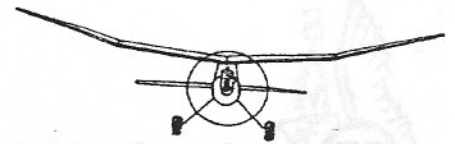




Antique Flyer



AMA CHAPTER #108

July 1997

Issue 179

June Chapter Meeting

by John Carlson

This June meeting day in Napa was a busy one for a number of members. First there was fun flying at the Redwood Middle School athletic field arranged by Rocco Ferrario. In spite of a quite strong wind and severe turbulence close to the ground, about a half dozen sturdy souls put up flights. Pete Samuelsen broke a wing when a gust overturned his model after landing. John Carlson's electric Bomber made a hard landing resulting in breaking off the motor mount. The other flyers: Don Bekins, Ed Hamler and Ray McGowan each made a number of successful flights. Another half dozen or so members spectated.

After the fun fly, most traveled to Prez John Hlebcar's back deck where John, wife Joanne and Mom Alice graciously hosted a delicious feed of hamburgers, beans, salad and fixings. Over twenty, including a number of wives enjoyed this phase of meeting day. Our appreciation to the Hlebcars for their hospitality !!!

The evening meeting was held in Rocco's classroom and attended by about twenty members and guests. Guests included Bill and Kathy Crowley to witness Sean's award later in the meeting. Also visiting was Paul Marino who had a show and tell item for later. Two new Jr. Old Timers joined SAM 27 and Scott Seronello's relapse was corrected. For addition to the roster here are names, addresses, etc.:

New Members:

Stan Severi
3631 Oxford
Napa, CA 94558
(707) 258-0485

Victor Maldonado
4055 Tokay Drive
Napa, CA 94558
(707) 226-8610

Reinstated:

Scott Seronello
14 Ridgetop Way
Napa, CA 94558
(707) 255-0248
scotsero@napanet.net

Stan and Victor: Welcome to SAM 27

Following the meeting several members and visitors went to the gym to fly indoor models.

ANNOUNCEMENTS

Prez John advised that Capt. Dave Smith, USAF of Travis AFB, originally scheduled to speak was unable to attend and that Don Bekins would make the Technical presentation instead

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

Jerry Rocha advised that arrangements were complete for the SAM 27 Special Rubber Meet, rescheduled to Sunday July 27 to avoid the conflict with the July 26 MECA Collecto at Napa. There may be a need to mow some grass. Jerry will coordinate this with Dick O'Brien.

Members were to fly their individual entries in the SAM 86 1/2 A Texaco Postal Meet at the TOFFF session on May 29. There was little lift early in the day but good thermals developed toward noon. A number did put up early flights but did not submit entries because of low times. Don Bekins did 15, 9 and 38 minutes and sent in his entry, not being sure of whether the third flight will count. SAM 86 will send results to all those who entered so we will have to wait for Don's report.

Don Bekins and Ed Hamler reported on the SAM 21 Meet held on June 14/15 at the SAC R/C field in Newark. He and Ed Hamler were the only SAM 27 guys there but both did well. Don only flew on Saturday but got four

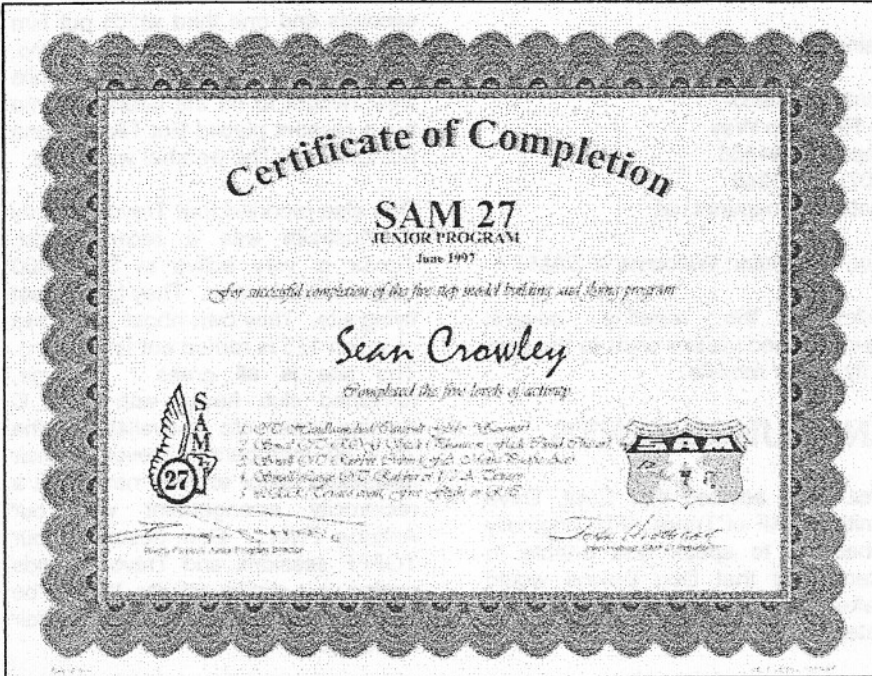
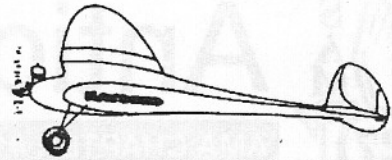
seconds and one third which put him only a few points behind the Champ. Ed did well both days and for a while was thought to be the Grand Champ but a recount placed Eut Tileston one point higher. The weather was good.

Don also reported that Trevor Boundy of Australia was a recent guest. Trevor is very active in SAM 600 based in Melbourne. They have great flying site. They own about 200 acres of which 125 is rented out for farming. The site is all grass. A large, furnished club house with H & C running water, etc. is available to the 70 - 80 members. Trevor is their newsletter editor and we now have a reciprocity arrangement with our Antique Flyer. Don described our TOFFF sessions and Trevor intends setting up a similar activity. We will be reporting on this as we receive their newsletter.

Prez John reported that our Springfield, MO member, Bob Rومان had sent in his e-mail address along with a brief resume of Bob's background, modeling experience and current projects. John read this at the meeting and may publish it in the next A-F. John also suggested that it would be of interest to the general membership if other members submit similar resumes for publication. (We always need additional material to make 10 pages for the newsletter.)

