Tell Dick that Gayford still looks the same! Same weight, same hair, (no gray) — not even a wrinkle!

We hope some of your group can make it to the Carson City meet August 20 & 21. It should be fun.

Say hi to everyone.
Tom Smith



Here's the old modeling gang: Tom Smith (SAM 51), Gayford Fleharty, and our own Dick O'Brien, SAM 27. This picture was taken back in the early 1940's

Watch Your English, O/T'ers!

I recently wrote a letter to Rado Cizek complimenting him on the fine newsletter he writes. In my own words, I said, "Rado, you write a terrific newsletter!" Rado learned his English by reading model

magazines and by meeting English speaking people at international scale model contests. Rado is a certified FAI judge; that is how he came to America in '92. He takes anything I write very literally. If he doesn't understand a phrase or a word, he looks it up in his Czech-English dictionary. To his consternation (and to mine), Rado discovered that "terrific" has a formal meaning of "dreadful, appalling", among other things. Americans freely use the colloquial meaning (which was not in Rado's dictionary) of "unusually great, excellent, extraordinary". No wonder people think English is so hard to learn!

With this background, Rado wrote:

Dear Don

Sorry, I don't understand you where on the letter you sent me with the last issue of *Antique Flyer*: "Your newsletter is terrific!" This word in the dictionary have in translating as "poor, not well", — the same explaining for the word "terrific" and "terrible" (John McEnroe as a 'terrible' tennis player), or is it a pun? Or are we really so bad?

Now we come with better pictures (in his SAM 95 Bohemia newsletter) in the case we use own negatives. Next "95" newsletter shall be finished the end of this month.

From August 13th to 23rd, I will take part on the 1994 Scale World Champs at Deelen, near Arnheim, Holland.

Say hello to all the "27" boys. *Please send your cancelled stamps for my grandson, Martin. He is an avid stamp collector.*

Rado

Modeling in France, WW II

Here is an amazing letter I found in the most recent *Duration Times*, our SAM 1788 correspondent from Australia. This is a piece of history on how the Europeans coped with occupation and still managed to continue their interest in the model airplane hobby.

Old Timers are alive and well in France. Read and enjoy ---

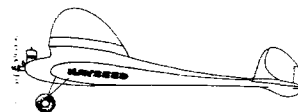
Dear Ian (Avery, newsletter editor),

I had many contacts with SAM 1788 for these last three years, but all my letters were in the direction of Mike Pettigrew. Our first touches were my own initiative, when I was editor of the SAM 70 bulletin. I proposed to exchange bulletins between our associations. For various reasons, I leaved the editor charge, but I am always interested in foreigners associations. I read with a peculiar interest "Duration Times", and its receipt is always unhappy moment. Thank you for these delights.

If I took distance with the SAM 70 bulletin, I am more and more involved in model magazines. I try to rise an interest in ancient models not only from old modeller, but also of those more young who don't know what were the period before them. In this way, one of the french model magazines, which name is precisely: "Modele Magazine", has just finished this month, the last of six parts of an history, named: The big story our little models. Now, I am on a history of French engines, with a recall of the outstanding foreign motors which influenced the technical evolution.

In modelling, I practice many categories, free flight (less now, because I live now in a district where we have no sufficient area), U-control, and radio-control, on standard models, and also on RC assist models for ancient ones. I fly planes and gliders, and for gliders, I practice thermic flight, and slope. I live in the farthest corner in the south west of France, very near of Spain frontier, on the Atlantic ocean shore. At this point, the Pyrenean range of mountains falls in the ocean. These mountains are the natural frontier between France and Spain.

The idea that may be the Australians modellers are interested in French models has come recently in my mind. I send you an article about a curious story, happened in the last World War. If this article is convenient for you, I'll happy to see it included in *Duration Times*, and from time to time, I'll send you something of this kind. You can change the tittle, if you have something better, and you can also rectify my mistakes. For I know that if I can explain ideas in English, my style is



not very good, and my sentences are too close of French style.

Sincerely and modellistically yours

Jean Champenois

THE FRENCHMAN'S CORNER

Generally, when you meet new persons, the current practice is to introduce oneself. Therefore, I'll try to conform myself to this custom:

I was 12 years old in 1943, a very difficult period to live, and took contact with model airplanes. The discovery of these models helped me to endure the war years, for if we didn't have many food, the government, imbued from the German methods for the youth education, gave us free plans and materials for building gliders. This was one of the scarce good actions of the government of field-marshal Petain, and this actions had an important influence upon a large spreading of modelcraft in the youth.

I lived in Reims, in the north-east of France, a place where around it, you could find big battlefields during the first world war, and where many Australian soldiers found dead. In 1943/44, we practised model in the vicinity of the city, but after the Liberation, in august '44, we progressively began to meet other clubs in other cities, and organize inter-clubs events. Some success in gliders events conformed me to continue, and I was selected for 1948 France Championship. The military service in Algeria and Morocco (at this time French territories) gave possibilities to build models, and have tremendous area for flying, but without contests.

