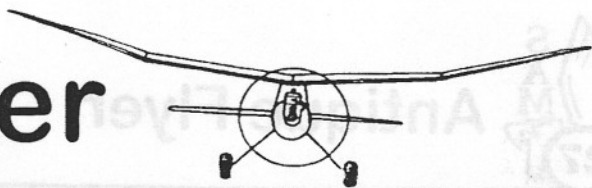




Antique Flyer



AMA CHAPTER #108

August 1996

Issue 168

July Chapter Meeting

By John Carlson

Still no chairs, so twelve of the fifteen attendees had to park their butts on the hard, backless benches. In deference to their status the Prez and Secty. occupied the only two chairs available, and for some reason the classroom wheelchair was left vacant for Ed Hamler. Nevertheless there was little complaining and a good meeting ensued. There were no visitors present. Our newest member, Fred Emmert was welcomed in absentia. Fred is an old time modeler known to many of the SAM 27 members, especially the free-flighters. Fred participated in the first, June 29, Jimmie Allen contest and did very well with his venerable Bluebird - more on this later. Welcome Fred, we hope you can make some of the future meetings.

ANNOUNCEMENTS

Roster Changes:

New Member:

Fred Emmert
2209 Hastings Dr. #42
Belmont, CA 94002
(415) 593 5704

New Members:

Jerry & Phobi Long
12 Scenic Rd.
Fairfax, CA 94930
(415) 453 0861

Rules Change: Don Bekins was unable to attend again. He was off sailboat cruising with a friend in Alaska from Juneau to Sitka (tough duty!), but sent another rules change proposal from Tom Smith of SAM 51. The proposal basically would provide for an Overall R/C Champion in addition to the Ignition and Glow R/C Champions at the SAM CHAMPS. The Overall Championship would include all R/C events, including Special Events. Don was ambivalent about this proposal because a contestant would have to enter more than 14 events, "an absolute mad-house for the

competitor," and noted that his ambivalence was in spite of the fact that, had these rules been in place, he would have been the overall winner at Muncie and Colorado Springs, instead of the runner-up. The proposal was circulated and drew 4 signatures.

Meeting Room: We have renewed our lease on the Firehouse Training Room. This lease runs from July to July and we only pay \$1.00 per year. Prez Rod suggested we make some sort of a token gift of appreciation to The Novato Fire Protection District people. John Carlson will contact the lady who handles the lease arrangements for suggestions regarding an appropriate gift.

JR O/T REPORT

Rocco Ferrario reported that he is into his first week of the 4 week Space Academy he has been conducting at the Napa College for the past several years. He has 23 kids enrolled, mostly of Middle School age. They may attend as little as one week or as much as all four weeks. Rocco sets himself up as the Government (NASA) and the students are private contractors who contract to complete some item of work which may range in complexity from HLG, CatLG, rubber stick on up to 1/2 A FF and possibly R/C. The end of each week is climaxed by a contest held on the College grounds. In the past some of the more motivated participants have become SAM 27 Jr O/T'ers. Prez Rod pointed out that the club now has a few hundred dollars earmarked for the junior program and suggested that possibly some of this could be used as scholarship money to financially help potential Space Academy participants who otherwise are unable to be in the program. Rocco agreed to explore this and other possibilities and get back to Rod.

OLD BUSINESS

O & R Decals and T-Shirts. By Jerry Rocha's kindness in allowing usage of a

corner of his table, we were able to sell 5 O&R T-shirts and 5 decals at the July 13 MECA Collecto. Thanks Jerry! Also subsequently, as a result of our Adv. in the most recent issue of SAM SPEAKS, we received an order for 5 decals from Ben Thomas of Camarillo, CA. It will be interesting to see what results the Adv. will bring in over the long run.

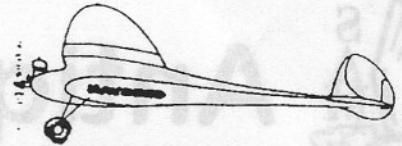
Technical Presentations. Prez Rod brought for interested attendees, several copies of the magazine article he used to make the vacuum forming gear he demonstrated last meeting. Rod also announced that Ray Mc Gowan would make this evening's presentation on the resurrection of junker/clunker engines that frequently become available for nothing or next thereto. Ed Hamler offered to talk at the next meeting on methods to make tightly fitting and strong wood joints.

