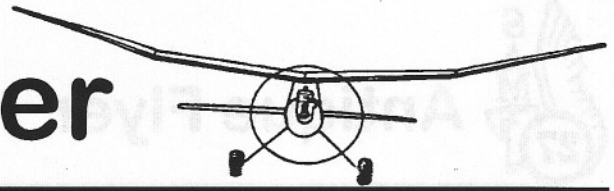




Antique Flyer



AMA CHAPTER #108

April 1997

Issue 176

March Chapter Meeting

By John Carlson

Although several of the regulars could not make it for one reason or another, we had 18 attendees at the March meeting. There were no visitors, but Member Janina Robinson was down from B.C. and received a warm welcome from all. Janina thanked the Club for the gift of chocolates sent to her in recognition of her contributions to last years Crash & Bash. Janina passed the box around for the members to sample 1 (apparently Brian Ramsey had previously sampled one piece to be sure it was up to SAM 27's standards). The Show & Tell session included a feature of "First Flights Narrations" postponed from the February meeting (detailed in the Show and Tell Section). This proved to be quite interesting and almost all present enthusiastically participated. We will do this at future meetings for those who didn't make this one.

ANNOUNCEMENTS

Membership renewals for 1997 total 65, down about 9 from the peak last year. This is quite normal. A few drop out at renewal time and we pick up a few as the year progresses. A complete roster of all members appears elsewhere herein. The AMA Charter renewal package and fees, including those for insurance for the meeting room and the Lakeville flying site, have been sent to the AMA.

The Polyspan Video is available (\$20 dep.) Contact John Carlson if you wish to borrow it.

JR O/T REPORT

Rocco Ferrario reported on the current doings of his Juniors group. They have a FF Team which will be entering several events at upcoming meets at Waegell Field and plan on participating in the indoor meet in the dirigible hangar at Moffett Field on April 26. On Thursday afternoons a group of the students fly U-Control, FF and R/C on the school grounds. Rocco awards a \$10 prize to the longest flight of anything and gets a good turnout. Prez John Hlebcar reported that he attended one recent Thursday and was quite impressed and wondered if SAM 27 members would be welcome to fly there. Rocco would be very pleased if some did. The Juniors show great interest in anything new and can learn much from guys who have been doing this for years. Rocco said he has never received any complaints from the school or from neighbors and thought we could probably schedule R/C meets with no problem although some questioned whether it would be advisable to fly Schnuerle powered models in such a situation. It was suggested that a future Club meeting be again scheduled at Rocco's Napa Redwood Middle School. This will be discussed at the April meeting.

TOFFF GUY REPORT

TOFFF Meister Dick O'Brien was unable to attend. It seems that the prolific cookie maker Roseline O'Brien had surgery on her rotator cuff and Dick has become chief cook and bottle washer, but doesn't bake cookies. We hope it wasn't mixing cookie batter which damaged the rotator cuff. Get well soon! Recent TOFFF sessions have been reasonably well attended with pretty good weather, and an oc-

casional thermal later in the morning. On two of the three last sessions the ground was firm enough to drive to the usual flying location. The most recent session followed a short rainy spell which made driving out questionable so we flew from the road. Pete Samuelson's one man launcher, designed for convenience as well as safety, is achieving greater popularity. Both Park Abbott and Don Bekins now have their own. Pete agreed to sketch up this device for a future issue of the A-F.

OLD BUSINESS

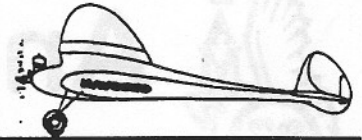
O&R Decals and T-Shirts Orders have slacked off. Ron Keil will place another adv. in the MECA Newsletter and the SAM SPEAKS due out in march will have the usual adv. These should generate a few more orders. To date we have sold about 145 of the 500 ordered. Several purchasers have remarked on the high quality of the decals.

Button Timers The Club has purchased the following for a total of \$422.20 including sales tax and shipping.

30 Badge Lite Units at \$8 ea. (normally \$13), suitable for Wakefield, A-1 or Gas.

10 Button Classic Units at \$15 ea. (normally \$18), suitable for 1 oz. or more small rubber, HLG, and Coupe.

Each unit consists of the timer, two mounting screws, a plastic guide tube, a nylon adjusting screw, an elastic cord and a small sheet telling what size drill to make the mounting screw hole. All of these came in separate



packages. Only one set of instructions was furnished. This necessitated the purchase of 40 poly bags, copying the instructions and inserting the separate parts in the poly bags. John Carlson advised that the next suggestion of this type will require that the suggestor perform all the necessary steps to procure and sell the item. John will write the check to purchase and bank the proceeds. Because of the tax, shipping, and added expense of separately packaging the timers it was decided that the prices to be charged would be \$9 for the Badge Lite units and \$16 for the Button Classic units. Brian Ramsey has taken the job of selling the timers. He sold 1 Button and 11 Badge units that evening. Members desiring timers and not able to attend a meeting may send a check in the appropriate amount and an SASE to Brian. Jerry Rocha installs these timers differently from that in the manufacturer's instructions. Jerry feels his method is much simpler. He will demonstrate at the April meeting.

SAMSPAN Bulk Purchase Don Bekins was unable to attend the meeting so we have no report on the status of the SAMSPAN purchase. We hope to have this resolved for the April meeting.

NorCal R/C Show Rod Persons reported that he has arranged for the SAM 27 booth for this event at the Santa Rosa Fairgrounds on May 17-18. Although not next to the Peck-Polymers booth as it was last year, Rod feels we do have a pretty good location. Rod will be contacting individuals for participation and will have a sign-up at the April meeting.

Crash & Bash Raffle Prizes Suggestions were made at the February meeting for prizes to be awarded in the

C&B Raffle and the Year-end Raffle. Ron Keil has offered to sell the Club a NIB Shilen 19 for \$200. Prez John suggested we delay a decision until the next meeting when we hope Ed Hamler will be present.