The professional duties as draftsman, and later as Engineer leaved only few availabilities for models, and contests where, from this fact, out of question. An important part of my career gave me opportunities to travel in France and in the world, and also to improve my English language (alas, not enough). I began to practice radio-control in the middle of sixties, while also involved in free flight. I built and fly gliders, motor models, and U-control, but I contest only with gliders, in two categories: slope soarers, and thermic planes.

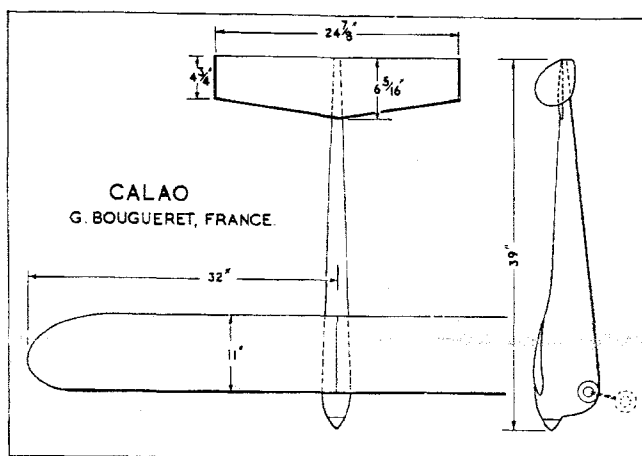
Two french magazines accepted, in the fifteen past years, my literature about models: MRA (Le Modele Reduit d'Avion) pub-

lished mainly aerodynamics articles, now under the aspect of a book, and Modele Magazine published an history named "The big story of our little models". I continue to send chronicles to MRA, as regular writer.

We are at the end of this too long introduction, so we can now chat of various matters. For this first time, I would speak you of a curious story, happening in 1941, which can be named: the "Hermann Rapp Story"

THE HERMANN RAPP STORY

The year 1940, a young modeller, living in the city of Strasbourg, the magnificent chief-town of the east province of France,



A French old timer design, much like our own "Blitzkrieg".

named Alsace, with its beautiful gothic cathedral, and old streets with three and four centuries old and high houses. These houses have vertiginous and sloppy roofs, and woody have come from North-Africa for building their nest in the summer, before returning in Africa.

The Alsace, and her sister province the Lorraine has since many years been a "casus belli" between France and Germany, and were annexed by the latter after the 1870 war, until 1918.

Hermann built a beautiful big bird, with the wingspan of about the same size as a stork, and named it simply: R 40. The concept of this ship was in the line of Swiss and German slope soarers, with important aspect ratio, swept-back wings, and fuselage with huge lateral area on the nose part. These devices aimed to obtain a good stability during slope flights.

In June 1940, the "Blitzkrieg" of the Reich troops upseated French, British, Canadian and Australian armies, and Mr. Adolf settled that Alsace and Lorraine where defi-

nately part of the "Gross Deutschland". By this way, Hermann were no longer a French modeller, but a German modeller. And henceforth, he had the distinguished mark to be admitted in the Reich modeller organization, which was framed by the "Hitler Jugend", the nazi youth.

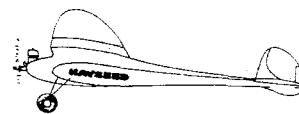
During the 1941 summer, Hermann was selected for the national champ, whose happened on the Wasserkuppe slopes, a mount of the Rhon massif, between the Hesse and Baviere provinces, near the city of Frankfort.

Hermann Rapp was in the entries for "hand launch slope soarers gliders", and for its first (and alone) flight in the event, his ship took a good departure, vanishing in the clouds, just above the starting point, after being timed Z4mn 18s. This flight was more than four minutes above the existing German record for the category, and because of official judges acting in the event, Hermann was officially the holder of this national (but no national-socialist...) record. Hermann was also the first French modeller, and the single, to hold a German record.

In reality, the glider and its record where completely unknown in France, because the mood where not exactly favorable to read the results of the German modeller magazines. It is only in 1989 that another French, (and alsacian) modeller, Jean Wantzenriether, well known in international free-flight events as one of the better, called in

one event with a German pal, Linseln, and was given the R 40 plans. In 1989, Jean Wantzenriether gave the plan to a friend, myself, at this time editor of SAM 70 bulletin (SAM 70, or 4A is the French ancient models association). Immediately, I was interested by the ship and its history, and a plan was designed for a radio-assist version of the R40. This plan included strengthening of the original structure of R40, but was completely corresponding to the original for sizes, and wing profiles. Please note that Linseln, himself, had built in the seventies a free-flight R40, which finished its career with a glow motor on a pod upon the wing.