Jimmie Allen Contests CD Jerry Rocha was off fishing with Wes Funk and was unable to attend the meeting but forwarded the results of the first Jimmie Allen Contest held at the Lakeville site on June 29. We had a good turnout of contestants and spectators on a warm, and later HOT, nearly windless day. About a dozen entered the Concourse which was won by new member Fred Emmert's beautiful Bluebird built a number of years ago but still in pristine condition after many flights. About 8 contestants made official flights; results follow: (Three flights, 2 min. max.)

Place	Contestant	Time	Model
1	Jerry Rocha	360 sec.	Skokie
2	Fred Emmert	338 "	Bluebird
3	Ray Mc Gowan	297 "	Skokie
4	Jerry Long	256 "	Skokie
5	Bill Hurley	234 "	Skokie
6	Phobi Long	172 "	Yellow Jacket
7	George Benson	171 "	Sky Raider
8	John Carlson	136 "	Skokie

We are not 100% sure of the model in all cases. If notified we will correct in next issue. Fred Emmert probably would have won first place if there hadn't been a 2 min. max. He didn't have a D/T and caught several strong thermals resulting in long walks despite the almost lack of wind.

Several brought other models in addition



to their Jimmie Allen's, in particular the MAC contingent of Geo. Benson, the Longs and Bill Hurley. Phobi had a long (no pun intended) box containing about a half dozen Peanut scale models and, we think flew them all. Jerry Long said they were the last to leave, but later regretted staying as he got a good sunburn in spite of using sun block.

The next JA contest will be in conjunction with the SAM 27 & AMPS/SAM 32 Special Rubber Meet scheduled for July 27 at the Lakeville site. This will probably constitute our entry in the Postal Contest and will be ROG, 3 min. max. whereas our other meets are HL, 2 min. max.

1/2 A Scale Texaco Postal Meet Quoting CD Ed Hamler's input to Ken Low of SAM 26, the Meet Sponsor: "Hi Ken, We barely have an entry, but we had fun. Five members in attendance, only three flew - Cold (54F) early, and fog later - Finally got some sun about 10, but the wind came up with it - lousy engine runs were our main problem - couldn't run out 5cc of fuel No mishaps, no lost planes - Wait til next year!" Results:

Contestant	Model	Total
Pete Samuelson	Cub	789
Jerry Rocha	AVRO	734
Ed Hamler	Heath*	346
Team Total		1869 sec.

*Heath Mid Wing - Dick O'Brien's model flown by Ed
 Attending but not flying were Dick O'Brien and John Carlson. Dick brought the Club lawn mower and he, Jerry and Pete took turns trundling it around. There was a not so brief pause to partially disassemble the machine after it quit before someone thought to check and found it was only out of gas.

Northwest Regional Control line Meet
 Jerry Rocha made his annual Memorial Weekend trek to Oregon. This year's meet was held at a new site, the Roseburg Airport. Jerry did his usual best in the speed events. Results:
 1st A Speed 167.84 MPH
 1st 1/A Speed 132.39 MPH
 1st 1/A Proto 103.82 MPH

The 1/2A Speed was a new model never flown before. Congratulations, Jerry!

1/2 A Texaco Challenge (Postal Meet) Ed Hamler reminded us that SAM 27, being the 1995 winner, is the Sponsor for the 1996 Meet (Also remember that Dick O'Brien had the highest team score and is the current World Champ). SAM 27 will fly this Meet on August 2 at the Lakeville site.

Crash & Bash At the MECA Collecto Loren Schmidt advised us that Miriam had volunteered to do the food purchasing for the C & B. This was an offer that could not be refused and was accepted unanimously. John Carlson has sent the Schmidts an advance check for \$400 and a letter expressing our appreciation. Rocco Ferrario will again purchase and package the balsa for places through third for all events. Ed Hamler proposed and it was agreed to increase the quantities in each package by one each of each size. First place will have 4 ea. (formerly 3) of 1/4", 3/16", 1/8", 1/16" sheets. Second and third places will have 3 and 2 each respectively of each size. Ed discussed the events to be scheduled for each day and advised that to speed up things and allow contestants more time for other events, he plans to have all of the standard LER ignition and glow events on Saturday with a single max placing the contestant into the flyoffs which would start as early as 2:30 or 3 PM Sat. He is also considering allowing early comers to

fly these events on Friday afternoon. The usual rules will apply for the balance of the events. Ed plans on mailing out flyers to previous contestants and other Clubs late July or early August.