Schedule Dates for Meets Jerry Rocha has picked the following dates for the rubber contests:

July 26 O/T Rubber and 1997 Club Project Scale Rubber

August 23 Jimmie Allen Postal Meet.

Jerry said he would be getting out a flyer for publication.

NEW BUSINESS

SAM 86 R/C 1/2 A Texaco Postal Contest. SAM 86 of Canada is sponsoring a postal contest for the period May 24 thru May 31. Apparently this is open to individuals rather than as a team event. Those interested may speak up at the April meeting and copies of the entry form can be made available. Perhaps we can select a date for SAM 27 members to fly.

TECHNICAL REPORT

(Next month is Ron Keil)

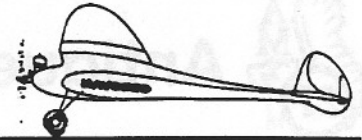
Buzz Passarino's name was drawn last month so he came fully prepared to describe the propeller manufacturing business he engaged in some time ago. Buzz is a very quiet fellow and many members were not aware that Buzz had been involved in this enterprise. Buzz passed around a number of photos of the machinery and fixtures he designed and built to manufacture the propellers as well as photos and samples of the propellers in various

stages of manufacture.

In about 1970 Buzz believed that sources of good wood propellers were essentially non-existent and decided to try his hand. He settled on five basic sizes: 9-6, 10-6, 11-6, 11-8 and 12-6. Pitch and blade shape and size were chosen for best performance at about 11,800 rpm. Buzz drew plans for each at a scale much larger than actual to develop accurate blade angles at several stations from center to tip and to design templates to shape the blanks. Maple wood was sawn and planed to the proper size. The prop shaft hole was drilled in the center of the blank and was used throughout subsequent operations to securely hold and index the material. Cutters were basically of the router type and remained fixed while the blank was guided by the various templates to produce the final shape and blade cross section. The props were sanded, balanced, labeled, and finished by dipping in a clear product called Endo.

The props were sold under the Tatone label to dealers. Buzz's original batch of 3000 were gone in less than a week and orders were received for thousands more. Buzz did not remain in the business very long. Although profitable to a degree, Buzz's price was too low and the middlemen made the money. Buzz sold the business, machinery and fixtures to a friend who operated it for awhile before finally selling out to Windsor Propeller Co. (Master Airscrew) who were then located in Santa Rosa.

Buzz is a many talented guy who constantly surprises this writer with new revelations of his many accomplishments. We all thank him for an extremely interesting presentation.



SHOW & TELL

Members were invited to relate their recollections of their first flights (in a full size aircraft). Over half present participated. This will continue at future sessions.

John Carlson related that in the early 1930's an air ferry operation flew Loening amphibians from the Ferry Building in San Francisco to the East Bay, landing on the Oakland Estuary. As he remembered there was a float with a ramp at each terminal. The flight lasted about 10 minutes and cost about \$8, a lot of money at that time. The Loening biplane had an open cockpit for the pilot and seated six passengers in its hull/fuselage. John thought the operator was Varney Airlines, which was later merged into United Airlines. John's Dad took the then 10 or 12 year old on for his first flight (also Dad's first) which, though short in duration was quite a thrill with much splashing on takeoff and landing. The return trip was made by streetcar and ferryboat.

Brian Ramsey's first flight was at age 13 or 14 in a DC-3 (Gooney Bird) from B.C. to Seattle. Although quite exciting as his first, Brian said his greatest thrill was with a friend pilot in a P-51 modified to squeeze in a passenger behind the pilot. The pilot strapped on a parachute but to Brian's dismay there was no room for one in the cramped passenger seat. They took off and after awhile performed a few aerobatic maneuvers during which a severe vibration developed, causing much anxiety in the parachuteless Brian. They returned to the Field and found that a small inspection hatch had sprung open. Brian was glad to be on the ground.

Park Abbott's Dad was a Marine Corps fighter pilot. Once a year the military pilots were permitted to take up a family member. Parker's turn came on a flight from Crissey Field in the rear cockpit of a Douglas observation aircraft. Again, for some reason, only one parachute was available so before taking off they did a little jump practice where Park's Dad would stand up in the cockpit and Park would clamber up and interlock his arms through the chute harness. Dressed in his Mom's leather flight jacket, helmet and goggles they took off for a bay tour of Alcatraz and Oakland. Parker said that he later made many flights with his Dad on weekends and vacations in civilian planes.

Rocco Ferrario's first flight was in a Boeing 747 from SFO to LAX when he was 18, having just graduated from high school. The most memorable aspect of the flight was that, for some reason, Rocco and his friend were the only passengers in economy, the others were all in first class. This left all the economy Flight Attendants to pamper the two, an 18 year old's fantasy!

Pete Samuelson was about 15 for his first. It was in a Waco cabin biplane from Buchanan Field. The flight cost about \$10 or \$15 and included at least one loop to excite the passenger.

Rick Madden, also about 15, had his first in a Piper J-3 Cub over the lake and lakefront in Chicago. The plane was owned by a flying club which cost \$25 to join and rented the Cub for \$6 dual and \$4 solo. Rick joined but regretted never soloing.

Jerry Rocha was about 12 or 13 in North Dakota for his first, which was in a Stinson Voyager. The pilot let Jerry

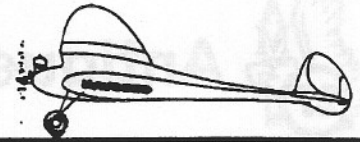
take the controls which, Jerry relates, resulted in a steep downward spiral before the pilot took over.

Steve Remington's first was shortly after WW 2 when he was about 12 and it was in a 1930's vintage Bellanca Cruiseaire, a very advanced aircraft for it's time. Steve later took instruction and soloed in a J-3 Cub.