JR O/T REPORT

Rocco Ferrario introduced Stan Severi and Victor Maldonado, our newest Jr. O/T'ers. Rocco will be working with Stan and Vic as they progress through the various stages of the Jr. O/T Program. Those who attended last month's meeting may recall Stan showing his 1/2 A Dallaire. Well, Rocco sadly reported that a recent landing attempt wound up under a moving truck and that only shreds of the Dallaire emerged. Sorry Stan, most of us have "been there - done that" (or something similar).



Rocco then called up Sean Crowley who just graduated from Napa High School and the first to complete all seven levels of the SAM 27 Jr. O/T Program. Rocco and Prez John presented Sean with a handsome certificate (made by Don Bekins) and a SAM 27 check for \$100 as an honorarium for his accomplishments. Congratulations Sean!

TOFF GUY REPORT



Don Bekins Photo

TOFFMeister Dick O'Brien was vacationing in Southern California so other TOFF Guys reported that, in spite of recent weather causing Prez John to dub the site the "Wind Tunnel, the usual group has been showing up each Thursday. Pete Samuelsen had another fly away. After a 23 sec. engine run, Pete's Westerner found a thermal and was off and away when something, we still don't know what,

caused a loss of control. The model drifted downwind a couple of miles. Pete took off on foot and Don Bekins and Dick O'Brien drove in that direction. Pete, still on foot, found himself at one time surrounded by about 100 cows. The cows turned out to be more curious than dangerous. The model was finally found on the east side of the Lakeville highway, almost to Highway 37. Also it was reported that Dick O'Brien lost a hearing aid at the flying site. It is a one in a million chance, but if found, Dick would be eternally grateful.

OLD BUSINESS

O&R Decals and T-Shirts A few orders still come in. To date we have sold nearly 200 decals and are down to two Med. T-shirts. We also have seven Polo shirts remaining.

Button Timers Brian Ramsey was not present so the status of timer sales could not be updated.

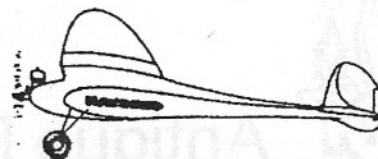
SAMSPAN Bulk Purchase Steve Remington has received the 800 meter roll of SAMSPAN. At the time of the meeting we had not received

the invoice so did not know it's cost or what to charge members. Subsequently the invoice was received and we are able to set the price at \$1.00 per linear ft., 1 meter wide, a reduction from the previous \$1.50/ft. We discussed the packaging and subsequently contacted Steve and he is in agreement with the following:

1. Standard package lengths will be 10' and 20' by 1meter wide. Longer lengths and/or special packaging will be by special order.
 2. The SAMSPAN will be lightly folded, (not creased) and packaged in a plastic bag approx. 8" X 10" in size along with instructions. (Incidental creases disappear with the touch of an iron or when shrinking)
 3. Packages will be available at meetings. Mail orders will be accepted from SAM 27 Members only. Mailing will be via USPS Priority Mail at \$3.00 per shipment.
 4. Mail orders may be placed with John Carlson, who will relay the order to Steve, (John's address and phone are on back cover) or directly with:
- Steve Remington, CollectAir
2555 Robert Fowler Way #A
San Jose, CA 95148
or: FAX: (408) 259-4223,
e-mail: 72245.747@compuserve.com
5. The price is \$10.00 per ten ft. pkg. or \$20.00 per 20 ft pkg. Mail orders must include the \$3.00 postage.

Crash & Bash and Year-End Raffle Prizes We have purchased the Shilen 19, Serial # 27 for the year-end raffle prize. Ed Hamler advised that Ed Shilen has offered a Shilen Torp 29 for half of the normal \$225 price as a promotional special for Club raffle purposes. It was agreed that Ed (Hamler) should proceed with the purchase.

Crash & Bash Arrangements CD Ed Hamler reported that the AMA Sanction has been received and that he is mailing out an early postcard to all prior contestants as a reminder to keep the September 5, 6 & 7 dates open. A complete flyer with all details



and procedures will be mailed out in late July or early August. Ed has under consideration some special rules to save contestant's time and permit them to fly in more events. Event fees will remain at \$5 (\$25 max.) Lunches remain at \$5 including one soft drink. Event prize options were discussed with general preferences leaning toward merchandise rather than plaques. We will be including SAMSPAN as event and/or raffle prizes. Ed asks that members give serious consideration to donating items for raffle prizes. Again this will be coordinated by Joe Meere and it is requested that he be notified of intended donations. Ed would like to include information regarding items of a major nature in the C&B Flyer so early notification would be appreciated.

Newsletter Editor As an interim measure the duties involved with producing the monthly news letter have been assumed as follows:

Editor — John Hlebcar
 Repro & mailing — John Carlson
 Photo scanning — Don Bekins

Volunteers for any or all of these duties will be eagerly accepted. Please give serious consideration to relieving the workload of these interim volunteers.

NEW BUSINESS

There were no items of new business.

TECHNICAL REPORT

(The name drawn for next month was Charlie Banks)

Don Bekins reported on the Kevlar/Epoxy Hayseed cowling he had recently made using the balloon method. Following were the several steps in the process:

1. Make an exact plywood copy of the firewall.
2. From a block of balsa or other soft wood cut a mold to the approximate

shape and size. Don used a band saw to cut the mold to shape in plan and elevation.

3. Hollow the block slightly. This is to aid releasing the cowling from the mold as described later.

4. Glue the block to the firewall copy and attach to the model. Shape the mold to the final size by rasp, plane, power sanding or whatever it takes. This results in a male mold which produces a cowling with inside dimensions the same as the firewall so that the finished product will just slip over the permanent firewall.

5. Carefully finish the mold by hand sanding, spackle, sandable primer or whatever it takes. Don then applied several coats of dope, sanding between coats.

6. A block of wood is glued to the mold firewall to facilitate holding in a vise.

7. A small hole is drilled into the mold firewall and thru the front of the mold into the hollowed out space. This allows the later introduction of air pressure to aid in releasing the finished cowling from the mold.

8. Apply a coating of mold release to the mold. This product is available from plastics suppliers in both liquid and paste form.

9. The neck is cut from the end of a large rubber balloon and the balloon pulled down over the mold to the degree necessary to avoid wrinkles. If done properly the edge of the balloon will snap under the firewall and stay in place. Mold release is applied to the stretched balloon. (Ray McGowan recommends further securing the balloon to the mold with pins —he had an experience where the balloon snapped off while he was applying epoxy and it made quite a mess on him and in his shop.)

