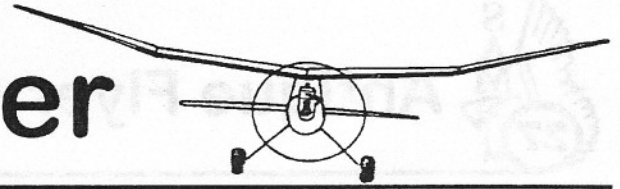




# Antique Flyer



AMA CHAPTER #108

May 1997

Issue 177

## April Chapter Meeting

By John Carlson

A great turnout with 26 attendees which included Nick Sanford's guests Keith and Marilyn Franc, and new member John Dammuller of Ukiah, recruited by Rod Persons. Rod says "John builds and flies everything". For addition to the Roster John's address and phone number are:

John Dammuller  
301 Empire Drive  
Ukiah, CA 95482 (707) 462 1311

## ANNOUNCEMENTS

Our President, John Hlebcar, announced that as of April 18 he is more or less retired and can devote more time to building, flying and conducting his Presidential functions. Great News & Congratulations.

The exact status of Wes Funk's move to Taft was uncertain. We had heard that there was some delay, but by the time you read this we hope he and Melanie are firmly ensconced. Perhaps the Editor of this issue (we hope is Wes) will fill us in elsewhere herein.

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

The SAM 27 Team flew for their entry in the New Zealand 1/2 A Texaco Postal Meet on Saturday, April 12. Nine members flew in good weather with some respectable flights put up earlier in the day but which missed the strong thermals which developed toward noon favoring the late arrivals or those who "sandbagged". CD Ed Hamler's complete report and results appear elsewhere herein.

Prez John H reminded those present of the OCD's 8th Annual NorCal FF championships Meet at Waegell Field on May 3 & 4.

Prez John also announced that Fred Terzian had contacted him regarding arrangements for the Moffett Field Indoor Session scheduled for April 26 in the Dirigible Hangar. This is a "session" and

not a contest. Anything suitable for indoor may be flown. John is making up a list of potential SAM 27 attendees. Carpooling was recommended. We should have a report at the May Meeting on what transpired. Bud Romak advised that he and Bill Vanderbeek had recently visited the hangar and reported no problems except that there is an 18' x 30' opening in the east face which cannot be closed but should not affect flying. Bud also recommended joining the Moffett Field Historical Society (\$20/year or \$50 Life) which facilitates getting through the gate and obtaining access to the hangar and museum. Bud had application forms for those interested.

Prez John and Rafflemeister Joe Meere announced that the ACE R/C Smart Charger recently purchased (value \$110) would be included as a Raffle prize in the June meeting so mark your calendars. Copies of plans for the automatic electric starter shown by Jerry Rocha in last month's Show & Tell were passed around. Additional copies will be available at the May meeting.

## JR O/T REPORT

Rocco Ferrario was not present but we expect his group will be participating in the May 3&4 Waegell Field Meet and possibly attend the April 26 session at Moffett Field. Prez John is trying to arrange and schedule a regular SAM 27 Meeting at Rocco's classroom, possibly on a Thursday, so those who are able could participate in Rocco's regular Thursday afternoon Jr.'s funfly with 1/2 A or electric R/C models. Indoor flying in the gym would follow the meeting.

## TOFFF GUY REPORT

TOFFF Meister Dick O'Brien, now back in action with a slackening of his "home care" duties, reported on the continuing success of the Thursday Old Farts Fun Fly group which now includes anointed TOFFF Guys: Park Abbott, Don Bekins, John Carlson, John Hlebcar, Dick O'Brien, Ray McGowan, Jerry Rocha,

Pete Samuelsen, Nick Sanford and our latest addition Tom Wernholm. Tom is a long time SAM 27 member who lives in San Ramon but until his recent retirement, was unable to participate to any degree. Tom has a whole basement full of models not recently flown but which we hope will make their appearance from time to time. Also making one recent appearance were MAC/SAM27 members George Benson and Jerry Long doing a bit of free flight, but who, for some reason were not properly inducted. We will get you next time. Nick Sanford brought his large Twin Boom model to a recent session and following much assistance from other TOFFF Guys, got it assembled and Don Bekins talked into flying it Mode 1 (not Don's preferred mode). The model flew beautifully and Don made a nice landing, much to his relief. Apparently the only needed tweaking is the addition of a little down thrust. Don Bekins brought more of the TOFFF logos he created for badges. John Hlebcar had his mounted in a round button holder at a local shop and has agreed to have a bunch more done. It is hoped that some other members can arrange their schedules to attend some of these sessions.