Ray McGowan was about 19 in Air Corps Gunnery School at Laredo, Texas. His first flight was in an AT-6 to practice fire on a target. In his zeal to do well he stood up in the cockpit and braced himself in such a way that he jammed the controls until the pilot got his attention and told him to relax. Ray said that on some of the gunnery runs the pilot would come low so the gunner could shoot at jack rabbits. One gunner became so engrossed he put 5 rounds through the wing before he realized what he was doing.

REGULAR SHOW & TELL

Buzz Passarino told of a period from 1940 to 1945 when he was involved with U-Control racing at the Polo Grounds in San Francisco. One of the competitors, Wes Little, seemed to be a constant winner with speeds in the 120-129 mph range. Most thought it was prop performance which gave him an edge. One day Wes left the field leaving one of his props behind on the ground. Buzz picked it up, copied it and greatly improved his performance. Another one of Buzz's projects was a motor mount for the Cox TD 049 permitting quick and easy thrust adjustments. The mount was machined from solid aluminum. The front portion consisted of a backplate with two protruding arms to mount the engine. This backplate was secured at the four corners by screws to a plate attached



to the model firewall. In the center of each plate was a hole slightly smaller than and sandwiching a brass ball about 1/4" dia. which acted as a pivot. The four corner screws allowed the thrust angle to be adjusted as desired. The mount was highly polished by tumbling in a drum with the proper abrasive. These retailed for \$8.95. Buzz donated one to the evening raffle.

Pete Samuelson surprised us all by displaying a 96" W.S., 1260 sq. in. Lanzo Bomber (NOT another Westerner) for Texaco. The model had originally been built by Nick Sanford and Pete bought it from him. Pete trimmed over 10 oz. from the weight, covered the fuselage with yellow Monokote and with SAMSPAN on wing and tail. The SAMSPAN received two brushed coats of clear nitrate followed by a sprayed color coat mixed from 1 oz. red Higgins Fade Proof Ink, 3 oz. nitrate dope and 4 oz. thinner applied in about 6 passes to achieve the desired color intensity. An additional two coats of clear nitrate were brushed on. The OS 61 four stroke ignition engine is gasoline fueled so Pete did not feel it necessary to use butyrate or epoxy for the final coats. Initial test flights had been made the prior Monday and the model performed very well. Pete did some light sanding between coats with a 600 grit paper and noted a very slight resulting fuzz which disappeared following the next coat. Steve Remington who had previously reported serious fuzzing with (we think) 400 grit paper, advised that he had subsequently used 1500 to 2000 grit paper and had no fuzzing at all.

Ron Keil brought a large binder filled with many plans for rubber scale models and invited all present to look through them and any selected plans could be copied.

Rod Persons displayed a Diels Engineering Inc. Focke Wulf TA-152, 1/24 scale rubber kit he had recently purchased. Diels had production problems and twice delayed shipment of the kit. To reward those who waited Diels offered a 30% discount on any kits purchased during the balance of the year.

Ray McGowan showed a Radio Shack product (#2701562) he uses as an ignition booster. This gadget is a high current DC adapter which converts 12v DC to several selectable lower voltages. Ray uses the 3 volt setting powered from his field battery.

Jerry Rocha is building a new field box and will have a fixed, enclosed starter motor. Jerry displayed this assembly. It consists of the starter mounted on a spring loaded carriage riding on aluminum rails. A micro switch is actuated by pressing the engine prop spinner into the starter insert. All is enclosed with only the starter insert projecting. The carriage and rails are made from hardware store screen door hardware.

RAFFLE

Raffle Prize	Donor	Winner
1/4" FAI Rubber Tan II (Nov '96)	SAM 27	Rick Madden
Multi-Tester	SAM 27	Charlie Banks
Fuel Shutoff	SAM 27	Rod Persons
Easy Tote	Ray McGowan	Buzz Passarino
Buzz Motor Mount	Buzz Passarino	Steve Remington
Aviation History Magazine	Steve Remington	Bert Flack
Rubber Bands	SAM 27	Rick Madden

JACK'S BASEMENT

By John Hlebar

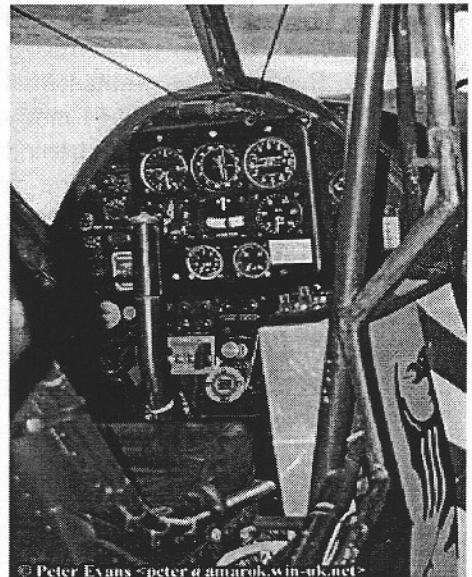
When I was a kid, everyone called me Jack (my mom still does) and we used to build our models in the basement. That sentence may explain the title of this column, but not why it's here. Fact is I needed some filler...

I slipped up and let John Carlson know that I was f---ing* around with a Desk Top Publishing program and before long that silver-throated devil had sent me this big package in the mail containing blank pages, stamps, address labels, a floppy disk, and copious little yellow notes stuck to everything.

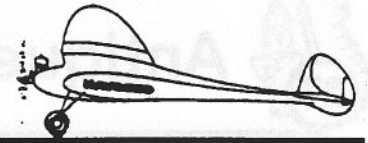
This trial by fire has endowed me with an overwhelming appreciation for the magic that John and Wes perform every month in our behalf. My thanks to them both and I hope I'm not premature in saying "Welcome back Wes"

Below is a photo I found on the web that might be of use to Joe Meere if he found his Fiesler Storch plans.

*- fussing



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FREE FLIGHT TRIMMING

FORCES AND ADJUSTMENTS:

DEPICTED HERE ARE THE FORCES AND ADJUSTMENTS WHICH CONTROL THE FLIGHT OF YOUR MODEL. SINCE THERE ARE SO MANY VARIABLES, IT IS WISE TO FOLLOW A DEFINITE PROCEDURE IN READYING A NEW MODEL FOR FLIGHT.