10. Don used a Kevlar/epoxy combination, but because of problems with wrinkles and with sanding the Kevlar he recommends glass cloth instead of the Kevlar. Don also

prefers epoxy rather than a polyester resin. The glass cloth should be of a fairly light weight and close weave. A coating of epoxy is applied to the balloon covered mold and strips of glass cloth laid into the wet epoxy. Successive layers of cloth strips crosswise to the prior layer and epoxy are applied to the mold until the desired thickness is obtained. Two and probably three layers of cloth are the minimum.

11. The neck is cut from another large balloon and it is pulled down over the laid up cowling. Again, the bottom of the balloon should snap under the firewall. The balloon should be smoothed by hand to eliminate all wrinkles.

12. After the epoxy has set the cowling is ready to be removed from the mold. The outer balloon is removed. The inner balloon is separated from the mold bottom by carefully blowing a few bursts of compressed air into the hole previously made in the mold firewall. The cowl should then separate from the mold.

13. The cowl may now be finished by sanding as necessary, trimming and painting to the final color. Don demonstrated the various steps and passed around samples of the molds and materials.

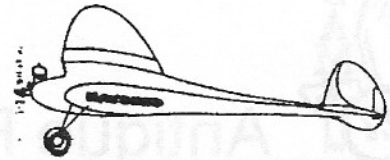
Thanks Don for a great presentation.

SHOW & TELL

More "First Flight" reports:

Ned Nevels family were returning from a military post in Germany. Ned was 8 years old and the family boarded a TWA Super Constellation for the 18 hour flight (stopover at Gander) to New Jersey where they were to pick up a new red Mercury. Ned reports it as "a very pleasant flight."

Ed Hamler's first was at a very young age in a Cub or Aeronca Champ at Russell Field in Rome, GA. He later made a commercial flight in a DC-3



from Rome to Evansville, IN. The route included many stops through the south and mid-west which Ed liked. Some years later Ed took flight instruction and soloed from Russell Field which had extremely long runways used by B-29's during the war. His first solo final approach was interrupted by the Tower giving precedence to a twin Cessna landing on a cross runway. Ed didn't mind going around but did remark that, without the instructor, the plane just didn't want to touch down.

Regular S&T

Don Bekins showed his rebuilt, 12 year old R/C Hayseed, a Carl Hermes free flight design. Carl was a world class modeler and designer, specializing in free flight and at one time on the US Wakefield team. Carl was impressed with Don's Hayseed when they met at a contest but refused Don's offer to fly it saying that his "purist FF" nature would not permit flying R/C. Don's model was originally covered with gold and green silk but had deteriorated to the point where recovering was necessary. Don stripped the silk using a method recommended by Sal Tabi. With a foam brush he liberally slathered on acetone and immediately laid on a sheet of Saran wrap. Relatively small areas of about 1 to 1-1/2 sq. ft. are done at one time. The Saran, which may be removed in about 5 minutes, prevents premature evaporation of the acetone and allows softening of the dope holding the silk in place. This method is NOT recommended for structures glued with a Duco type cement. Fortunately Don had used an aliphatic glue and had no problem. Don used SAMSPAN adhered with dope for the new covering and was pleased with its performance. A Higgins ink, thinner and dope mixture sprayed on gave a brilliant yellow color to the major part of the model. Don prefers the Higgins Fadeproof ink over the aniline dye he had previously used. Trim was red Hobby Pox. Fitted with the new cowling, the finished model was striking, both when displayed, and in flights earlier

in the day. Note that the Hayseed is the model pictured on the cover and page mastheads of the Antique Flyer.

Ron Keil passed around his latest engine acquisition, a 1947 Pace-maker. This .59, rear rotor design has double ball bearings and a magnesium casing bearing the serial #418.

Bert Flack brought in a box of rubber models including a Piper cub, an Eastbourne Monoplane, a Bostonian and a Pietenpol. This group of models represents Bert's first year's production following his reentry into modeling. The Pietenpol featured Bert's first hand carved balsa propeller. He did a nice job but admitted a mental lapse resulting in a reverse pitch. Backward winding was suggested. We look forward to hearing a flight report. Bert is a very good builder and flies frequently with the MAC group at St. Vincents.

Jerry Rocha showed a trophy from his recent participation in the NW Regional at Roseburg, OR. All contestants received a similar trophy. Stick-on, gold colored appliques were affixed to record events and placement. Each trophy had a nicely finished hardwood (Jerry's was walnut) base and frame into which was placed a color photo of the contestant with one of his models. The photos were taken at the contest and finished at a local fast photo shop. A clever and appealing idea. Jerry's trophy had 3 or 4 First Place appliques for several of the U-control speed events.

John Hlebcar displayed an 020 Zipper he had purchased in framed condition for \$15 at a MECA Collecto. John modified the model to provide a beautifully faired pop-up tail D/T. He added engine and D/T timers and covered the model in doped tissue. John is an excellent craftsman as demonstrated by the finished model.

Paul Marino brought a small model racing car which was produced by Ohlsson & Rice, probably in the late 40's. Power was an O&R engine

which appeared to be about 049 in size.

RAFFLE

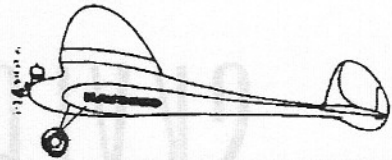
Raffle Prize	Donor	Winner
ACE Smart Charger	SAM 27	Ed Hamler
Cam Action Clamps (pr.)	SAM27	John Hlebcar
Mini Drill Set	SAM 27	Ron Keil
Fuel Shut Off Valve	SAM 27	Jerry Rocha
Nostalgia Model Plan Book	Bert Flack	Ron Keil
SAM 27 Costs: \$127 Collected: \$69		

JACK'S BASEMENT

Since we last met a couple of interesting things have happened to some of our members.

Jerry Rocha received a phone call from Lew Mahieu, designer of the Zeek and Kiwi free flight aircraft now eligible for nostalgia events. Seems that after about 30 years away from the hobby, Lew wants to turn his machine shop in Idaho over to some one else to manage and get back into building airplanes. He just completed a 12 foot workbench and will probably start cranking out airplanes to attack the ROW records. Jerry called Bill Vanderbeek and discussed the possibility of a future NFFS one design event based on the Zeek. You saw it here first.

Ray McGowan has just returned from California Valley where he successfully completed his cross-country soaring flight which gained him his League of Silent Flyers Level 5 ranking - the highest level attainable. Rather than my screwing up the story here I think we will see if we can coax it out of him at the next meeting.



