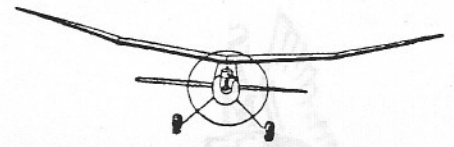




# Antique Flyer



AMA CHAPTER #108

November 1997

Issue 183

## UPCOMING EVENTS

Nov 8	MECA Collecto	Western Aerospace
Nov 8-9	SCAMPS Annual	Museum, Oakland
Nov 15-16	SAM49 Fall Annual	Lost Hills, CA
Dec 14	SAM 27 Xmas Party	Condor Fld, Taft
Jan 17-19	Southwest Regionals	Papas' Taverna
		Eloy, Arizona

Old Timer R/C Assist at Waegell Field will consist of 1/2A Texaco, Texaco, A LER, B LER, C LER, Electric 05 LMR, Electric Texaco, All-Ohlsson Ignition, Antique, Nostalgia R/C (Cross-Scavenged Motors), Brown Jr. Endurance, and Old Time Glider.

R/C Old Timer Awards: To 3rd Place plus \$20 for Total High Time (Except Texaco Events.)

All Transmitters must have R/CMA-AMA Gold Stickers on Them.

## October Chapter Meeting

by Steve Remington

Under a full October moon and a warm evening, fifteen members showed up for the SAM 27 meeting only to find John Carlson's usual chair empty; that's right, empty; you read it here! John was in the hospital recovering from a 2 1/2 hour session on his spine with a "Dremel Tool." Several members visited John and reported that that he was already getting around and was probably going home the following day. We hope to see John at the November meeting, maybe a TOFF session sooner. Bill Vanderbeek said that he'd had the operation and it worked wonders. With John's absence, someone had to take notes for this newsletter undertaking and this writer was "impressed" by John Hlebcar in a manner somewhat similar to waylaid seaman along the 1890's San Francisco waterfront only I wasn't drunk.

## ANNOUNCEMENTS

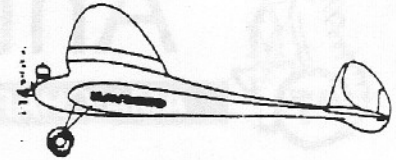
Ed Hamler reported no further information on the Crash & Bash; the last count was 28 contestants. It was noted, however, that the SAM 26 newsletter made a remark about Don Bekins to the effect that, "He could find a thermal inside a cave." Some mention was made that the Crash & Bash in 1998 may be held in October because of SAM Champs (Muncie, IN). More on that in the future.

Ray McGowan reported that he has now arranged

some of the newsletter collection from other clubs into "numbered packets".

John Hlebcar mentioned that Rocco still has the Polyspan video.

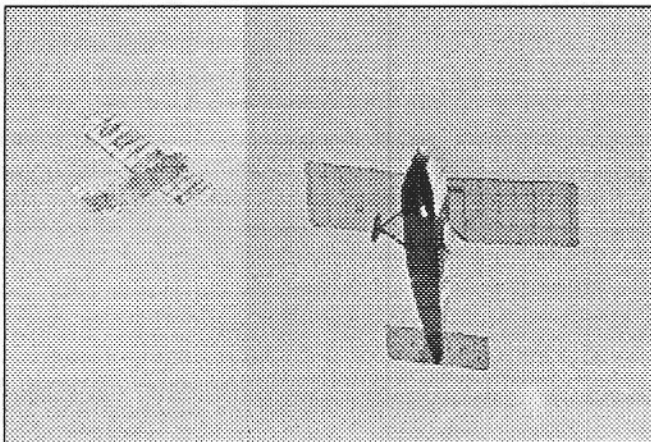
The big news at SAM 27 was the outstanding showing that members made at the Las Vegas SAM Champs; winning efforts were made by Fred Emmert, Bud Romak, Don Bekins, Jerry Rocha and others under stiff competition. At this time, the SAM web site only has the R/C results with Don Bekins taking the R/C Ignition Championship and Pete Samuelson taking runner up in R/C Glow. Showing up in the R/C tabulations were Don, Loren Schmidt, Ed Hamler, Pete Samuelson, and Nick Sanford with results in just about every event. Airplanes included several different Foote Westerners, RC1s, Bombers, a Twinboom, SacTex, Foo-2-U-2, Firebird, Clipper 1, Playboy, Hayseed, Alert, a J-3 Cub, and an Anderson Pylon. I'll let you figure out which model goes to which contestant! In Free Flight, Fred Emmert won the Twin Pusher event. Bud Romak was Free Flight Grand Champion. Jerry Rocha did well with his Earl Stahl Interstate Cadet rubber. Complete results will be printed in Sam Speaks. Jerry went to the Collecto and reported that the venue was a little crowded and prices about flat with maybe a downward trend; Pete said that he bought an Ohlsson 60 square port for \$140. Hurricane Nora moved in on Thursday and rained the Champs out with about an inch of downpour which resulted in "Lake Sam Champs"; taking Friday off, the flying site was moved and flying resumed Saturday with winds allowing some windows for flying. Things were very hectic on Saturday and Sunday as everyone played catch-up; Don flew five events on Saturday and six on Sunday as did most of the SAM 27ers. Don passed around some snap shots of the Champs, one of which depicted two "timers" flat on their backs in bed - must have been Thursday. He said the first day was calm and the flying area was excellent before the winds started and Nora made her appearance. Walking around the lake bed after Nora's contribution took ski poles according to Don - so slippery, in fact, that you could fall over just trying to stand. It was difficult to tell when thermals were coming in; Don was in a great thermal for about an hour when Ed Hamler launched into what Don described as a "rocket ship" thermal. Ed almost lost his airplane and took more than an hour to follow and recover; the thermal was so strong that the airplane was tumbling. Bekins had a few problems, including a