WHENEVER POSSIBLE, THE RUDDER SHOULD BE AN INTEGRAL PART OF THE FUSELAGE.

MAKE ADJUSTMENTS ONE AT A TIME AND IN MODERATION, AS EACH ALTERS THE FLIGHT TRIM IN MANY WAYS. MORE POWER FOR EXAMPLE, INCREASES THE SPEED, WHICH INCREASES THE EFFECTIVENESS OF ALL WARP AND TAB ADJUSTMENTS. TORQUE IS ALSO INCREASED, WHICH TENDS TO SPIN THE MODEL TO THE LEFT. ANTICIPATE REACTIONS SUCH AS THIS IN ADVANCE AND ADJUST ACCORDINGLY.

WASH-OUT:

WARPING TRAILING EDGE OF WING TIP UP IS CALLED WASH-OUT. THIS KEEPS TIP FROM STALLING-OUT BEFORE THE MAIN PANELS.

90% TO 95% OF CHORD

C.G. LOCATION:

THE CENTER OF GRAVITY IS USUALLY LOCATED FURTHER BACK ON THE CHORD ON PYLON TYPES.

25% TO 30% OF CHORD

YOUR MODEL'S C.G. MAY VARY FROM THE C.G. LOCATION SHOWN ON THE KIT OR MAGAZINE PLANS, DUE TO SLIGHT DIFFERENCES IN WOOD WEIGHT, ENGINE WEIGHT ETC. THIS IS NOT CRITICAL, AND MAY BE ADJUSTED FOR.

FLOATING AILERON:

SOMETIMES AN ADJUSTMENT IS REQUIRED FOR GLIDE TRIM ONLY. TRY A PRECISELY HINGED WEIGHTED CELLULOSE TAB. IN CLIMB IT WILL HAVE VERY LITTLE EFFECT.

TEST FLY WITH 90° SIDE THRUST UNLESS OTHERWISE ADVISED.

WASH-IN:

WARPING THE TRAILING EDGE OF WING TIP DOWN IS CALLED WASH-IN. WHEN MODEL IS IN TIGHT CIRCLE, THIS HELPS KEEP INSIDE WING UP.

PROP PITCH:

INCREASING PROPELLER PITCH WILL ALSO INCREASE TORQUE. MODEL WILL CIRCLE TIGHTER TO LEFT.

ALIGNMENT:

BOTH WING AND STAB SHOULD BE KEPT TO MAINTAIN ALIGNMENT.

MODEL WILL TEND TO TURN TO THE RIGHT

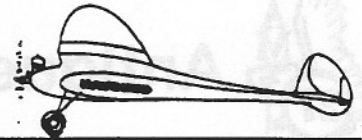
WARP REMOVAL:

DO NOT NEGLECT THIS!

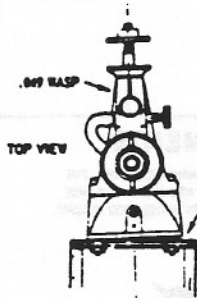
IF POSSIBLE, ALLOW 24 HOURS FOR WING TO SET BEFORE TEST FLYING.

YOUR WING STRUCTURE MUST BE STURDY, OR IT WILL NOT BE ABLE TO HOLD AN ADJUSTMENT.

WARPS MAY BE REMOVED WITH STEAM OR HOT FAUCET WATER. TWIST SLIGHTLY IN OPPOSITE DIRECTION. HOLD OVER HEAT SOURCE UNTIL IT IS WELL SET.

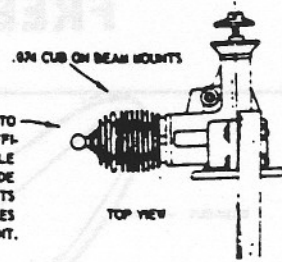


THRUST ADJUSTMENTS:



THE THRUST OF THE ENGINE IS OF PRIMARY IMPORTANCE IN CONTROLLING THE FLIGHT UNDER POWER. DOWN THRUST IS USED TO CONTROL LOOPING TENDENCIES, WHILE LEFT AND RIGHT SIDE THRUST CONTROL TURN IN CLIMB.

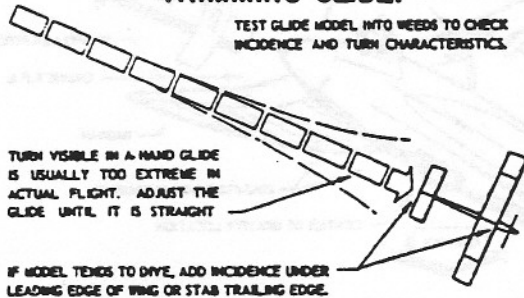
RADIALLY MOUNTED ENGINES MAY BE GIVEN SIDE AND DOWN THRUST WITH WASHERS INSERTED BEHIND CRANKCASE. IF TOO TIGHT TO LEFT UNDER LOW POWER, ADD RIGHT THRUST IN SMALL DEGREES. IT MAY ALSO PROVE NECESSARY TO ADD MORE DOWNTHRUST.



ADDING LEFT OR RIGHT THRUST TO BEAM MOUNTED ENGINES IS MORE DIFFICULT. AT TIMES IT MAY BE POSSIBLE TO MOUNT YOUR ENGINE ON ITS SIDE AND ADD WASHERS ON MOUNTING BOLTS AS PICTURED HERE. OBLONG HOLES IN MOUNTS WILL ALLOW ADJUSTMENT.

TRIMMING GLIDE:

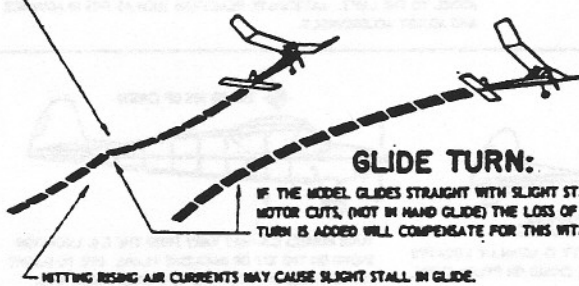
TEST GLIDE MODEL INTO WINDS TO CHECK INCIDENCE AND TURN CHARACTERISTICS.