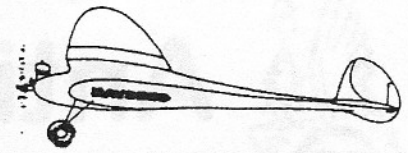
## OLD BUSINESS

### O&R Decals and T-Shirts

The advertisements in the MECA Swap Sheet and in SAM Speaks continue to bring in orders. The latest issue of SAM Speaks carried our fourth and last paid adv. (\$90) and will not be renewed, at least at this time. The free MECA advertisement will continue. To date we have sold about 170 decals of which about 140 were by mail order, split about 50/50 between the MECA and SAM advertisements. The stock of T-Shirts is down to 3M and 6L. Polo shirt stock is 5M, 6L and 2XL. We should consider having a clearance sale..

### Button Timers

The Button and Badge timers purchased by the club are being sold by Brian Ramsey. Badge Lites are \$9 each and the Button Classics are \$16. To date 4



buttons and 13 Badges have been sold, which is almost half of those purchased. Brian will accept mail orders from those unable to attend a meeting. His address and phone number are in the roster appearing in the April A-F. Jerry Rocha was unable to attend so the demonstration of his preferred method of installing the timers will take place at the May meeting.

SAMSPAN Bulk Purchase Don Bekins advised that there was some glitch in his communication to Holger Menrad regarding the SAMSPAN bulk purchase. He has reestablished contact and hopes to have the purchase underway soon.

NorCal R/C Show Rod Persons reported that SAM 27 booth arrangements are well underway for this event at the Santa Rosa Fairgrounds on May 17-18. Rod has some volunteers and is seeking more to man the booth. Contact him if you are interested.

Crash & Bash and Year-End Raffle Prizes It was agreed that the Club would purchase the NIB Shilen 19 from Ron Keil. Price was \$200, less than the cost to Ron. The engine is Serial No. 27, thus it was felt to be most appropriate for a member to win it at the year-end raffle. Ed Hamler will consult with SAM 30 and then decide on whether to purchase another Shilen 19 or a Torpedo reproduction for the C&B raffle prize.

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. It was agreed that SAM 27 members who desire to enter could do so during the regular TOFFF session on Thursday, May 29. The small tank (5.1 cc) is to be used. Hand launch is permissible. Three attempts for two official flights, 15 min. max. Entry blanks will be available at the field. Lets do it!

1997 Club Project - Rubber Scale George Benson answered several questions regarding rules. It appears that at least 10 members have, or are building, models for this event.

## NEW BUSINESS

E-mail Addresses The Membership Roster

appearing in the April A-F included all known e-mail addresses. A separate notice appears elsewhere requesting e-mail addresses of any others not listed. An updated roster will be included in the June A-F.

## TECHNICAL REPORT

Ron Keil was the technical presenter for April. Ron opened his talk with the statement that the best way to get good props is to buy them, but then proceeded to show a simplified method to make built up props for rubber models. The usual way is to soak thin (1/64" or 1/32") sheet balsa blade blanks in water for awhile, bend camber over a cylindrical form and then dry in an oven or in the microwave to set the camber. Ron's method omits the soaking and drying stages and results in a stronger blade more likely to hold it's camber. The key ingredient is the product: Duro All Purpose Spray Adhesive and is used to make a paper and balsa lamination or ply. Ron uses bond paper and sheet balsa of the desired thickness to make blade blanks and sprays one surface of each with the adhesive. Each, in turn, is laid over the cylindrical form, adhesive sides together, and held in place for a short time. After removal the camber is quite permanent and the blade may be trimmed to final shape and mounted on a suitable hub in the usual manner. Depending on the strength desired the lay-up may use two balsa sheets sandwiching the paper. 1/64" ply could also be used. Ron has also used this method to make plywood sheets in any desired combination of balsa sheet and hard plywood. Ron also demonstrated a method for transferring bulkhead, wing tip, etc. patterns to sheet stock. The plan is Xeroxed and the desired part placed face down on the sheet stock. Dope thinner or acetone is then brushed over the back of the paper. A straight edge such as a ruler or drafting triangle is squeegeed over the paper to effect a thorough transfer. Removing the paper leaves the desired pattern imprinted on the wood. Good Show Ron, and Thanks!

TECHNICAL REPORT  
(Next month is Remo Galeazzi)

## SHOW & TELL

Members were again invited to relate their recollections of their first flights (in a full size aircraft).