"flame-out" after about a quarter of the engine run on his C Ignition Hayseed after putting in three perfect flights! Also, having no problem maxing with his B Ignition, Don reached to adjust his trim and turned the engine off. Even the experts do these things! Crystal clear air that showed no signs of when thermals were present. It was mentioned that Steve Roselle did a super job of running the contest under what sounds like rather difficult circumstances of two lay days. Hotel accommodations and food were outstanding. The Spirit of SAM concours was held in a large room with plenty of space. The minuscule Grand Champion trophies that Romak and Bekins won were, in Don's words, worthy of only the trash can! Don has recycled many of his past trophies into perpetuums, but the SAM Champs' Grand Champion trophies this year were forgettable. 302 attended the kickoff Luau; some contestants left when Nora arrived, but 240 people made the wrap up banquet, according to Ed Hamler, statistician. All in all, a great gathering.

The South West Regional meet in Elroy, AZ, January 17-19 was announced; Free Fight and R/C Old Timer events. An October 18th indoor junior meet was being held at Dirigible Hangar #1 at Moffett.

## TOFF GUY REPORT



George Benson's Renard (left) and Jerry Long's Waterman (right) are caught by Dick O'Brien's lens. Both models are compressed-air powered.

Flying was done from the road on the 2nd because of large dirt clods from ploughing. Pete Samuelson, Ray McGowan and Dick O'Brien reportedly put machines in the air. It rained last week and Ed Hamler stated that the big clods are now somewhat smaller, whatever that

portends. Ed is investigating the future of the site but has no report yet.

Late News - Several members showed up at the 30 October TOFFF session to participate in or assist with the SAM 93 sponsored class A Texaco postal. Conditions were breezy with a 1500' broken ceiling. Results were as follows:

Don Bekins, Lanzo Bomber/Shilen 19	1705 sec
Ed Hamler, Playboy Jr/Elfin 2.49cc	1576 sec
Ron Keil, Lanzo Bomber/King Kat 1.49cc	1372 sec
Total out of possible 5400 sec	4653 sec

Don and Ed each had one 15 min max. Ray McGowan's So Long had engine problems and Pete Samuelson remained home with the flu. You can also add Ron Keil to the list of TOFFF members published in last month's Flyer.

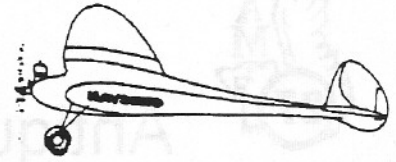
## OLD BUSINESS

Brian Ramsey has had no new sales of button timers. If you want to get more of these great little timers before they are gone, give Brian a call at (415) 776-1706.

A volunteer caretaker for the long-mentioned lawnmower is still sought.

SAMSPAN sales have slowed but expect increase during winter "building season."

Bill Vanderbeek reported on the Gathering of the Turkeys (all free flight) meet at Pensacola, Florida at the site of last year's SAM Champs. There were 80 contestants. Bud Romak drove (1008 miles one day! - ed) and Bill flew only to find that there was no flying on Friday because helos were using their field. Flying on Saturday with calm early, then windy, and calming by 3:00. On Sunday and Monday the wind BLEW starting at around 9:30; worst weather the contest has had in 22 years. Bill lost his A pylon in the woods on Sat. and had no tracker. Bud smashed his Clipper with a Brown Jr. and spun in his Cloud Chopper Class C Cabin (the same airplane that he won with at the SAM Champs). Bill flew in Nostalgia and wound up with a 1st in 1/2 A, a 1st in Class B, and a 2nd in Class C. Notable flyers Sal Taibi, Larry Davidson and Frank Parmenter were all contestants; Frank flew his Jay Bird early on Monday and had three maxes by 8:15 a.m. with a total



of ten maxes before the wind started. Bill showed the trophy/certificate that he received; "He who hoots with the owls by night cannot fly with the turkeys by day." Jack Bolton, sponsor, had a group over for a dinner one evening.

## NEW BUSINESS

Drawing for the November technical presentation was "won" by Park Abbott, in abstentia.

Rod Persons described a drive out of Ely, NV that he recently took with Linda; S.E. of Ely, there's a 30 mile long valley with five areas that Rod thinks would make great free flight fields. Is Rod going into the real estate business? Buy this great desert homesite and fly your model in the 500 acre back yard!

## SHOW AND TELL

Ron Keil displayed Piper PA 12 bones which he has built up from a wing and tail assembly that he got out of a "free" box. The sturdy wings were matched up with a fuselage that Ron blew up from a Comet kit to fit the wing chord. A 1/2A TEXACO project, this is going to be one sturdy Piper Super Cruiser. Jerry Rocha brought in the TEXACO and Skelly miniature gas pumps which he is going to mount to use as TEXACO and Jimmie Allen trophies. Jerry also showed a picture from the Free Flight Championship this year of a BIG scale biplane with thirteen square feet of wing area. Beautifully covered in natural amber finished silk, 3 1/2 pounds, a .19 diesel and no D.T.! There was some discussion as to what airplane it was, but no resolution. A kit was also shown of the Gnat, or Funster, a 12" wingspan original nostalgia, designed to use the K&B Infant .020. Cute and we look forward to seeing it finished by Jerry. Reference the June 1952 MAN.