Prez Rod reminded members that they will be expected to help with furniture moving, cleanup and other chores which may arise.

NEW BUSINESS

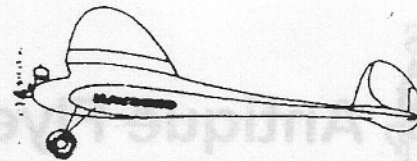
SAM Elections Ed Hamler, SAM Western VP, pointed out that the latest issue of SAM SPEAKS contains officer election ballots and By-laws revisions. Ed urged members to cast their votes. Votes must be received NLT August 15. Ed also advised that he is proposing future By-laws changes that votes for regional officers should only be from members of that region. Also that officers terms to be 4 years with a 2 term limit - terms to be

staggered.

Event Rules Prez Rod pointed out that the many SAM events make it difficult for a member to be familiar with very many, and that most members specialized in relatively few events. Rod thought that some members might enjoy participating in other events if they knew more about them and proposed that at future meetings a member familiar with a particular event make a presentation of the rules, model and power choices, do's & don'ts and general aspects of the event. This proposal was enthusiastically accepted. Rod will arrange for speakers. Fred Wardenberg volunteered to speak regarding small rubber events at the August meeting.

TECHNICAL PRESENTATION

Ray McGowan's subject was how to restore "junkie" engines. Ray hates to see an old time engine which may be capable of flying, wind up in the trash can. In many cases these may be salvaged. not to collector standards, but to acceptable running and flying condition. Most of these have the pistons stuck in some way to the cylinder, broken mounting flanges or other broken or missing parts. Ray's experience is that with a great amount of patience, ingenuity and research, many of these discards can be restored to usefulness. Ray's first point was to NOT try to force a stuck piston; the most likely result being a bent connecting rod and scoring of the piston and cylinder. Freeing of the piston will permit removal of the cylinder and disassembly of the remainder of the engine. To free a stuck piston Ray starts with removing the spark plug and any other readily removed parts such as a head or a back plate and then a soak in lacquer thinner overnight or for several days following which an attempt may be made to turn the prop shaft. If this is not successful, heating should be tried, first with a heat gun on high and if that doesn't work, a while in the oven at 500 F should be tried. Be cautious in heating to not ignite any lacquer thinner which may remain in the engine. As a last resort, try boiling in a thin motor oil or equivalent. CAUTION !!! - This should be done outdoors with a fire extinguisher handy. To determine if the



piston has been freed a gentle tap on a wood dowel inserted in the plug hole may be tried. Once the piston is free the cylinder should be removed. Where the cylinder is screwed into the crankcase a split, soft wood block with a hole slightly smaller than the cylinder OD may be placed around the cylinder and clamped in a vise while twisting the crankcase. Liquid Wrench or a similar product may aid in the removal of screws and nuts. Only use the proper size end, box or socket wrench on bolt heads or nuts. Screwdriver blades should be a close fit to the screwhead slot. After complete disassembly, all parts should be cleaned using lacquer thinner, fine steel wool, naval jelly, or what ever may be appropriate to the situation. It is sometimes possible to repair broken mounting flanges, stripped thread holes or similar defects with an aluminum brazing rod that Ray obtains from Harbor Freight, (they call it welding rod), which can be

used with a simple propane torch. Here, practice on some scrap material would be appropriate.

In many cases parts may not be repairable but there are a number of sources for original or manufactured replacement parts. Advertisements in SAM SPEAKS, or the MECA publication may provide information as to sources. MECA Collectos may also be a source for parts. Information regarding special procedures and precautions in the disassembly of particular old time engines appears in articles featured in SAM SPEAKS. Several SAM 27 members have considerable expertise and can provide good advice. Ray kindly offered to help wherever he can. In closing, Ray pointed out that alcohol based fuels now often used in old time ignition engines instead of gasoline will run cooler and give higher RPM but may result in rusting if the engine is not

lubed with a good after-run oil at fairly frequent intervals, certainly if it is not to be run for a few weeks.