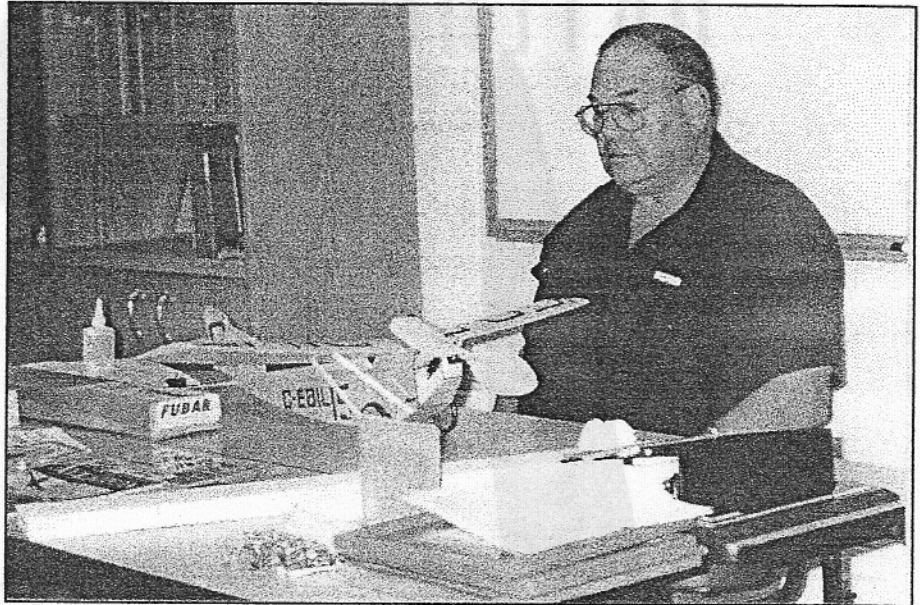
Last month we announced that our SAM 27 O/T Rubber Meet was rescheduled from July 26 to July 27 to allow for the MECA Collecto in Napa on the 26th.

We also have to change our Jimmie Alen Postal Contest date from 23 August to 9 August. Jerry Rocha has been calling around to see if this impacts anyone and so far all contacted can make the change.

Speaking of contests, dust off those 1/2 A Scale Duration models for this coming weekend (12 July if this newsletter reaches you in time). Also, get cranking on those rubber scale jobs for the 27th. The only completed models I have seen is Remo's A.N.E.C. 1B and Bert Flack's Air Force (this includes my Kingfisher, which continues to defy completion).

I will leave you with the following thought, which I plagurized from a music catalog and changed the word "playing" to "flying"-

**We don't stop flying
because we grow old...
We grow old because
we stop flying!**



Remo Galeazzi displays his A.N.E.C. 1B at the May meeting - Dick O'Brien Photo



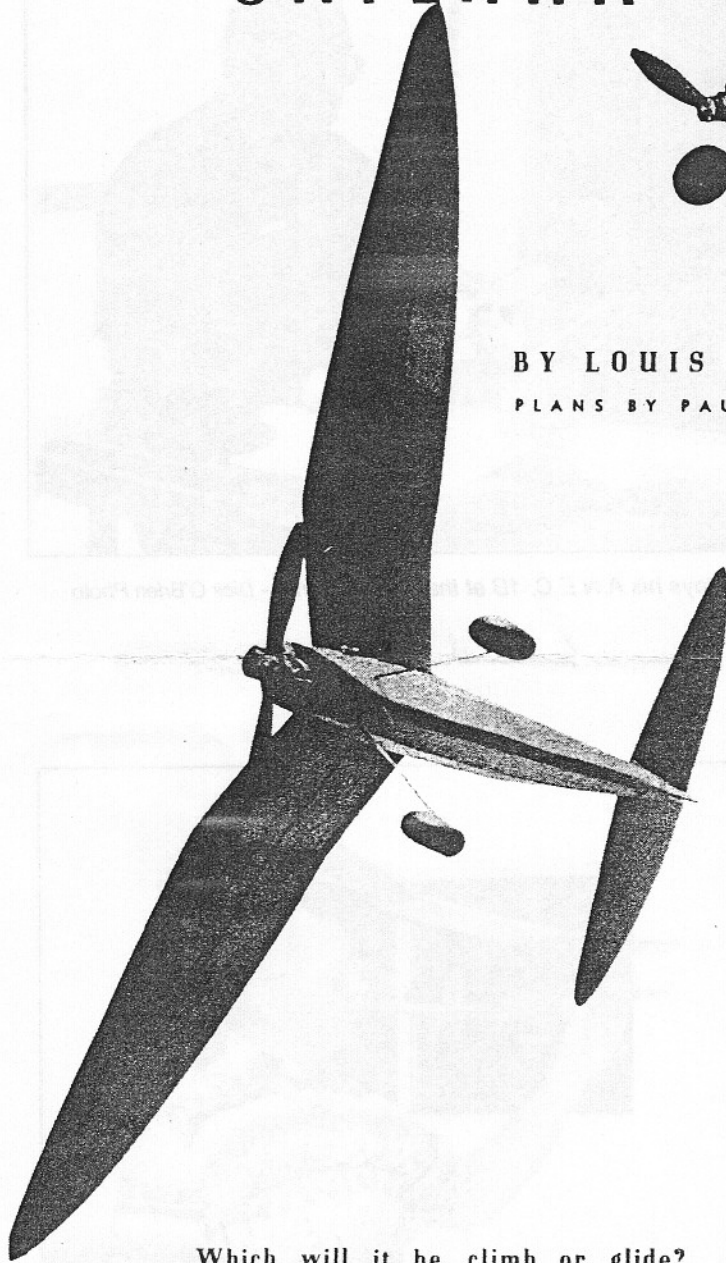
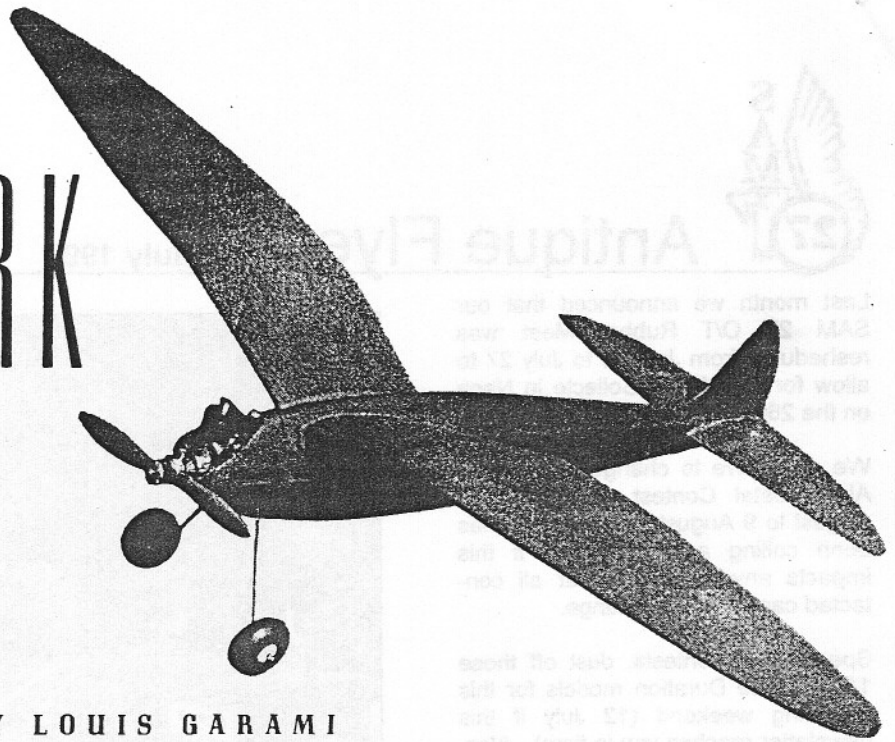
SAM 27 booth at the May 17-18 Nor Cal R/C show held in Santa Rosa - Ron Kiel Photo