Ray McGowan displayed the book, "The Golden Age of Model Airplanes, Volume 2". Filled with ads, catalogs, plans and articles from 1935 to 1941 publications. Three volumes available from Frank Anderson, each at a special MECA price of \$25.95. Ray presented his Level V Certificate Plaque from the League of Silent Flight (LSF). There are only 94 Level Vs in the world and Ray is #93. Congratulations on achieving such a prestigious award. Ray showed a plan of the Jersey Javelin A/B (old timer) and he was

asking if anyone knew whether it was a good flyer; planning on using a Bantam .19.

John Hlebcar exhibited a peanut Monocoupe built from a Sterling Peanut kit. Carefully crafted and expertly finished in red wing scallops cut from red tissue - John uses two color sheets at a time under a pattern while cutting the delicate designs. Not flown yet, he's looking for some 3/32" rubber. John received a request for any plan of the Luscombe Silvaire. Some discussion followed.

Brian Ramsey said that his S-38 is "on hold" but that he recently picked up a drafting machine at a sidewalk sale for only \$15; he's planning on using it for follow-on design work on the Sikorsky.

Don Bekins showed some pictures of a stylish schooner (?), ETESIAN, that Don spent nineteen days on while sailing up the coast; what a gorgeous vessel! e-mail received from Australia concerning OZ Cover, a plastic covering with heat activated self adhesive that weighs a little more than SAMSPAN. Does anyone want to do a trial cover with this Aussie plastic rag? Comes in both 35 and 50 micron.

## TECHNICAL REPORT

Don Bekins gave a short presentation on using GPS as a model retrieving tool. Technical details aside, the GPS will provide an accurate method of staying within 30 feet of a position line or bearing taken at the time a model disappears. The consensus of the group was that this would be a help but it still wouldn't necessarily find a model. Thirty feet in tall grass is no better than a mile. A radio retriever still sounds like the best bet.

## CHRISTMAS PARTY

The SAM 27 Christmas Party will be held on Sunday, December 14th. at Papa's Taverna Restaurant, beginning a noon. Food will be served at 1:00 p.m. Price is \$12 per person including entree, coffee or Greek ice tea and gratuity. We have the music room (same as last year) from noon to 4. Parking should be in the lower, east, parking lot. A full bar will be available. Entrees are:

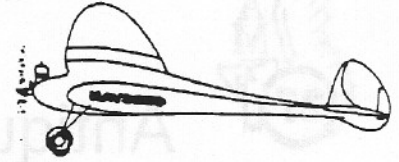
### BEEFTEKI

Oven baked Greek style ground chuck steak



# Antique Flyer

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with a fresh tomato and mushroom sauce

-or-

## SPECIAL GREEK LUNCHEON

(also suitable for vegetarian)

One 3 oz Spanakopita (Spinach and feta cheese baked in Filo dough)

Two 1 oz Triropita (A blend of cheese baked in Filo dough)

One Dolma (Grapeleaf stuffed with rice)

These entrees served with a Tossed Green Salad with Greek Feta Dressing, Rice Pilaf, and Dinner Rolls

For children or those with special dietary needs, orders may be made from the menu

We need to advise Papas' by Monday December 8 of the total number attending and the number of each Entree ordered. Because we, in effect, contract with Papas', we are obligated to pay for the number of Entrees ordered. Except for unusual circumstances, advanced payment will be required.

Prepaid no-shows may be refunded all, part or none of their payment. Non prepaid no-shows will be expected to pay all or part of their order. Determination will be made after settling the bill with Papas'.

## JACK'S BASEMENT

First, I want to begin by thanking Steve for the excellent job he did in transcribing the meeting notes for us while John was away having his spine kitbashed. The skill and effort of both of you are truly appreciated!

As long as I have mentioned John, he is doing great and showed up at the last two TOFFF sessions via Dick O'Brien's coach and contributed to the bull-session part of the normal TOFFF agenda.

I apologize for having a brain burp last month. I was prompted by JT Boundy's picture when I included drawings for George Reich's Albatross. Only problem was I forgot Wes Funk had published them in the January Flyer. I will watch that a little closer in the future. Perhaps that was another call for someone to volunteer for newsletter editor. Reminds me that we will be conducting elections at next month's meeting. I

enjoy both of these jobs but would like to have only one of them next year. If anyone has a desire to fill any of our offices give me a call or we may have to put the ramrod technique into play like we did last year. Come on gang - its really not all that bad. Give it some thought.