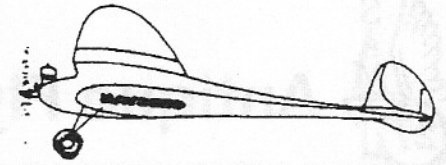
Dick O'Brien told of when he was a boy. He and friends would ride their bikes to Belmont Airport to fly their rubber models. Although his parents had forbidden him to accept a ride, he would help wash planes hoping for an offer. One day the offer came. It was a Howard DGA, the Cadillac of A/C of it's day, and Dick got to sit in the front, right seat. They climbed to a good altitude and Dick was enjoying the view when suddenly the engine quit. Despite repeated tries, the pilot was unable to restart but did manage to make a safe dead stick landing at Bay Meadows. Dick's parents never did learn of this adventure.

Ron Keil was about 18 for his first; in a Lockheed Constellation. They departed SFO and shortly thereafter one engine quit and then another. About 15 minutes after takeoff they were again on the ground at SFO. Ron couldn't figure out why the flight was so short until someone told him of the engine failures.

Rod Persons' first was in a Schweizer glider at Fremont airport. Ron had seen an advertisement and decided to give it a go. The pilot was a WW II veteran who had lost one leg in combat. The one flight got Rod hooked and he decided to learn. His instructor was the glider pilot.

Bud Romak was in an Army Airborne unit in 1946. As part of the training, the group was to make a flight in a Waco glider holding about 18 or 20 troops. Only the pilot had a chute. The glider sat on the ground with the towline held by two uprights. A C-47 would fly over, hook the towline, and snatch the glider into the air. Bud said it was quite exciting!

Bob Wakerly told of, not his first flight, but of one in a glider he had built. Unlike a glider he had previously built, Bob decided to make the first test flight himself and 100' down the runway discovered that he had the balance all wrong. Following a "scary" flight he got the glider back on the ground safely.



Don Bekins did his first solo at Boulder, CO in a J-3 Piper Cub. When the instructor got out he told Don that the wind that day was somewhat strange and recommended Don make wheel landings. Don had not previously made many wheel landings and with the instructor out the Cub's CG was quiet different. It was somewhat of a white knuckle (high pucker factor) experience but Don lived to tell the tale.

NOTICE: Those with e-mail addresses please send same to your secty/treas at:  
 JohnC914@aol.com  
 and copy your Prez at:  
 hlebcar@juno.com  
 An updated Roster will be included in the June issue of the Antique Flyer  
 Please respond NLT 5/25/97

## REGULAR SHOW & TELL

Don Bekins showed a couple of engines. One was a .15 (2.49 cc) diesel designed and built by Gordon Burford (Australia), similar to the Elfin. The other was a well built, hand finished, 1986 Czech MVVS 3.5 cc Schnurle glow engine.

Steve Remington had a couple of photos. One was of a partially framed Megow Ranger which we hope to see in finished form at a future meeting. The other displayed a talent of Steve's that most of us were not aware of. We knew that Steve has the CollectAir Gallery of aviation art at Reid-Hillview but had not known that Steve is an exceptional artist himself. The photo was of a well done painting by Steve of a military Piasecki, the "Flying Bannana" undergoing maintenance with mechanics, jeeps and hoists and lots of activity.

Rod Persons showed several more of the Diels rubber scale kits that he has acquired (Rod is a kit collector). Apparently Diels is closing out some lines of kits and is offering a substantial discount on some models. Contact Rod for info if you are interested.

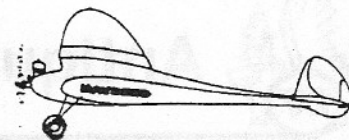
Nick Sanford has a thing about twin boom models and has started another. This one is a pusher designed by Ben Sheresaw. The plans appeared in the 12/96 A-F. The gull wing has a span of 9 1/2 ft. Nick showed the balsa sheeted pod complete with landing gear. We look forward to progress showings. Nick also showed a fuel tank he had made from two 1 oz. stainless steel measuring cups soldered together. The cap was of the captive screw type available by cannibalizing an oil can available from Harbor Freight Tools.

## RAFFLE

Raffle Prize	Donor	Winner
Miter Master	SAM 27	Joe Meere
How to Thermal Models - Book	SAM 27	Ron Keil
Red Monocoat	SAM 27	John Carlson
1000 Piece Puzzle	SAM 27	Ned Nevels
Nesmith Cougar	SAM 27	Joe Meere
Fuel shut - off	SAM 27	Ray McGowan
Vernier Caliper	SAM 27	Ron Kiel
Model Name Tags	SAM 27	John Dammuller
Aviation Mags.	Steve Remmington	Buzz Passarino
Charge Recepticle	Steve Remmington	Brian Ramsey
Domain Chandon	Ed Hamler	Steve Remmington
Procceds		\$ 73.00



Left: Pete Samuelsen  
 Inducts Jerry Rocha  
 into the SAM 27  
 TOFFF group.