Bill Vanderbeek showed his FF 1/2 A Honey Bee scaled down from the Joe Foster Class B design at the same meeting. - Dick O'Brien Photo

SKYLARK

BY LOUIS GARAMI
PLANS BY PAUL PLECAN



Which will it be, climb or glide?
This ship has both, a hot climb in
Class B and super glide in Class A

SINCE the new rules are based on engine displacement the size of the ship itself becomes of secondary importance. The wing area of the model built for a certain engine is governed solely by the opinion of the builder as to which combination is more apt to succeed in a contest, a fair climb and a swell glide, or a swell climb and a fair glide.

As the borderline of A and B Classes is approached, a situation arises which to my mind is both interesting and beneficial for the builder. He can build a two-in-one model which will have one of the above-mentioned combinations for each class. And it is not the same one, either! A ship with 320 square inches of wing area powered by a Bantam or an Ohlsson 19 no doubt will have the best glide a Class A ship can produce. On the other hand, powered by an Ohlsson 23 (Class B), it will bore a hole in the sky when fully opened.

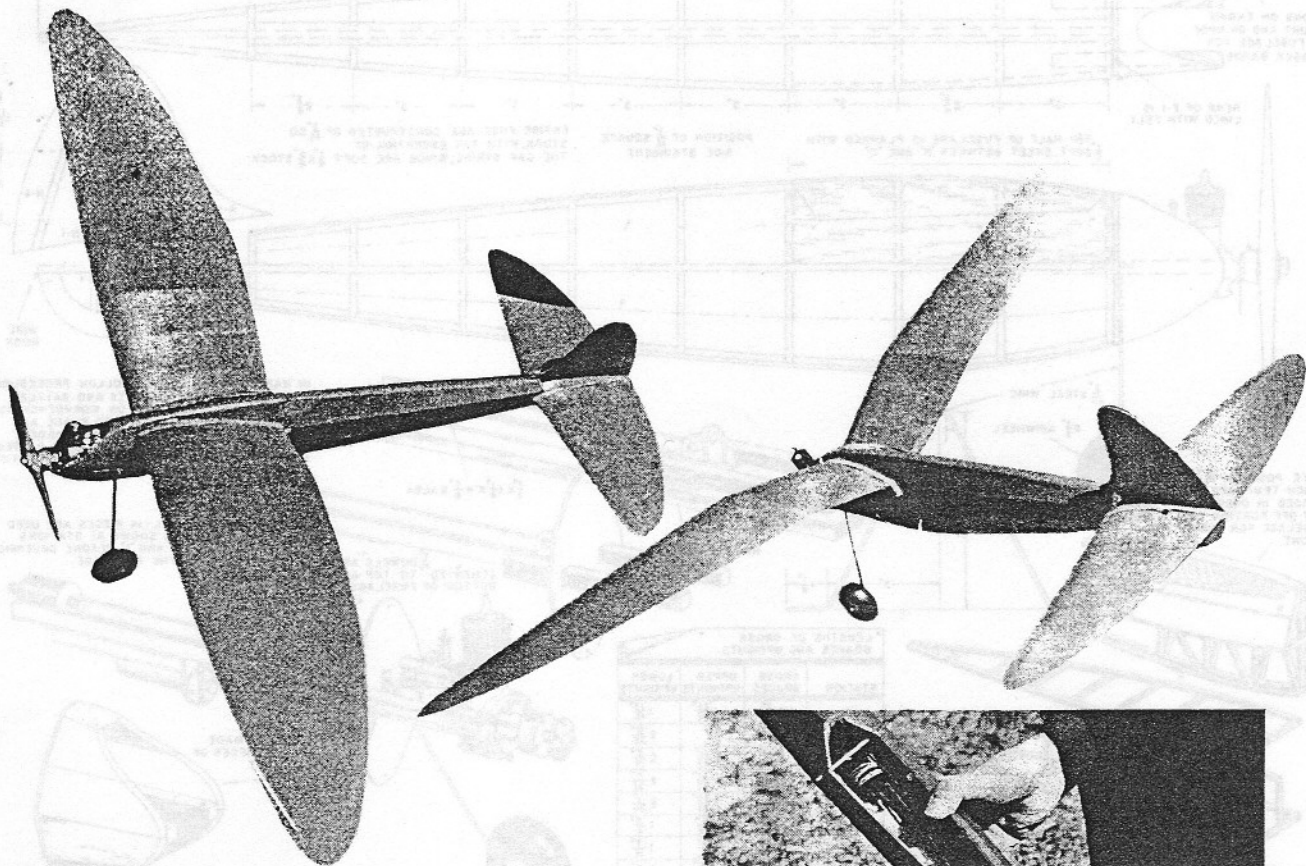
The Skylark was built with these thoughts in mind. Mechanically it is simple and strong. The ignition unit is compact and removable. The total weight as a Class B ship is 18 ounces. That is using very light wheels. The two-ounce difference between the Bantam and Ohlsson engines can be made up by changing the wheels for heavier ones.