Earlier on, Steve did a nice job of letting you know how well we did at the Champs this year. Full results will be published in SAM Speaks, but here is all of the SAM 27 statistics through 5th place that I could dig up:

<u>Don Bekins</u>		Ignition Champion
1st		Texaco
2nd		A Ign LER
2nd		C Ign LER
2nd		Ohlsson 23
3rd		B Ign LER
3rd		Ohlsson Sideport
5th		Pure Antique

<u>Fred Emmert</u>		
1st		Twin Pusher
4th		.020 Replica

<u>Ed Hamler</u>		
3rd		A Glow LER
4th		A Ign LER
4th		B Glow LER
4th		A Texaco
5th		Ohlsson 23

<u>Jerry Rocha</u>		
1st		.020 Replica
1st		OT Rubber Scale
2nd		Earl Stahl High-Wing

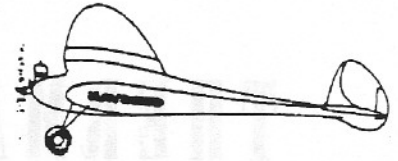
<u>Bud Romak</u>		Freeflight Gas Champ
1st		A Gas Fuselage
1st		B Gas Pylon
1st		C Gas Fuselage
1st		Old Ruler
2nd		8oz Wakefield
2nd		30 sec Antique
3rd		Fuel Allotment
4th		A Gas Pylon
4th		C Gas Pylon
5th		B Gas Fuselage

<u>Pete Samuelsen</u>		- Runner up, RC Glow Champ
1st		B Glow LER
3rd		Texaco



# Antique Flyer

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- 3rd A Ign LER
- 4th A Glow LER
- 4th 1/2A Texaco
- 5th B Ign LER

Loren Schmidt

1st Brown Jr. Texaco

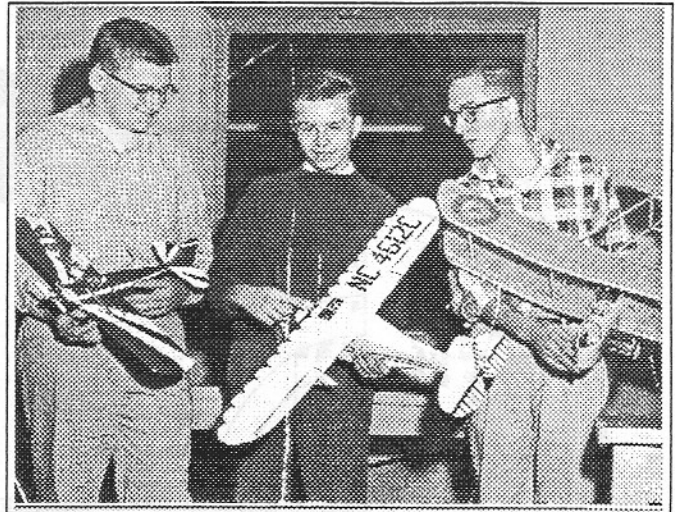
Did any other SAM Chapter have a better showing than that? Good going guys!

Also - congratulations to Ed Hamler for winning the John Pond Perpetual Sweepstakes Trophy at the SAM 26 John Pond Commemorative XXI.

## RAFFLE

RAFFLE PRIZE	DONOR	WINNER
Parts Chest	SAM 27	Buzz Passarino
15% Engine Fuel	SAM 27	Pete Samuelsen
Bar Clamps	SAM 27	Steve Remington
Micro Drills	SAM 27	Ron Keil
Domain Chandon Champagne - Ed Hamler - Pete Samuelsen		
Sterling Model	John Hlebcar	Dick O'Brien
Domain Chandon Cooler - Ed Hamler - Dick O'Brien		
Domain Chandon Cooler - Ed Hamler - Bill Vanderbeek		
Blast Tube	Jerry Rocha	John Hlebcar
SAM 27 Costs: \$51		Collected: \$40

**Be sure and make next month's meeting. The raffle will include a FMA Micro 2000 Receiver.**



*Another of those guess who is in the photo pictures. Bring your answers to the meeting next month...*

## SAMSPAN

Is again available to SAM 27 Members

1 meter wide - Packaged Folded  
10' lengths - \$10

Packages will be available at meetings or by mail. Add \$3 for Mail (USPS Priority) Other quantities or special packaging by prior arrangement  
Mail Orders to:

Steve Remington  
CollectAir

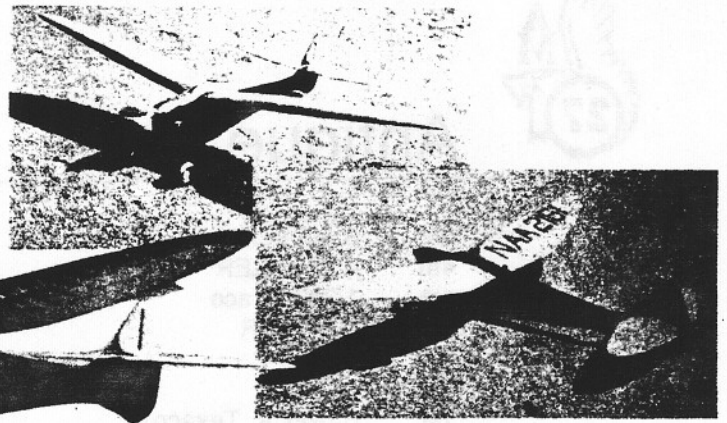
2555 Robert Fowler Way #A  
San Jose, CA 95148  
(FAX (408) 259-4223)

(e-mail: 72245.747@compuserve.com)

or

John Carlson  
353 Las Casitas Ct  
Sonoma, CA 95476  
(Phone (707) 996-8820)  
(e-mail: JohnC914@aol.com)