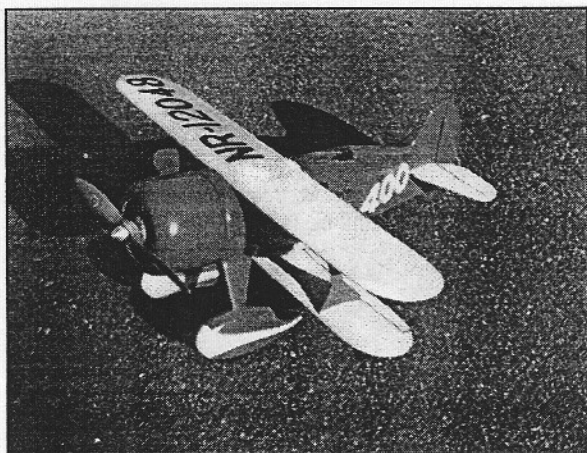
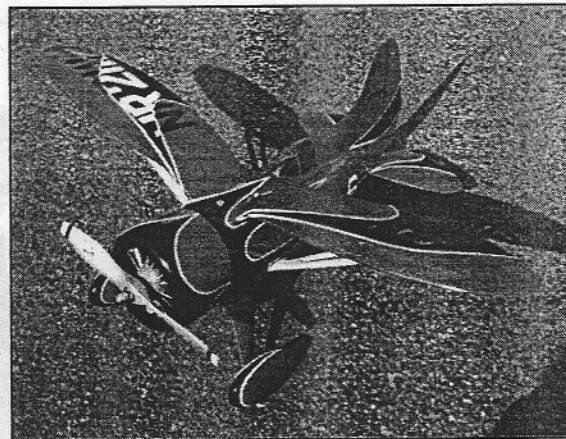
Ray had a number of former "junkers" which he had restored and pointed out particular features of each repair. A great presentation Ray! We thank you.

SHOW & TELL

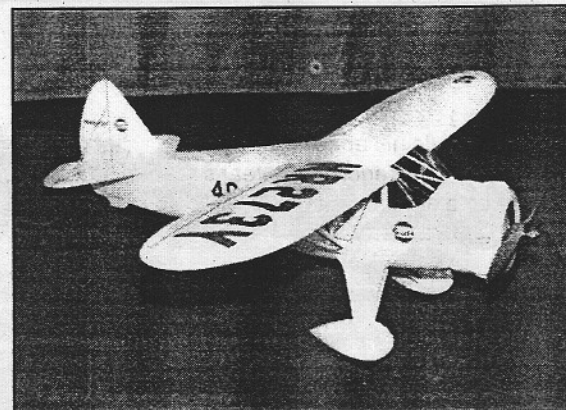
For some reason S & T was the sparsest yet, but faithful Nick Sanford came through with his strengthened Quaker. It seems that in an attempt to keep the weight down, Nick used some very light wood in the fuselage resulting in frequent cracking of the longerons. To remedy this, Nick used 1/2" strips of 3/32" on each outside corner of the fuselage - unusual, but effective. The wing tips were bent Obechi wood which Nick likes to use. Thanks Nick.

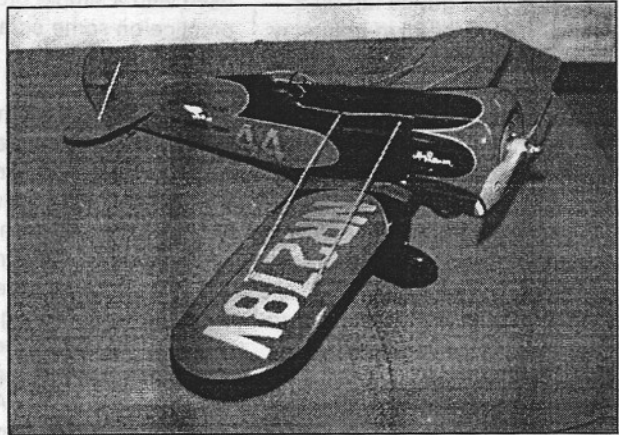
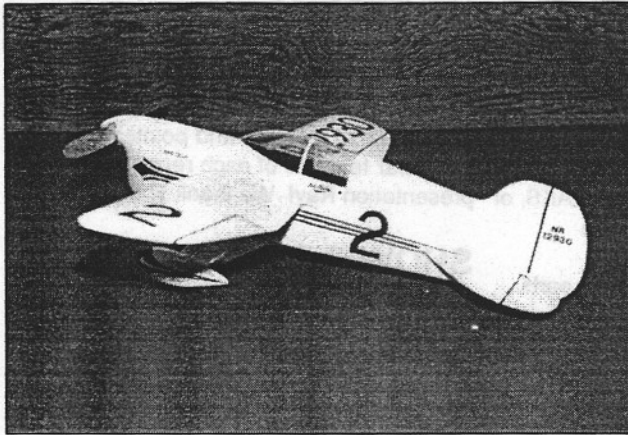
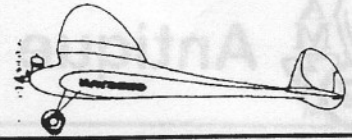
Raffle