CONSTRUCTION

The construction of the fuselage is clearly shown in five steps. Use the chart to determine the length of cross braces and uprights. The length of the side braces is not given because they are left longer when cemented in place and trimmed at the peak after they are dry. The cap strips and stringers follow in order. The cap strips are sandpapered half-round. Next the under-slung rudder is cemented in place, strengthened by a wedge-shaped brace which fits between the two longerons.

Cut out F1 plywood former. The square holes are cut out with a small coping saw and the motor bearers cemented in. Bend and attach the landing-gear wire with three small aluminum fittings. Cement hardwood blocks behind the bulkhead at the point the woodscrews holding the fittings run through, since the bulkhead itself is not thick enough for a firm hold.

The bulkhead is centered to the body with two locating dowels



on top and bottom respectively. Make the cowling out of ten pieces of balsa which are cemented one by one right on the bulkhead and motor bearers.

Sandpaper the corners round and cement wire hooks onto each side of cowl and body which will be rubber-banded together.

The battery box is four inches long and it accommodates two pen cells in series. The timer mount which is made out of $\frac{1}{16}$ " plywood also serves as the end of the battery box. This part has to be cemented several times to withstand the pressure of the spring connection in the front of the box and the pull of the string on the Austin timer. The negative contact is made with a small brass or copper plate laid inside the box. This extends outside the box and is cemented there.

Solder all joints of the ignition unit. Use wires as short as possible. Ninety percent of engine failures on the field are loose joints, shorts and such.

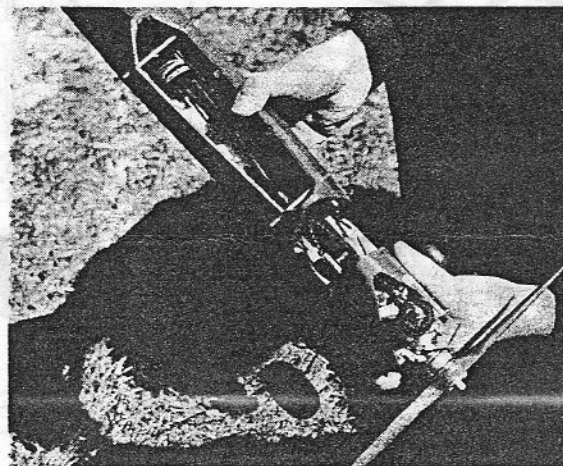
Now for the wing. Build this in two halves. These half wings are built on a board and the gull effect is produced afterward with the aid of the templates provided on the plan.

Assemble the trailing edge, ribs and leading edge on a flat board. Add top spar and tips next. Remove from the board and put in bottom spar. Now all joints are cut at W4 rib and reglued at the proper dihedral.

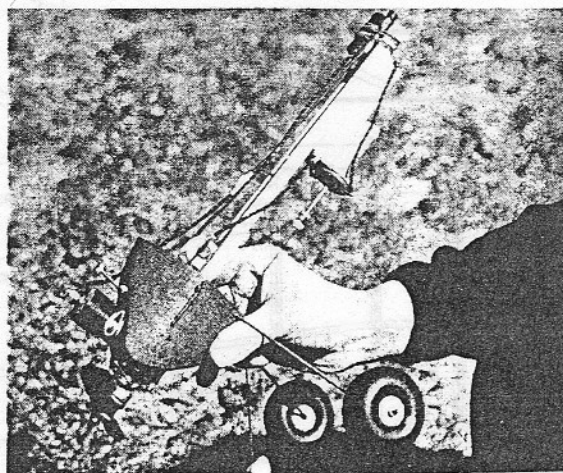
Cover the leading edge with $\frac{1}{16}$ " sheet balsa. Cap-strip the top of the ribs with the same thickness and sandpaper them away gradually at the trailing edge. Cement the two half wings together. When covering the wing, dope a couple of extra strips of paper on top and bottom over the center joint to forestall any folding wing stunt at 600 feet altitude.

Cut out the planked portion of the body using the template given in the plan and trace your center rib outline on each side. With these portions cut away it should fit the top of the wing, and when the wing is placed in position on the body it should fit the body outline also. $\frac{1}{8}$ " thick dowels are used to hold the rubber bands over the wing.

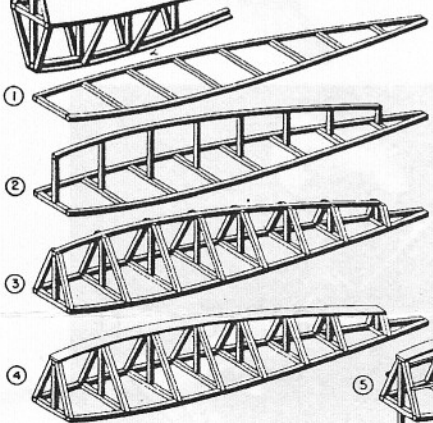
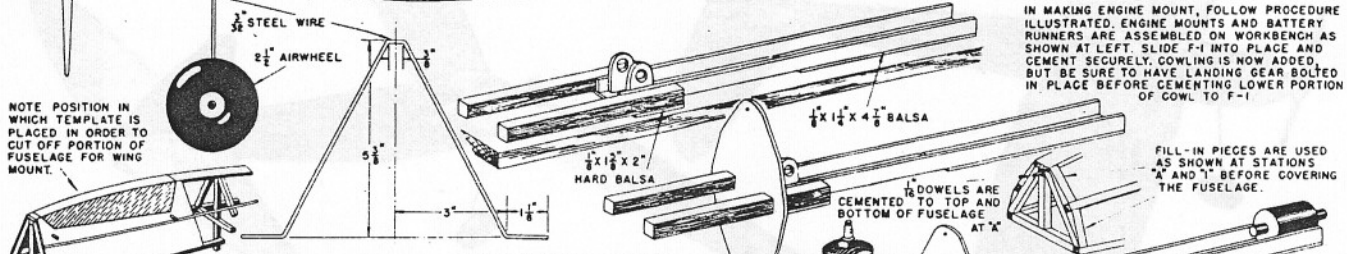
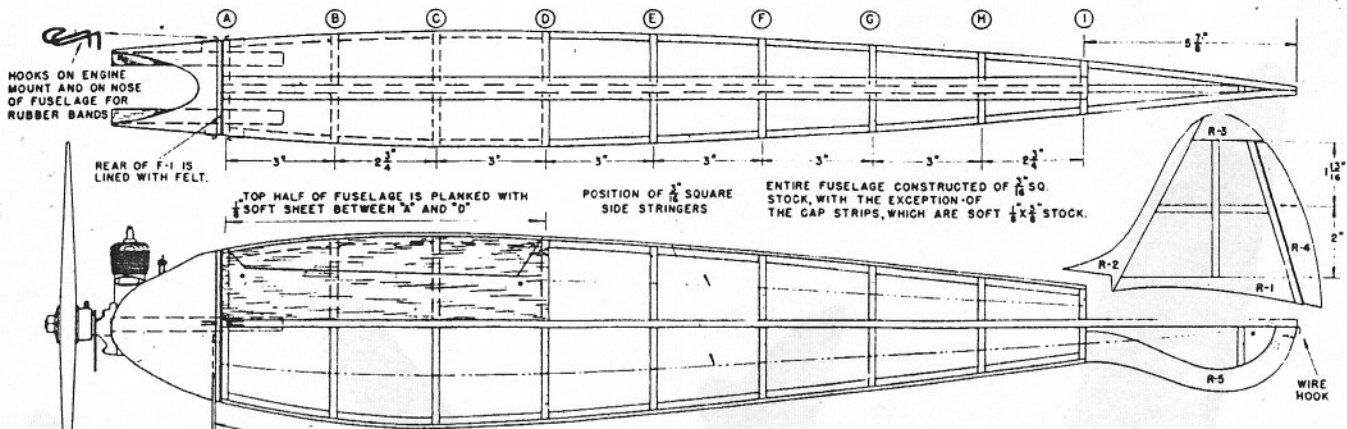
The elevator is made in one piece. The lower part of the rudder is made to fit the center rib of the elevator.