The building of the RC ship was not as quick that expected, for at this time, I was involved in the end of my professional career, with moving from Paris area to the south-west of France. One American friend modeller, Bill Toderan, proposed himself to build the ship, and was happy of the result. But he neglected to point out that two formers were not of the correct size. The interesting detail is that these formers are absolutely the



same as on the original plan. As say one of my friends, Paul Tournois, the copy is so exact that even the errors are in the new plan!

The plan was sold in USA, by B2 Streamlines with the errors on formers, and in France by Coop-aero. When I built myself the R40, I realized the errors, and a corrective sheet was edited for the no-sold plans.

But I can say, apart this problem of formers, that the R40 is a great ship, either for slope flight or thermal flight. It is a very stable ship, allow to fly on slopes even with light breeze, and in plaine with only light bubbles. Plenty of room is allowed by its huge fuselage for servos and receiver. The strength of the rear part of fuse has been resolved in RC version, by a complete 1/16 balsa sheet covering, and the weakness of original version, with fuse covered with paper is solved. I like to fly with the R40 on the magnificent Basque district mountains, where I live now, and take thermals above the plain. My project is to go in Germany this year, and fly the R40 on the Wasserkuppe slopes, where it experienced its glory.

The three views drawing of R40 was designed by Rene Jossien, an old Wakefield modeller. For those of you who can be tempted by this plane with an original story, and great qualities, the plan is now without errors. This plan is in French and English language, with an English building notice. You can write to my address:

Jean Champenois
16 rue Itsas-Mendi
64500 - St Jean de Luz
France

Bonjour de France for all the Duration Times readers, and good flights.



Don Bekins photo

Here is LA Johnson from Texas with his fine "Blitzkrieg", McCoy powered. It surely looks like the French "Calao". Who copied who? DeBolt designed this unusual model in 1939.

Continued from page 5

Revenue is somewhat short of expenses which are made up by other sources such as raffles, T-shirt sales, decals, etc..

Prizes are donated by members and some are purchased by SAM 27. The raffle tickets with members' names written on them are then saved. At the end of the year these tickets are combined with any new purchased tickets for the BIG raffle for a valuable prize purchased by the club. In 1993 about \$735 was collected and about \$400 was spent on prizes for a net profit of \$335.

Purchased prizes included 8 pair of mini-servos awarded monthly in raffles and an Ohlsson 60 ignition engine as the grand yearend prize.

In the seven months of 1994, raffle collection have totaled about \$500. Purchased prizes for the monthly drawings include \$280 for five AceR/C receivers raffled every other month and \$150 for other miscellaneous prizes. The 1994 yearend grand prize is a Don Parmenter RTF Viking with radio installed at a cost of about \$300. Club raffle prize purchases for the 1994 year have amounted to \$730. Sales of raffle tickets for the balance of the year should show a net profit of about \$200.

Ohlsson Logo T-Shirts

In April, \$907 was invested to purchase 144 T-shirts with the O&R Powered logo imprinted in color. The cost of each is \$6.30 and they are being sold as a fund raiser for \$12 each. About 29 shirts have been sold to date for a total of \$348. At this rate, it may take some time to break even. However, there is a potential for an eventual profit of as much as \$800. About six years ago, at the urging of past president, Ed Solenberger, we made up similar T-shirts and they proved very popular across the country because of their universal old timer appeal. Two production runs were eventually sold out after marketing them through the MECA Swap Sheet, collectos, and at the SAM

Champs by our first junior member, Sky Greenawalt.

O/T Rubber Meet

The O/T rubber meet held in June was a great success, with good participation and superb weather. However, revenues were about \$65 short of expenses. Although not a financial success, the enthusiasm and exposure generated for the Jr.O/T'ers and other SAM clubs are believed to be of great overall benefit to SAM 27.

Crash & Bash

Last year's Crash & Bash was most successful from both a participation and financial point of view. There were 46 contestants with 121 entries, posting 289 posted flights, SAM 27's biggest ever contest.

As the club's major fund raiser it was successful as well. The major raffle prize was a 200% Playboy, ready to fly, with a Hornet 60 ignition engine. The model was originally built by Nick Sanford and donated by Don Bekins. The Hornet was purchased for \$200 and this, in addition to other items, brought the raffle cost to \$290. Raffle revenues were \$360 for a profit of \$70. Luncheon and dinner profits totaled about \$370. Event fees less expenses for prizes, flyer, porta-pottie, etc. gave a profit of about \$220.

The net profit from our annual 1993 Crash & Bash amounted to \$660!

Other Expenses

Other expenses over the year include AMA Charter and insurance fees, meeting room lease (a bargain at \$1 per year!), miscellaneous postage and copying expenses, printing plans for club building projects, name tags, etc., totaling about \$425.

Summary

The financial goal of SAM 27 is not to accumulate a profit each year, but to remain healthy and solvent, and to allow financing of activities benefiting the chapter membership and the SAM movement as a whole. It appears that this goal is being achieved.

Respectfully submitted:

John Carlson, Treasurer