Prize	Donor	Winner
California Chief A-2	George Benson	Buzz Passarino
Stearman PT - 17	George Benson	Dick Sullivan
Folke Wolf D - 11	Burt Flack	Nick Sanford
Oiler	SAM 27	Dick O'Brien
Cutting Board	SAM 27	John Hlebar
Total		\$30.00



Fine examples of Control Line Scale, Golden Age of Air Racing.
 Left: Laird Super Solution.
 Upper Right: Hall Bulldog.
 Right: Mister Mulligan.
 All were scratch built by Dan Lutz Fallbrook, CA





More fine examples of Dan Lutz's Models: upper left, Art Chester "Jeep", upper right, Wedell William's # 44. All the Dan Lutz photos are from Jerry Rocha's collection.

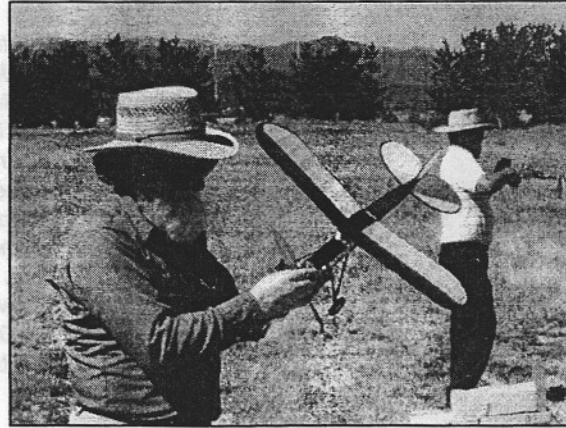
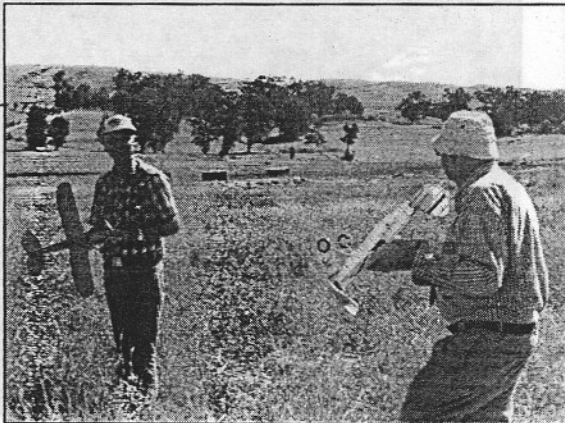
Below Left: Jerry Roca & John Carlson "Are you sure we should launch now?"

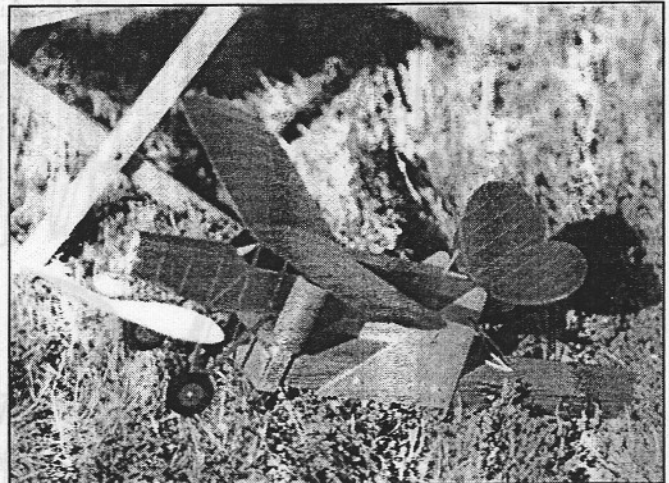
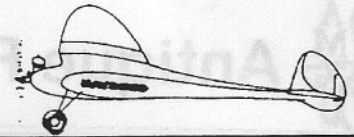
Below Right: Fred & Phyllis Emmert winding the Blue Bird - Hey Fred, why do you stand so far away? "If the rubber breaks I can see it coming and get out of the way."