TURN VISIBLE IN A HAND GLIDE IS USUALLY TOO EXTREME IN ACTUAL FLIGHT. ADJUST THE GLIDE UNTIL IT IS STRAIGHT.

IF MODEL TENDS TO DIVE, ADD INCIDENCE UNDER LEADING EDGE OF WING OR STAB TRAILING EDGE.

IF SLIGHT STALL INCREASES WITH EACH DIP, REMOVE A LITTLE INCIDENCE.



GLIDE TURN:

IF THE MODEL GLIDES STRAIGHT WITH SLIGHT STALL AFTER MOTOR CUTS, (NOT IN HAND GLIDE) THE LOSS OF LIFT WHEN TURN IS ADDED WILL COMPENSATE FOR THIS WITHOUT TRIM.

HITTING RISING AIR CURRENTS MAY CAUSE SLIGHT STALL IN GLIDE.

STALLING:

TEST GLIDE INTO THE WIND WITH THE NOSE DEPRESSED. IF A STALL IS DETECTED, ADD A THIN SLIVER OF WOOD UNDER THE TRAILING EDGE OF WING OR STAB LEADING EDGE. (NEG. INCIDENCE)

WHEN PROPERLY ADJUSTED, YOUR MODEL WILL BE BUOYANT IN GLIDE, FLOATING GENTLY INTO A LANDING WITHOUT ANY TENDENCY TO STALL.

NEVER INTERPRET THE DIP AFTER A STALL AS A DIVE.

NEVER TRY TO GLIDE YOUR MODEL UPWARD.

HAND LAUNCH MODEL INTO WIND IN LEVEL ATTITUDE. RUN WITH MODEL AND LET IT FLY OUT OF YOUR HAND.

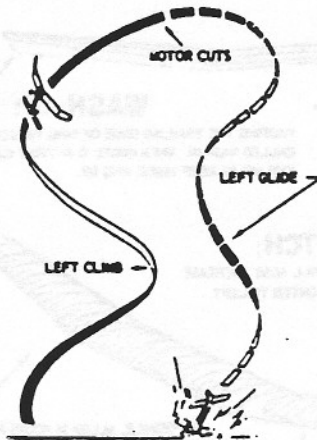
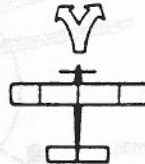
FIRST POWER FLIGHT:

PLACE PROP ON BACKWARDS AND THROTTLE ENGINE DOWN. A CALM DAY AND A 10 SECOND MOTOR RUN IS ADVISED. TEST OVER NEEDS TO PREVENT DAMAGE IF IT SHOULD SPIRAL IN. OBSERVE POWER FLIGHT AND GLIDE FOR FURTHER TRIM.

TURN UNDER POWER:

MOST PYLON JOBS CLIMB TO THE RIGHT WHILE SHOULDER WING AND CABIN AIRPLANES TRY TO CLIMB TO THE LEFT.

ALWAYS REMEMBER THAT INCREASING PROP PITCH OR ENGINE SPEED, WILL TIGHTEN CLIMB TOWARD LEFT. THIS CAN LOOP A PYLON OR SPIN IN A CABIN MODEL.



LOOPING:

ADD DOWN THRUST, LEFT OR RIGHT THRUST & LESS INCIDENCE.

REMEMBER- LOOPING FOLDS WEAK WINGS.

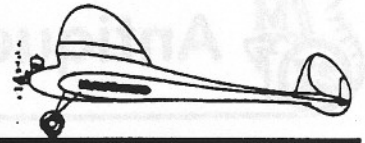
ANGLE UP CROSS-WIND IF IT IS NECESSARY.

TRANSITION TO GLIDE:

AS THE MODEL CHANGES FROM POWER TO GLIDE, THERE IS OFTEN A SLIGHT STALL, BEFORE IT FALLS INTO ITS OPPOSITE GLIDE CIRCLE. SHOULD IT HANG ON THE PROP, THIS STALL MAY BE VERY SEVERE. ADJUST FOR MORE SPIRAL IN CLIMB AND TRY TO GET MODEL TO ROLL OUT. TRIM GLIDE FOR MINIMUM LOSS OF ALTITUDE AFTER THE STALL.

DANGEROUS ADJUSTMENTS:

LEFT CLIMB AND GLIDE, OR RIGHT CLIMB AND GLIDE IS A LITTLE RISKY, SO BE CAREFUL. IF MODEL ACCELERATES TOO MUCH UNDER POWER, AND STARTS TO SPIN IN AS MOTOR CUTS, THE GLIDE TRIM WILL NOT ACT TO PULL MODEL OUT, AS WITH AN OPPOSITE CIRCLE.



TROUBLE SHOOTING

(1) STALL

(2) DIVE

THE STALL

FLY LIKE THIS

IF YOUR MODEL STALLS AND RECOVERS GRADUALLY THEN IT IS CORRECTLY TRIMMED.

DO NOT FLY LIKE THIS

IF YOUR MODEL STALLS AND THE STALL BECOMES INCREASINGLY VIOLENT THEN THE MODEL IS INCORRECTLY TRIMMED AND RECOVERY IS IMPOSSIBLE.

THE DIVE

FLY LIKE THIS

NOTE: DO NOT CONFUSE A STALL WITH A DIVE.

IF YOUR MODEL DIVES AND SHOWS NO SIGN OF PULLING OUT THEN MODEL IS INCORRECTLY TRIMMED.