## 1997 SAM 55 1/2 A Texaco R/C International Challenge New Zealand Postal Contest

SAM Chapter 27 Report from Northern California

Team Captain: Ed Hamler, 3379 Crystal Court, Napa, CA 94558

Site: SAM 27 Lakeville Road Flying Field, Chandon Vineyards, Petaluma, CA

Date: 12 April 1997

Weather, etc: The team captain actually missed the fun and festivities this year due to a family commitment that was unavoidable. Nevertheless, an accurate record was kept of all flights by the timers since we traditionally award an individual club trophy to the longest flight of the day. Temperatures started in the fifties and warmed gradually throughout the morning. Wonderful thermal activity was reported towards noon.

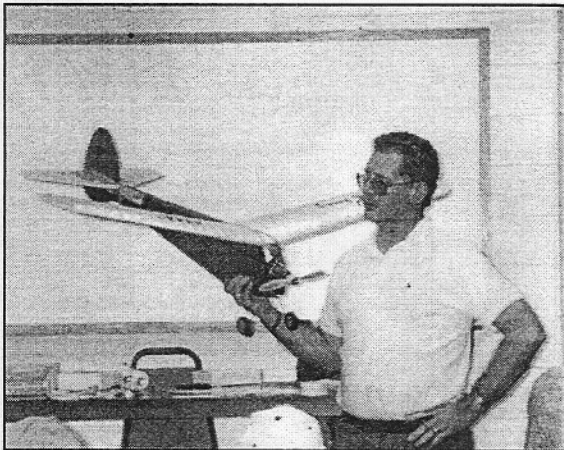
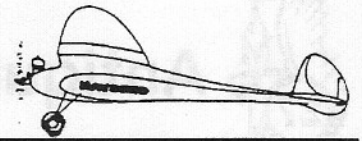
The longest flights of the day were the last ones posted: Sean Crowley's last flight was almost 23 minutes and Don Bekins' last was over 28 minutes. But Jerry Rocha took the prize with a second time of 36+ minutes after a first flight of over 18 minutes.

Again, we had an excellent turnout of club members this year with nine pilots posting flights. With a few notable exceptions, all pilots improved their times over last year. So our team total is 560 seconds better than 1996. This may be partly attributed to the good air and partly to more experience with the 5.1 cc tanks. All pilots utilized them.

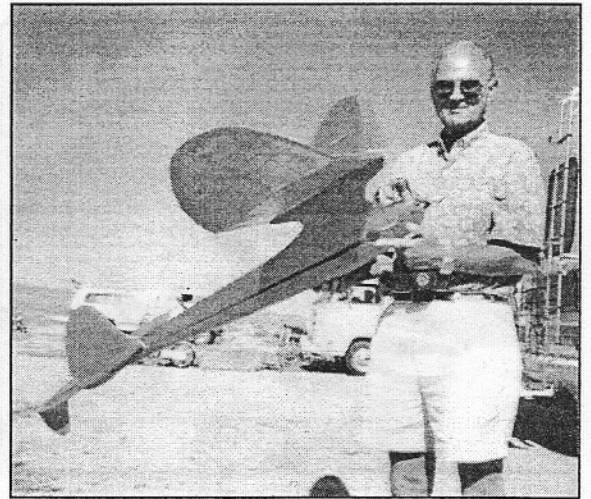
A complete list of official results follows:

<u>Pilot</u>	<u>Model, wing area</u>	<u>flight times secs.</u>	<u>total</u>
Jerry Rocha	Rambler 288	900 + 900	1800
Sean Crowley	Playboy Sr. 288	716 + 900	1616
Don Bekins	Anderson Pylon 311	495 + 900	1395
Pete Samuelson	Foote Westerner B 384	424 + 900	1324
John Hlebcar	Playboy Sr. 288	525 + 568	1093
		<b>Team Total</b>	<b>7228</b>
Dick O'Brien	Anderson Pylon 308	432 + 656	1088
John Carlson	Atomizer 288	602 + 447	1049
Ray McGowan	Wasp 288	457 + 484	941
Rick Madden	Interceptor 288	Crashed!	