The entire nose and battery tray can be quickly detached by removing two rubber bands. Mounting is firm, nevertheless. Ohlsson 19 shown.

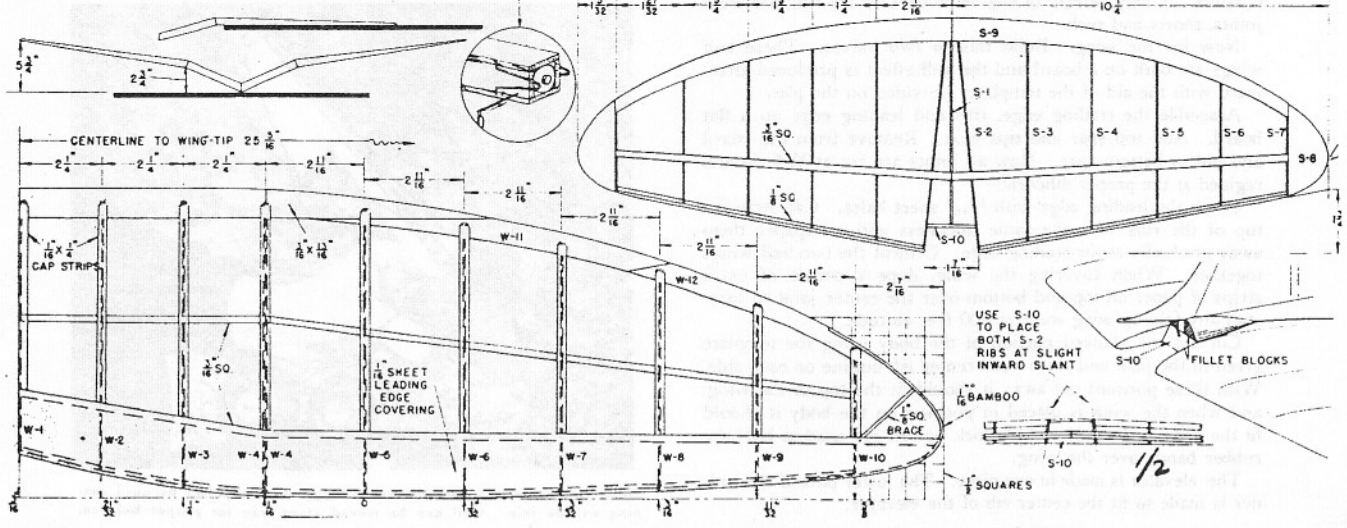
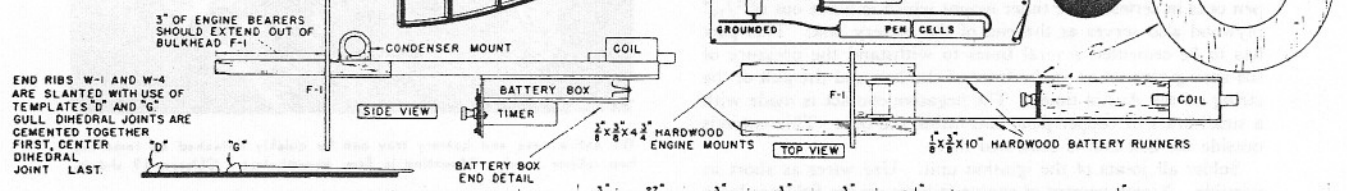
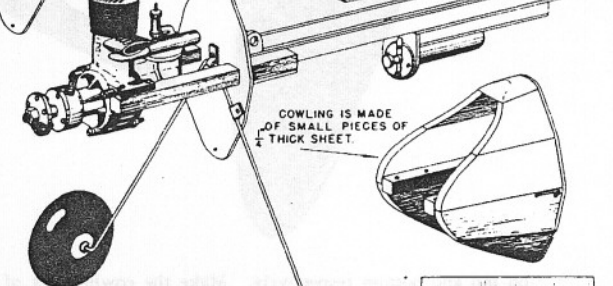