DO NOT FLY LIKE THIS

STALL ADJUSTMENTS

(TRY ONE OR MORE OF THESE FOR GLIDE ADJUSTMENT)

TILT WING DOWN (DECREASING INCIDENCE) BY INSERTING THIN Balsa OR CARDBOARD WEDGE. INCREASE THICKNESS OF WEDGE AS NEEDED. BE CERTAIN WING REMAINS A LITTLE MORE INCLINED THAN STABILIZER.

OR:

TILT STABILIZER UP (INCREASING INCIDENCE) IF WING CANNOT BE TILTED. USING THIN Balsa OR CARDBOARD WEDGE. INCREASE THICKNESS OF WEDGE AS NEEDED.

OR:

ADD WEIGHT TO NOSE (MOVING CENTER OF GRAVITY FORWARD) TO RESTORE PROPER BALANCE.

OR:

SLIDE WING TOWARDS TAIL IF IT IS POSSIBLE TO DO SO. MOVING IT A LITTLE AT A TIME.

OR:

INCREASE STABILIZER AREA IF IT IS SMALL AS IN MOST SCALE MODELS.

OR:

FOR POWER STALL ADJUSTMENT TILT ENGINE OR NOSE-BLOCK DOWNWARD ADDING DOWNDRUST BY INSERTING WEDGES, WASHERS OR OTHER MATERIAL BEHIND ENGINE OR NOSEBLOCK.

DIVE ADJUSTMENTS

(TRY ONE OR MORE OF THESE FOR DIVE ADJUSTMENT)

TILT WING UP (INCREASING INCIDENCE) BY INSERTING THIN Balsa OR CARDBOARD WEDGE. INCREASE THICKNESS OF WEDGE AS NEEDED.

OR:

TILT STABILIZER DOWN (DECREASING INCIDENCE) IF WING CANNOT BE TILTED. USING THIN Balsa OR CARDBOARD WEDGE. DO NOT RAISE STABILIZER MORE THAN WING.

OR:

ADD WEIGHT TO TAIL (MOVING CENTER OF GRAVITY REARWARD) TO RESTORE PROPER BALANCE. USE A GLOB OF CLAY FOR BALLAST.

OR:

SLIDE WING FORWARD IF IT IS POSSIBLE TO DO SO. MOVING IT A LITTLE AT A TIME.

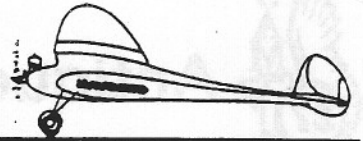
OR:

DECREASE STABILIZER AREA IF IT APPEARS TO BE MUCH LARGER THAN NECESSARY.

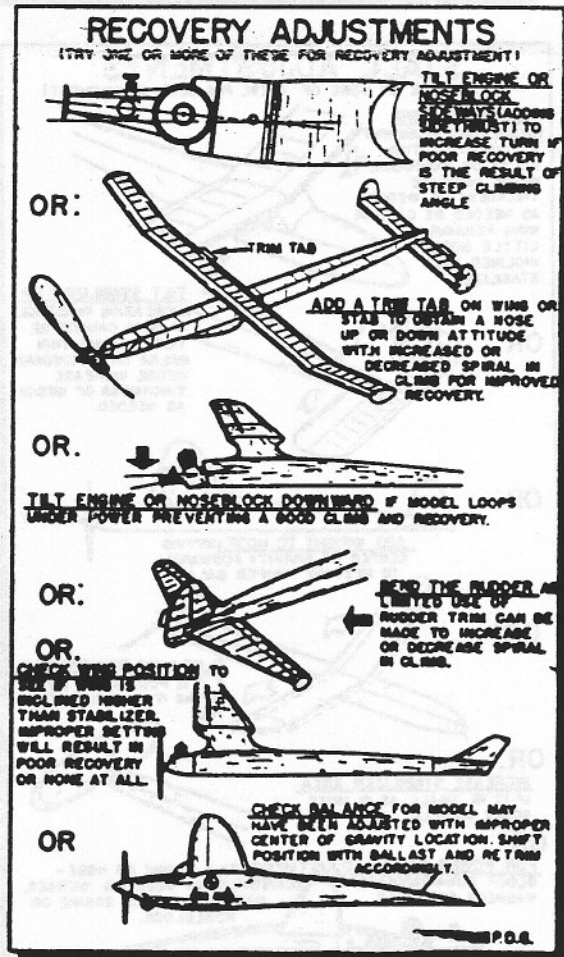
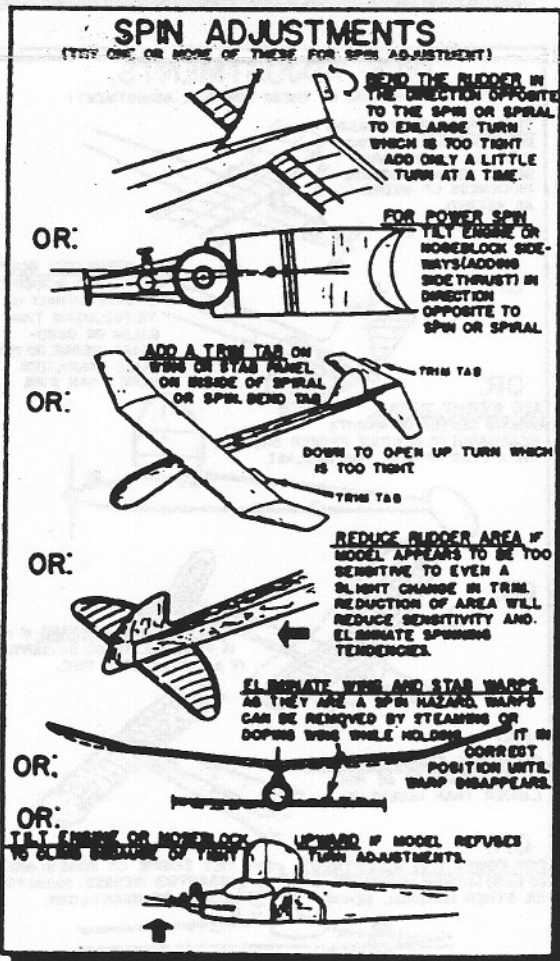
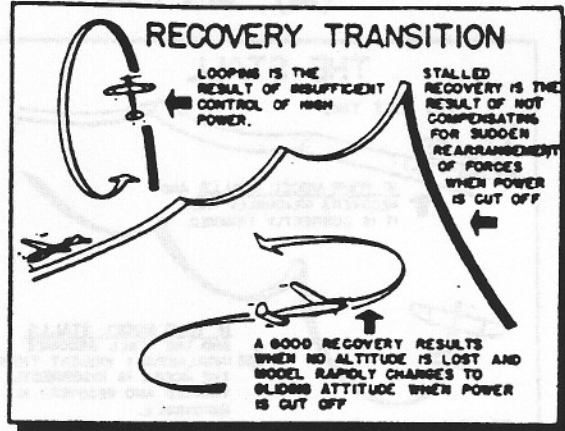
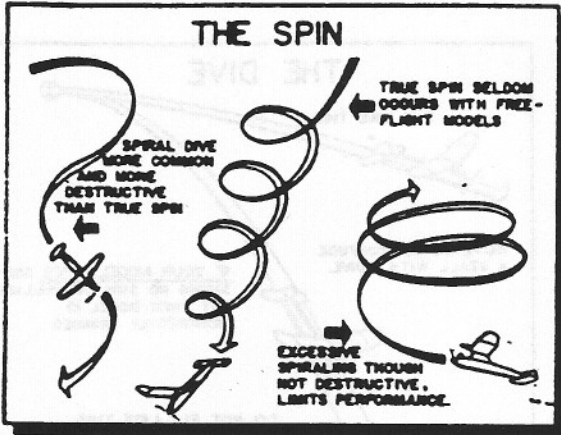
OR:

FOR POWER DIVE ADJUSTMENT TILT ENGINE OR NOSE-BLOCK UPWARD (ALONG UP THRUST) BY INSERTING WEDGES, WASHERS OR OTHER MATERIAL BEHIND ENGINE OR NOSEBLOCK.

P.D.B.



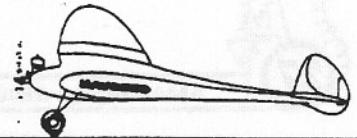
(3) SPIN (4) RECOVERY





Antique Flyer

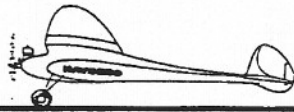
SAM 27 ROSTER - APRIL 1997



Name-Last	First/MI	Address	City	State	ZIP	Phone-Home	e-mail
Abbott	Park	2423 Jenes Lane	Santa Rosa	CA	95403	(707) 546-2358	
Allen	Robert	75 Wembly Drive	Daly City	CA	94015	(415) 992-2015	
Alten	Jack	3880 SE Pine St.	Hillsboro	OR	97123	(503) 640-0197	
Anderson	Gunnar	4583 Belmont Ct.	Sonoma	CA	95476	(707) 996-8027	
Banks	Charlie	2050 Huckleberry Rd.	San Rafael	CA	94903	(415) 499-1736	
Barrick	Don	c/o Lowe, 833 Dover St. #16	Newport Beach	CA	92663	(714) 722-7145	
Bekins	Don	85 Bellevue Ave	Belvedere	CA	94920	(415) 435-4697	dbekins@slip.net
Benson	George	204 Benson Circle	Mill Valley	CA	94941	(415) 388-1809	
Bruce	Charlie	Rt. #1 Box 766	Milano	TX	76556	(512) 455-9543	
Buckner	Emery J.	1216 Pear Ave.	Oxnard	CA	93033	(805) 488-4978	
Carlson	John V.	353 Las Casitas Ct.	Sonoma	CA	95476	(707) 996-8820	JohnC914@aol.com
Carpenter	Daniel D.	1619 3rd St.	Manhattan Beach	CA	90266	(310) 376-4080	
Cizek	Rado	27301 KAM. Zehrovice	Zilinska 160	Czech Repub.			
Crowley	Sean	5347 Dry Creek Rd.	Napa	CA	94558	(707) 257-8955	
Dann	David	9 Bennit Ave.	San Anselmo	CA	94960	(415) 457-9669	
Davidson	Larry	1 Salisbury Dr. North	East Northport	NY	11731	(516) 261-1265	
Emmert	Fred	2209 Hastings Dr, #42	Belmont	CA	94002	(415) 593-5704	
Ferrario	Rocco	2471 Solano Ave #204	Napa	CA	94558	(707) 258-1705	
Flack	Bert W.	3800 Shadowhill Dr.	Santa Rosa	CA	95404	(707) 538-8216	
Funk	Wes	220 E. Kern St.	Taft	CA	93268	(805) XXX-XXXX	
Galeazzi	Remo	925 5th St.	Petaluma	CA	94952	(707) 762-8261	
Gies	Karl A.	P.O. Box 514	Lewistown	MT	59457	(406) 538-8247	
Gomez III	John	206 Escobar Place	San Ramon	CA	94583	(510) 828-6958	
Gunning	Walt	130 Garner Court	Novato	CA	94947	(415) 892-9257	
Hamler	Ed	3379 Crystal Ct.	Napa	CA	94558	(707) 255-3547	ehamler@aol.com
Hlebar	John	201 Foster Rd.	Napa	CA	94558	(707) 252-8482	hlebar@juno.com
Hoffman	Earl	489 Mission Blvd.	Santa Rosa	CA	95409	(707) 539-3241	
Hughes	Speed	1964 Bridge St.	Yuba City	CA	95991	(916) 671-3776	
Kane	Charles	8050 Oakmont Drive	Santa Rosa	CA	95409	(707) 538-1683	
Kast	Bill	644 Goodhill Rd.	Kentfield	CA	94904	(415) 461-3562	
Keil	Ron	104555 Windjammer Ct.	Kelseyville	CA	95451	(707) 277-9305	
Langenberg	Bill	420 Bolla Place	Alamo	CA	94507	(510) 831-0626	
Long	Jerry	12 Scenic Rd.	Fairfax	CA	94930	(415) 453-0861	
Long	Phobi	12 Scenic Rd.	Fairfax	CA	94930	(415) 453-0861	
Madden	Rick	P.O. Box 1514	Sausalito	CA	94966	(415) 289-0167	
McGowan	Bob	43051 Peachwood	Fremont	CA	94538		