**We had fun and much improved times over 1996!**



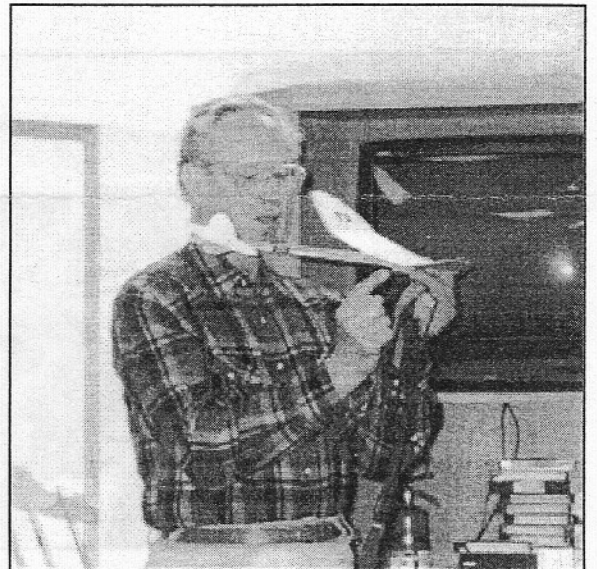
*Left: Bill Vanderbeek with a Pixie.*



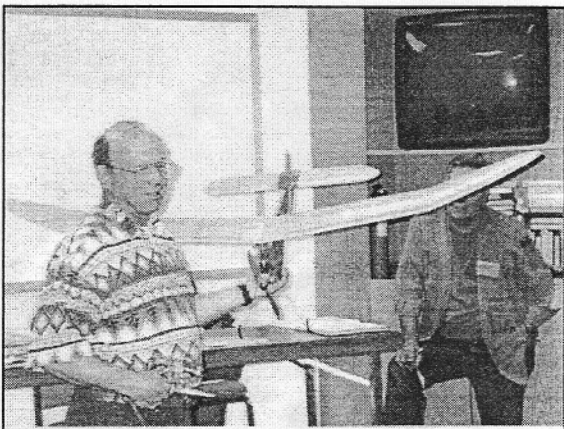
*Right: Bud Romak with a Hurricane.*



*Left: SAM Pesident Bill Booth with a Foo - 2 - U.*

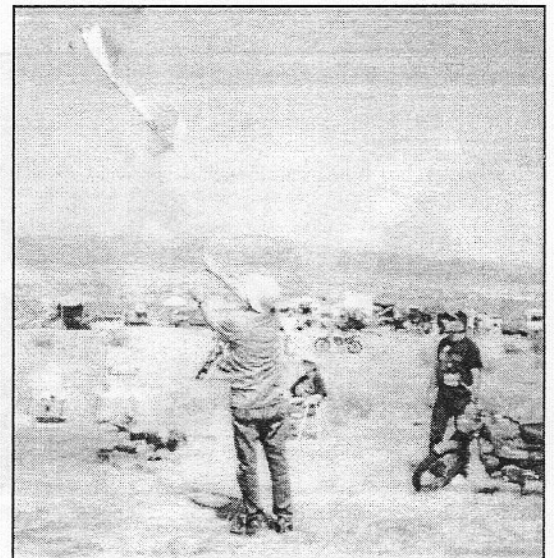


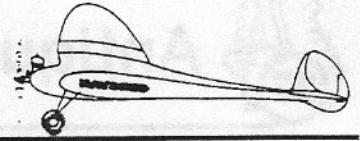
*Right: Stu Bennett with a hand launch glider.*



*Left: Pete Samuelsen with his Foote Westemer*

*Right: Wes Funk and a 750 Ramrod, Son Paul and his wife Michelle came from Oklahoma to time and help move.*