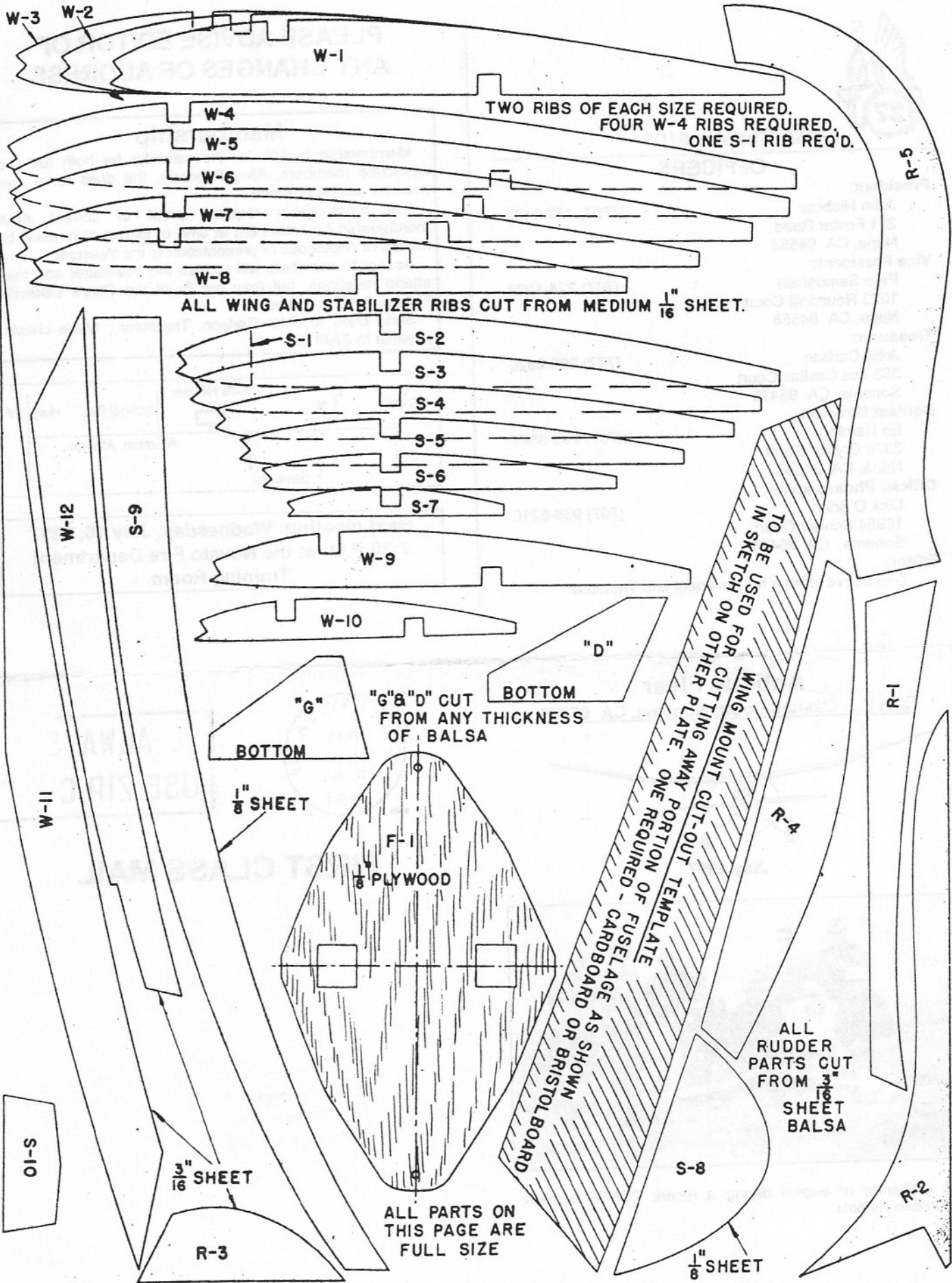
Timer is attached parallel to battery tray. Arm is pulled by cord running outside ship. Coil can be moved along tray for proper balance.



LENGTHS OF CROSS BRACES AND UPRIGHTS

STATION	CROSS BRACES	UPPER UPRIGHTS	LOWER UPRIGHTS
A	2 1/2	1 3/4	1 1/2
B	2 3/4	2	2 1/2
C	2 5/8	2 3/4	2 1/8
D	2 5/8	1 3/4	2 1/2
E	2 1/2	1 3/4	2 1/2
F	2 3/8	1 1/2	1 1/2
G	2	1 1/2	1 1/2
H	1 3/4	1 1/2	1 1/2
I	1 1/2	1 1/2	1 1/2





TWO RIBS OF EACH SIZE REQUIRED.
FOUR W-4 RIBS REQUIRED,
ONE S-1 RIB REQ'D.

ALL WING AND STABILIZER RIBS CUT FROM MEDIUM $\frac{1}{16}$ " SHEET.

"G" & "D" CUT FROM ANY THICKNESS OF Balsa

BOTTOM

BOTTOM

$\frac{1}{8}$ " SHEET

$\frac{1}{8}$ " PLYWOOD

TO BE USED FOR CUTTING AWAY PORTION OF FUSELAGE - CARDBOARD OR BRISTOL BOARD
WING MOUNT CUT-OUT TEMPLATE
IN SKETCH ON OTHER PLATE. ONE REQUIRED.

ALL RUDDER PARTS CUT FROM $\frac{3}{16}$ " SHEET Balsa

ALL PARTS ON THIS PAGE ARE FULL SIZE

$\frac{1}{8}$ " SHEET



AMA Chapter #108

OFFICERS

President:

John Hlebcar (707) 252-8482
201 Foster Road
Napa, CA 94558

Vice President:

Pete Samuelsen (707) 224-1023
1023 Roundhill Court
Napa, CA 94558

Treasurer:

John Carlson (707) 996-8820
353 Las Casitas Court
Sonoma, CA 95476

Contest Director:

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

Official Photographer:

Dick O'Brien (707) 938-5210
16954 Schiller Court
Sonoma, CA 95476

Editor:

See above listings for President and Treasurer

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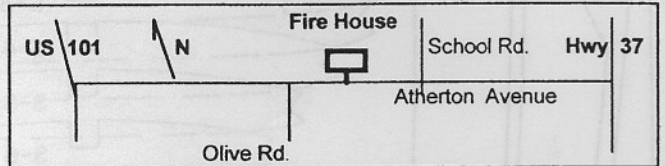
Membership

Membership is \$15 for the calendar for both full and associate members. After February, the dues for a new member will be prorated.

Full membership requires 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.

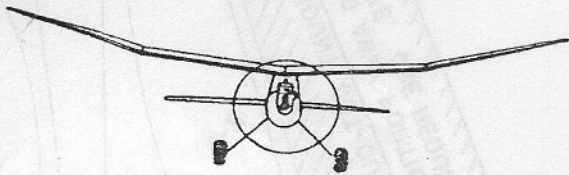
Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.



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

Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476



July 1997



FIRST CLASS MAIL



A gathering of eagles during a recent TOFFF session.
Don Bekins Photo