McGowan	Ray	2661 Adrian St.	Napa	CA	94558	(707) 224-2104	
Meere	Joe	5262 Old Redwood Hwy. #25	Santa Rosa	CA	95403	(707) 526-9914	
Mortensen Sr.	Albert E.	119 West Way	Camillus	NY	13031	(315) 488-4789	
Munn	Bob	1781 Bradley Estates Dr.	Yuba City	CA	95993	(916) 671-4452	
Nevels	Ned	1125 Westview Drive	Napa	CA	94558	(707) 255-7047	nedn@napanet.net
O'Brien	Dick	16954 Schiller Ct.	Sonoma	CA	95476	(707) 938-5210	
Owen	Woodie	P.O. Box 32172	Charleston	SC	29417		
Passarino	Buzz	318 Piper St.	Healdsburg	CA	95448	(707) 433-3709	
Persons	Rod	115 Kerry Lane	Cloverdale	CA	95425	(707) 894-5788	
Peterson	John	1121 Rue Toulouse	Slidell	LA	70458	(504) 641-4216	
Ramsey	Brian	2001 Van Ness Ave. #409A	San Francisco	CA	94109	(415) 776-1706	
Reich	Charlie	4165 Riverbanks Rd.	Grants Pass	OR	97527	(503) 474-9880	cwreich@aol.com
Remington	Steve	1034 Melrose Ave.	Alameda	CA	94502	(510) 523-3618	72245.747@compuserve.com
Robinson	Janina	P.O. Box 594, Sooke, B.C.	Canada, VOS 1N0				
Rocha	Jerry	3583 Ruston Lane	Napa	CA	94558	(707) 255-0651	
Romak	Bud	85 Sullivan Dr.	Moraga	CA	94556	(510) 376-4624	
Rooman	Robert	4235 S. Deborah Rd.	Springfield	MO	65810	(417) 886-2146	
Roselle	Steve	933 Barbara Ave.	Mountain View	CA	94040	(415) 969-1721	
Samuelsen	Pete	1023 Roundhill Ct.	Napa	CA	94558	(707) 224-1023	pedersam@aol.com
Sanford	Nick	5320 Santa Teresa	Santa Rosa	CA	95409	(707) 539-4369	
Schmidt	Loren	11948 Franklin Rd.	Elk Grove	CA	95758	(916) 684-2265	
Solenberger	Ed	1551 Lynn Ct.	Santa Rosa	CA	95405	(707) 542-1756	
Sullivan	Dick (James R.)	251 Del Rio Paseo	Sonoma	CA	95476	(707) 996-0401	
Terzian	Fred	4858 Moorepark Ave.	San Jose	CA	95129	(408) 725-1065	
Tulp	Karl	15 Laurelwood Ct.	San Rafael	CA	94901	(415) 456-1309	
Vanderbeek	Bill	13300 Simon Lane	Los Altos Hills	CA	94022	(415) 949-3366	
Wakerley	Bob	2333 Redwood Rd.	Napa	CA	94558	(707) 266-5863	
Wardenburg	Fred	29 Coast Oak Way	San Rafael	CA	94903	(415) 479-4530	
Wernholm	Tom	32 Primrose Way	San Ramon	CA	94583	(510) 536-7713	



AMChapter #108



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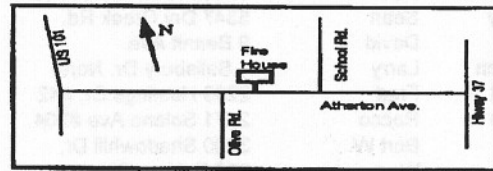
Membership

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

Full Membership requires that proof of current AMA Membership be presented at time of joining or renewal by means of photocopy or presentation to the Treasurer.

Associate Members will receive the Newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

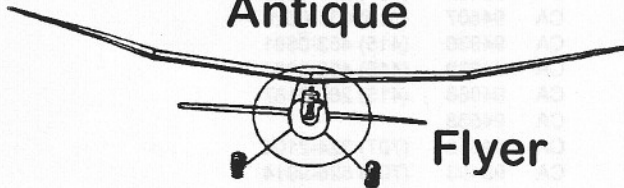
Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.



**Next meeting: Wednesday, Apr. 16, 1997
7:30 P.M. at the Novato Fire Department
Training Room**

220 E. Kern St. Taft Ca. 93268

Antique

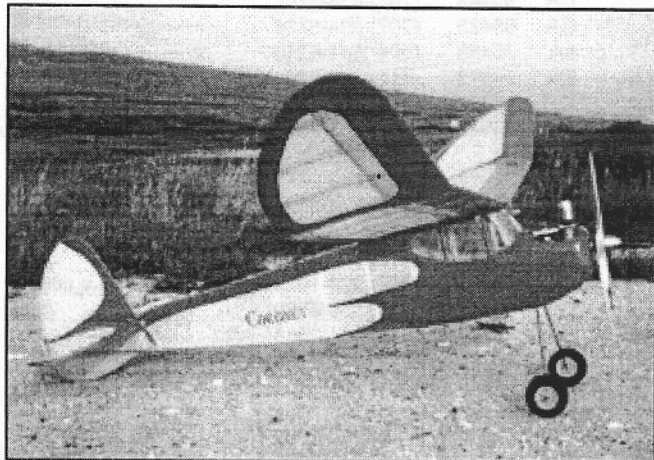


Flyer

April 1997



FIRST CLASS MAIL



Steve Remington
1034 Melrose Ave
Alameda, CA 94502