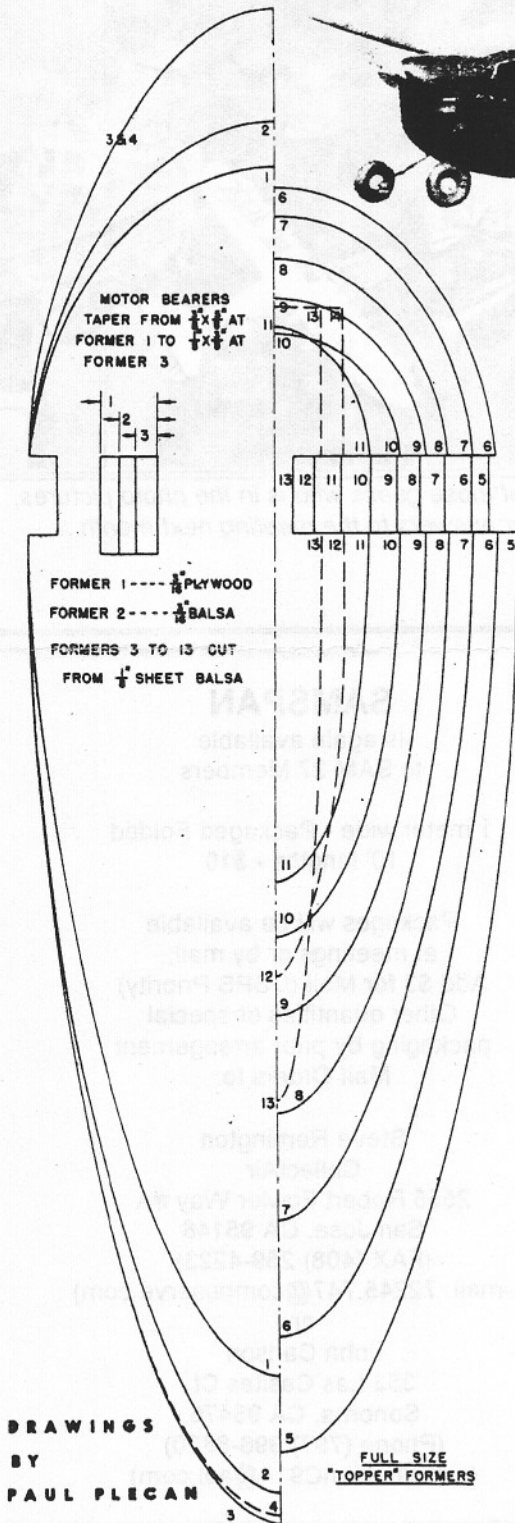
# THERMALEER



The Thermaleer is really "custom built," being distinguished for its planked streamlined fuselage and graceful plan form of its flying surfaces.

BY DANIEL VERONICA

A Class C streamliner that achieved a 17:30 three-flight average to set a national record.



THESE days when the super-high climb is the thing, it is comforting to know that there are still a few conservative designs. Take Thermaleer, for instance. It has won three trophies and twenty-seven dollars in each. Its longest official three-flight average is 17½ minutes. On a calm thermal-less day, Thermaleer is capable of higher time than a high-climb job, since its near-perfect glide stretches the time out. It stacks up against smaller jobs on nice days also, because it can take advantage of weak risers whereas the small high-climb model must attain a terrific altitude to reach the stronger risers which will lift the rapidly descending small job. Its longest flight was 45 minutes, 30 seconds.

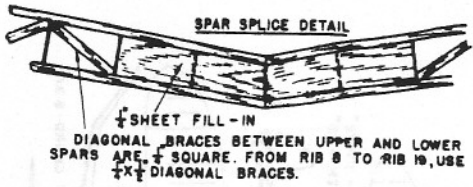
Thermaleer is suited best for consistency flights, since it is not tricky to adjust and will not crack up as easily as a small model due to misadjustment. The climb is not super-super, but is all that could be expected from a 1/5 h.p. motor. Since the model is slow and stable, it is well worth obtaining a good propeller that utilizes all the power the engine is capable of turning out. This cannot be said of the smaller jobs, since nearly all of them use "two-bit" props.

Since lightweight batteries, timer and coil were used, the original Thermaleer was under weight rule when undoped. But when four coats of clear dope and two of colored lacquer were applied, it exceeded the 8-ounce wing loading by a small margin. The clean design and smooth finish are reflected in the performance, especially in the glide.

All the curved portions of the model are squared off into 1/8" squares in the plans to make scaling up easy. The

three-view is drawn to one-eighth actual size, so if a sheet of paper 18 x 50" is squared off into 1" squares the outlines should be fairly easy to copy. Since most of the construction is explained on the plans, only a few words of advice will be given here. Do not plank the fuselage until the ignition unit has been installed and tested for the high-tension spark. The ignition hook-up is the same as that used when bench-running the motor, except that a timer is installed in the hook-up to cut out the motor after the allotted 15 or 20 seconds.

The fuselage should be planked carefully with very soft 1/8" thick balsa, and during all stages of planking there should be a nearly equal amount of planking strips on both the left and right sides of the fuselage. If only one side is planked at one time, the fuselage will invariably twist into a pretzel shape. The portion of the fuselage immediately above the wing is removable with the wing and is not cemented to the fuselage. It will be hard to cut away this portion after planking if it is not marked off where the formers are. The best thing to do is to cut each planking strip nearly all the way through where the separate portions are to be, so when the planking strips have dried, it will be a simple matter to cut through the small amount that has been left. The portion referred to extends from Former 2 to the slanted former over Former 5. The dowels running through the fuselage should be secured in place very well. Make sure that you leave enough of the dowels projecting to secure the rubber that holds the wing on. An extension may be soldered to the spark lever.