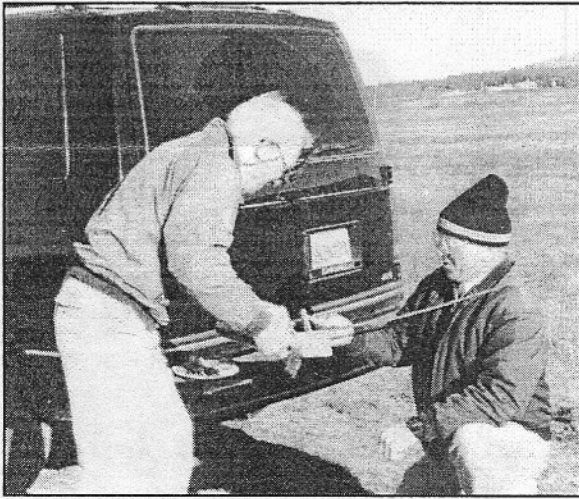




*The TOFFF inductees !*

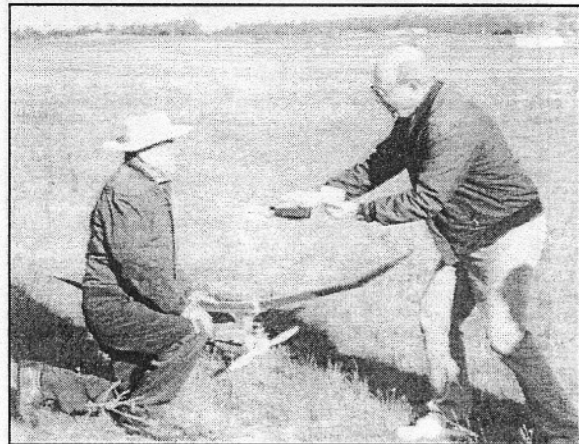
*Left: John Carlson and Don Bekins*

*Right: Don Bekins and John Carlson*



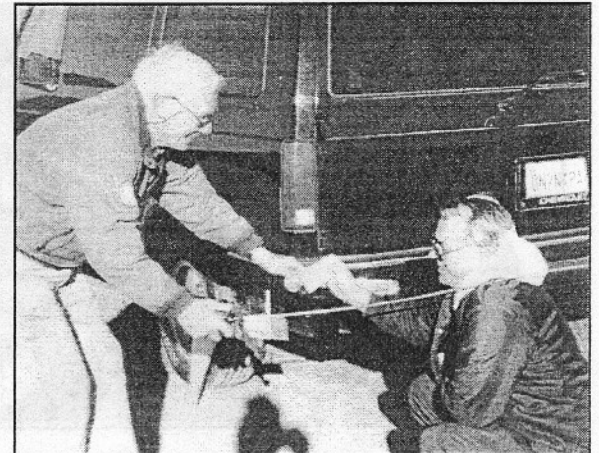
*Left: Don Bekins and Pete Samuelsen*

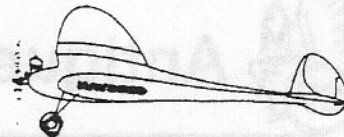
*Right: Pete Samuelsen and Earl Hoffmen*



*Left: Pete Samuelsen and Ray McGowan*

*Right: Don Bekins and Dick O'Brien*





Wes and Melanie have made up their minds, they are not moving again!

What a hectic time it has been, and it is not over yet. Still lots of boxes and other *stuff* still in storage that needs to be brought home as soon as we can make room for it. I had a deadline to meet as far as getting the garage goes. It had to be completely wired electrically and 15 sheets of peg board installed and painted before Bruce Augustus arrived to help move the heavy shop tools that I could not move myself. Then we were off to Sacramento to the NorCal Champs. We had a great time there, flying with old friends and meeting new ones. Not to mention a birthday dinner at Carmalitas that Bruce and I have doing for 10 years, this year we had about 15 people and a good time.

WF

### NFFS MEMBERSHIP AND RENEWAL APPLICATION



Make checks payable to:  
National Free Flight Society



Mail to:  
**NFFS**  
3317 Pine Timbers Drive  
Johnson City, TN 37604-1404

Dues include an annual fee of \$.50 for membership in the National Free Flight Society. The balance of the dues is for subscription to *Free Flight*, the NFFS Digest. Subscriptions or memberships are not available separately. Ages are as of July 1 of the current year.

<b>Age 19 &amp; over (US only)</b>	1 year \$20.00 (\$.50 membership fee plus \$19.50 subscription)
	2 years \$39.00 (\$1.00 membership fee plus \$38.00 subscription)
<b>Junior (US only)</b> Age 18 & under Supply proof of age.	1 year \$7.50 (\$.50 membership fee plus \$7.00 subscription)
	2 years \$13.50 (\$1.00 membership fee plus \$12.50 subscription)
<b>All Non-US Residents</b>	1 year \$24.00 (\$.50 membership fee plus \$23.50 subscription)
	2 years \$47.00 (\$1.00 membership fee plus \$46.00 subscription)
<b>Life Membership US Residents</b>	\$450.00
<b>Life Membership Non-US Residents</b>	\$500.00

Include payment in US dollars and this form:

New Member     Renewal     Address change

Current expiration date: Mo. \_\_\_\_\_ Yr. \_\_\_\_\_

Name \_\_\_\_\_ AMA # (US only) \_\_\_\_\_

Address \_\_\_\_\_ Telephone # (US only) \_\_\_\_\_

City, State \_\_\_\_\_ Zip \_\_\_\_\_

Send **all** renewals, changes-of-address, new applications, and membership questions to the Membership Office.