Bottom Left: George Benson launches his Jimmy Allen entry.

Bottom Right: Bill Hurley with his Skokie.

Lakeville Photos by Dick O'Brien





Upper Left: Jimmy Allen Field, Lakeville Rd.

Upper Right: Jerry Rocha's Skokie

Center Left: Fred Emmert & Jimmy Allen Bluebird



Left: George Benson with his Jimmy Allen entry.

Right: John Carlson and his .020 Brooklyn Dodger.

Photos from Jerry Rocha





1996 CONTEST SCHEDULE

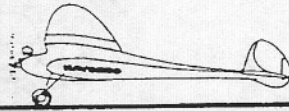
August 2 - 4.....	1/2 A Texaco Challenge	Club Field
August 11.....	NCCFC #4	Weagell Field
August 17 - 18.....	N.W. Free Flight Champs.....	Tangent, OR
August 17 - 18.....	SAM 34 & 51 High Sierra Annual.....	Carson City, NV
August 24.....	Jimmie Allen.....	Club Field
8/31 - 9/2.....	U.S.F.F.C.	Lost Hills
September 7 - 8.....	SAM 27 Annual Crash & Bash - Jimmie Allen.....	Schmidt Ranch
September 15.....	NCCFC #5.....	Weagell Field
September 21 - 22.....	Stockton AMPS.....	Lost Hills
September 28 - 29.....	SAM 30 Fall Annual.....	Schmidt Ranch
October 9 - 14.....	SAM Champs.....	Pensacola, FL
October 19 - 20.....	S.C.I.F. Annual & San Valeers NOS Annual.....	Lost Hills
October 19 - 20.....	Sierra Cup.....	Weagell Field
November 3.....	NCCFC #6.....	Weagell Field
November 2 - 3.....	John Pond Commemorative.....	Taft
November 9 - 11.....	SCAMPS & SCIF.....	Lost Hills
November 16 - 17.....	SAM 49 Fall Annual.....	Taft



Wes Funk's EAA Biplane is at its new home. Taft Airport ! Built by Wes, it made its first flight 29 years ago this month from Bishop, Ca. Airport. and traveled to the EAA Fly - In at Rockford, Ill. in 1968. It has flown over most of the western states.



AMChapter #108



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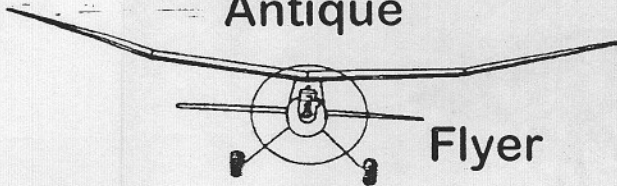
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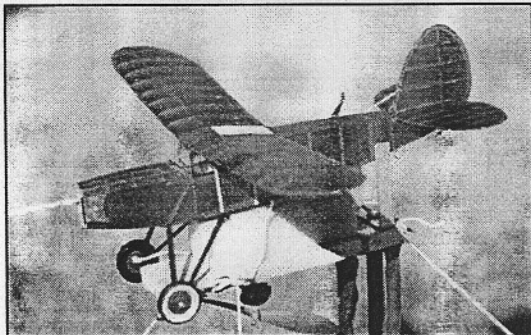
P.O.Box 8241, Truckee, Ca. 96162

Antique



Flyer

August 1996



Jerry Long's Skokie - in the winding stogie.

Jerry Rocha Photo

Membership

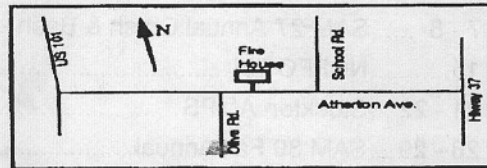
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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

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 Navato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

**Next meeting: Wednesday, August 21, 1996
7:30 P.M. at the Novato Fire Department
Training Room**



FIRST CLASS MAIL

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