**SPECIFICATIONS**

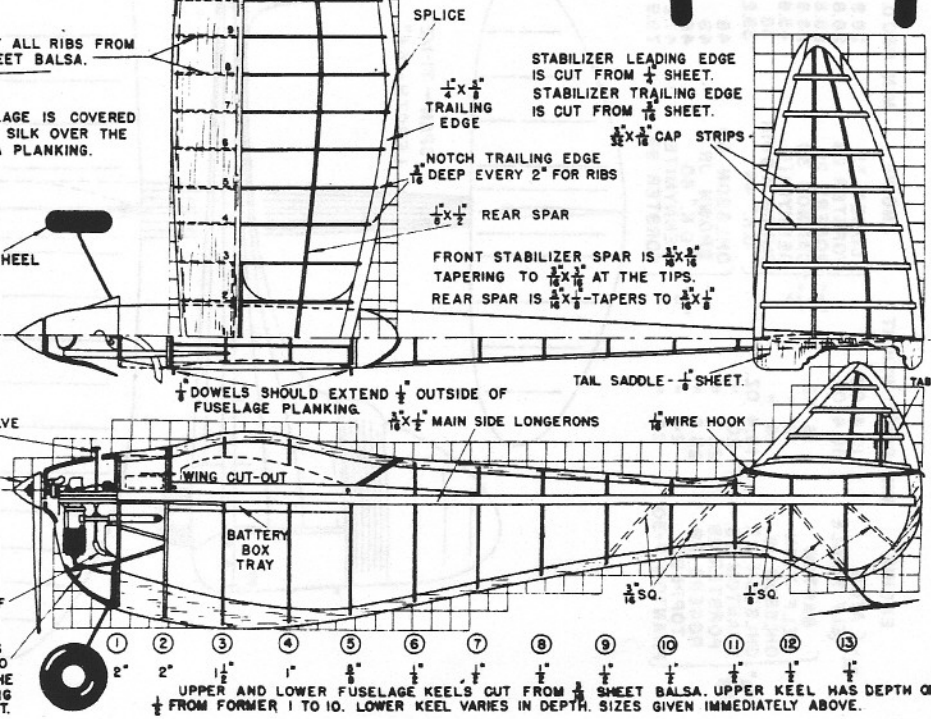
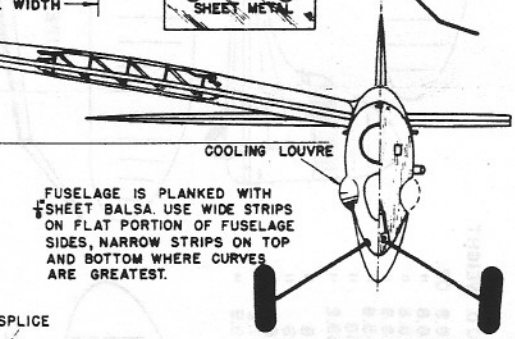
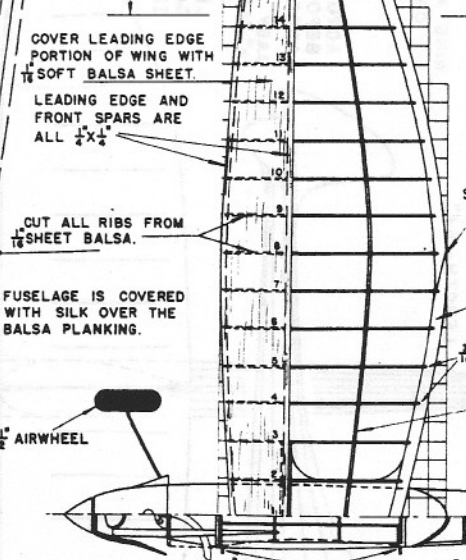
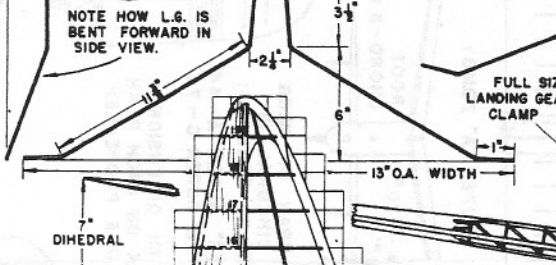
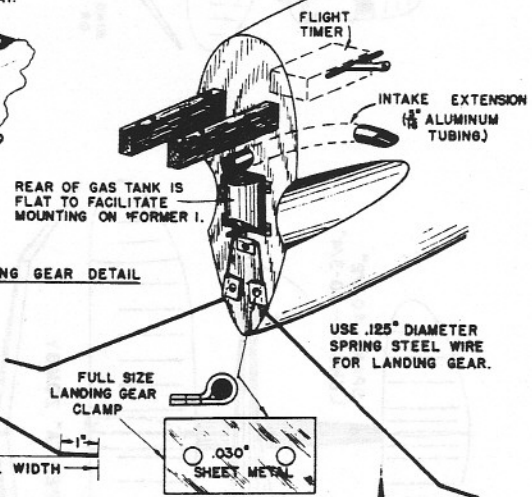
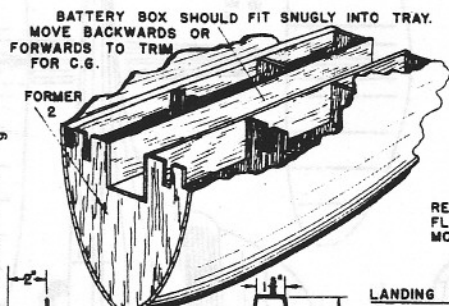
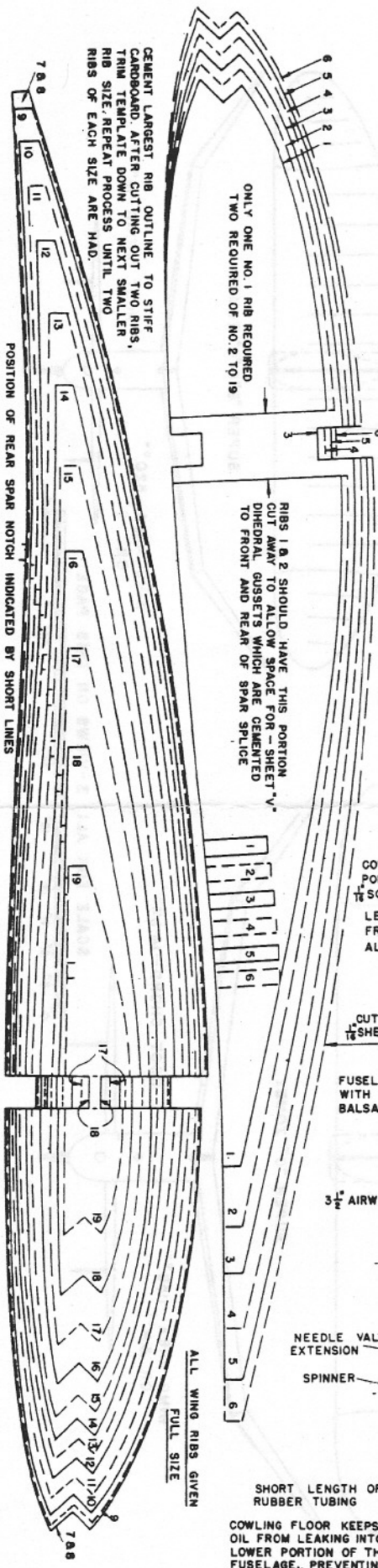
WING SPAN ----- 76"  
WING AREA -- 720 SQ. IN.  
WING LOADING -- 8 OZ.  
LENGTH ----- 48"  
POWERED BY ANY 1/2 HP ENGINE TURNING A 15" DIAMETER, 8" PITCH PROPELLER.