## NFFS

SAM 27 member Larry Davidson on the cover of the December 1996 issue of the National Free Flight Society Digest. How many members are missing out on a fine publication, with a lot of excellent modeling information on all phases of the sport from indoor rubber to outdoor power, with tips, plans and ideas. Things like rubber torque to tuning engines are covered from time to time.

Of all the balsa strippers I own, the best is one that I built from a drawing in the Digest about 10 years ago.

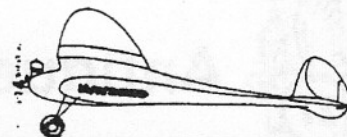
The field box that I've been using for the past few years is similar to the one that I built for Jerry Rocha and they both use a starter on a track that needs no hands to operate. All parts needed can be picked up at the local home center.

The starter system is printed on the next page and is the courtesy of NFFS.

Long time friend and columnist for Model Builder (no longer) Bob Stalick is now president of the NFFS and his ideas and unprinted material is showing up in the Digest from time to time.

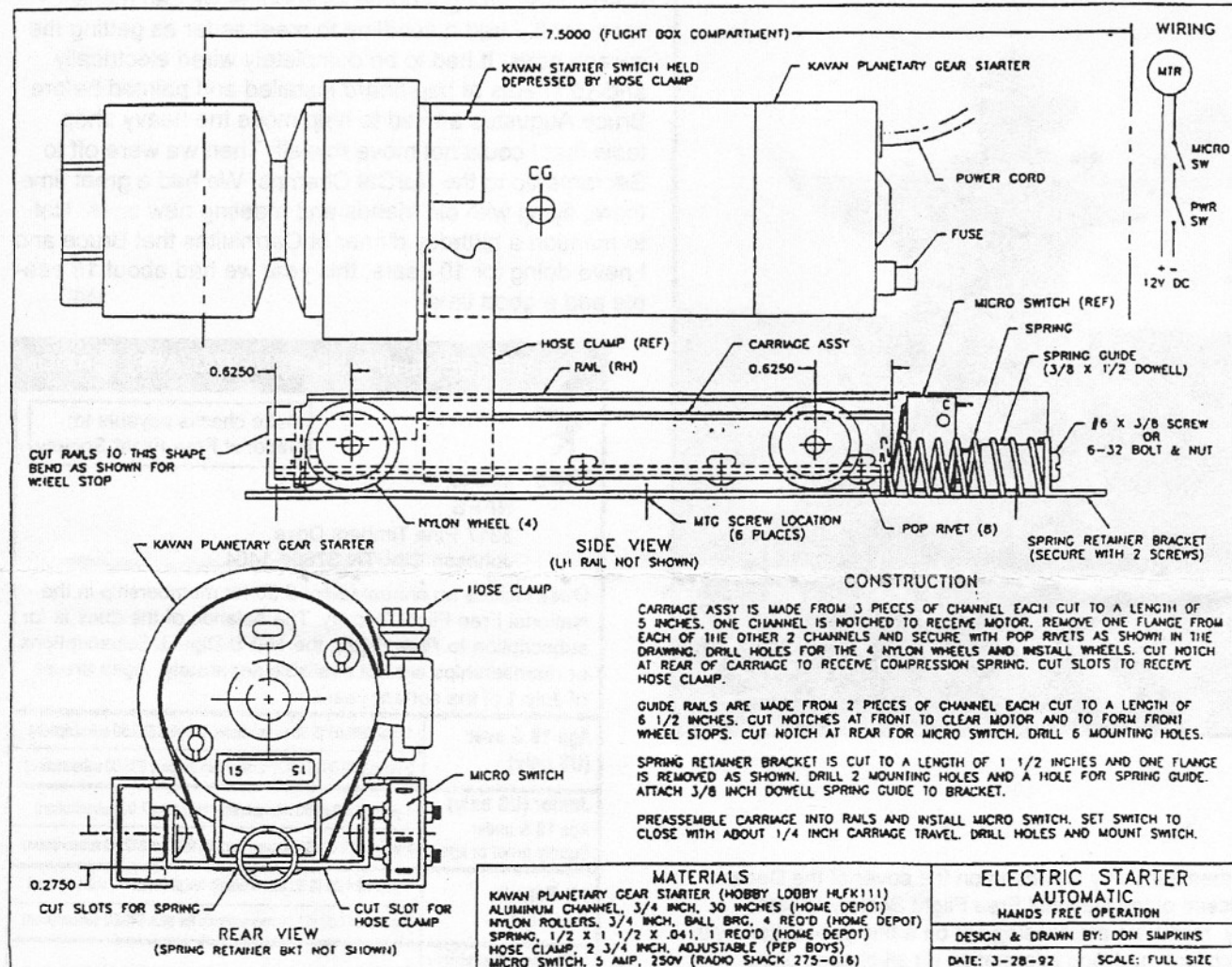
To the right is an application if it interests you.