**WEIGHTS**

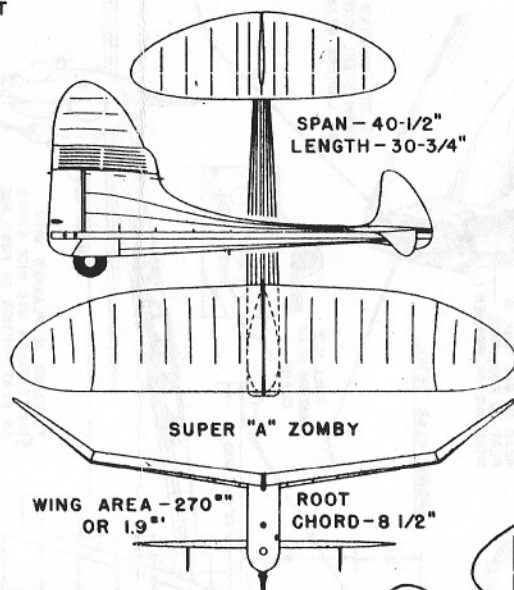
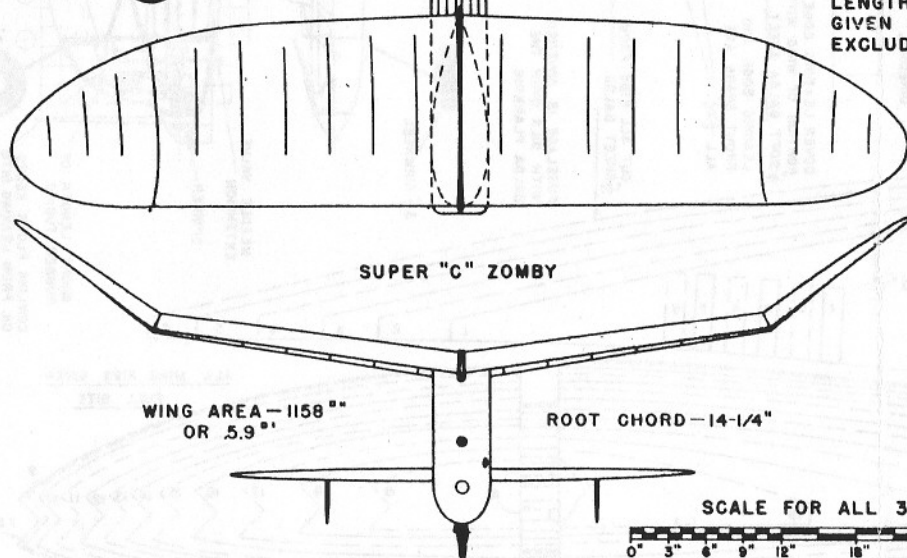
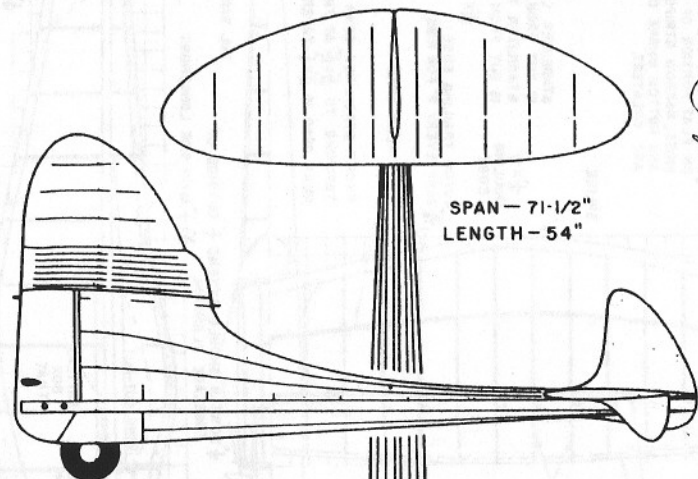
FINISHED WING -- 8 OZ.  
TAIL SURFACES -- 3 OZ.  
FUSELAGE ----- 32 OZ.  
COMPLETE ----- 43 OZ.