WF



## Automatic Electric Starter

By Don Simpkins



For those who don't have enough hands (including me) when starting their engines, it seemed necessary to build an automatic starter.

The little Kavan planetary gear starter from Hobby Lobby is a natural because of its size. In my application it fits nicely in a modified Goldberg Super Tote field box with higher side panels to completely enclose the starter. Most all of the essential materials for building this unit can be obtained from the local hardware store and can be built in one evening.

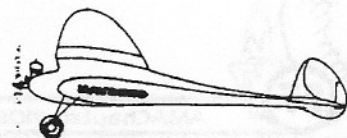
The aluminum channel is the type used for edge capping 3/4 inch plywood. This type has straight (parallel) flanges. Most other types of aluminum channel will have tapered flanges. The

ball bearing wheels or rollers for this unit are nothing more than shower door hardware.

I wanted to use nylon ties for securing the motor to the carriage but settled for the common automotive hose clamp. When installing the clamp, position it so as to have access to the tightening screw. To assure this, the clamp is bent to shape where it passes under the carriage. Care should be exercised about over-tightening, i.e. damage or distortion to the motor or carriage.

I think the accompanying drawing for building this unit is self explanatory. As an additional note, be sure to use a ON-OFF toggle switch to kill all power to the unit when not in use. This is shown in the wiring diagram.





**SAM 27  
Special Rubber Meet**

**Saturday, July 26 1997**

**From 7 AM - 2 PM**

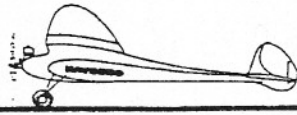
**SAM 27 Lakeville Rd. Flying Site  
Marin - Sonoma County  
(Off Highway 37)**

**SAM 27 Special OT Rubber  
Jerry Rocha, CD  
707-255-0651**

**OT Small Rubber  
Hand Launch Glider & Catapult combined  
SAM 27 Rubber Scale Event  
.020 Replica & 1/4 A Nostalgia Combined  
Jr. Champion**



AMChapter #108



**OFFICERS**

**President:**

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201 Foster Rd.  
Napa, Ca. 94558

**Vice President:**

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1023 Roundhill Ct.  
Napa, CA 94558

**Treasurer:**

John Carlson (707) 996-8820  
353 Las Casitas Ct.  
Sonoma, Ca. 95476

**Contest Director:**

Ed Hamler (707) 255-3547  
3379 Crystal Court  
Napa, Ca. 94558

**Official Photographer:**

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**Editor:**

Wes Funk (805) 763-3905  
220 E. Kern St.  
Taft, Ca. 93268

**PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS**

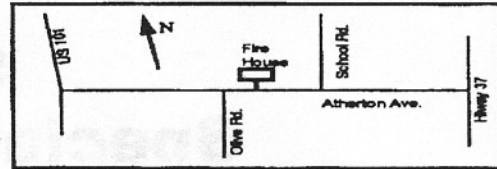
**Membership**

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.

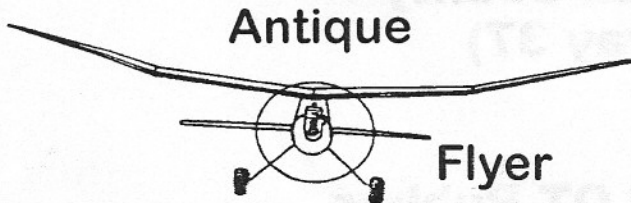
Associate Members will receive the Newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

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

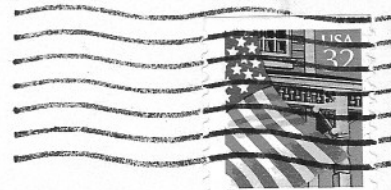


**Next meeting: Wednesday, May 21, 1997  
7:30 P.M. at the Novato Fire Department  
Training Room**

220 E. Kern St. Taft, CA 93268



May 1997



**FIRST CLASS MAIL**



*Fred Emmert and his Class A Pylon ship  
Jerry Rocha Photo*

Steve Barrington  
1034 Marrose Ave  
Alameda, CA 94502