**ANGULAR SETTINGS**

WING ---- 2° POSITIVE  
STABILIZER - 1° NEGATIVE  
ENGINE - - 2° RIGHT & 2° DOWN THRUST.

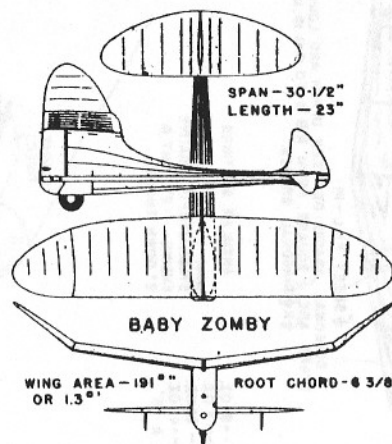
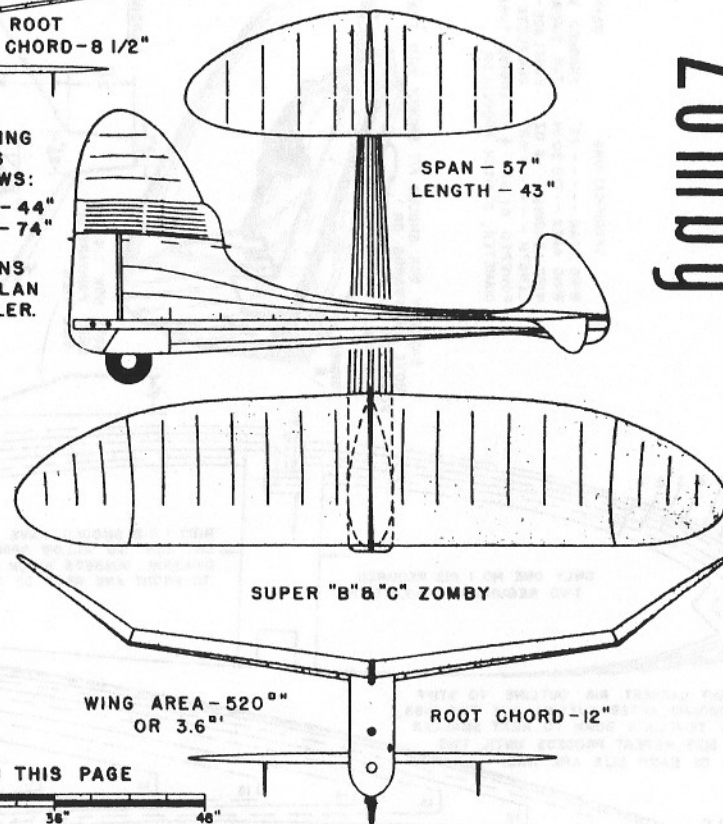


ENGINE	MIN. REQ'D. WEIGHT	ENGINE	MIN. REQ'D. WEIGHT	
"A" ATOM	10.4 OZ.	"B"	COMET 35	28.8 OZ.
ELF SINGLE	10.4 OZ.		FORSTER 29	28.8 "
BANTAM	16 OZ.		ROGERS 29	28.8 "
ELF TWIN	16 "	"C"	CANNON 30	28.8 "
OHLSSON 19	16 "		DENNYMITE	45.6 "
OHLSSON 23	18.4 OZ.		BUNCH & GWIN	36 "
PHANTOM 25	20 "	"C"	"O.K." 49	39.2 "
FORSTER 29	23.2 "		OHLSSON 60	48 "
ROGERS 29	23.2 "		BROWN JR	48 "
TORPEDO	24 "		"O.K." 60	48 "
PHANTOM P-30	24 "		DENNYMITE	47.2 "
			FORSTER 99	79.9 "



ACTUAL SPAN OF WING  
BEFORE DIHEDRAL IS  
ADDED IS AS FOLLOWS:  
BABY A - 33" SUPER A - 44"  
"B" - "C" - 61-1/2" SUPER C - 74"

LENGTH DIMENSIONS  
GIVEN ON EACH PLAN  
EXCLUDE PROPELLER.



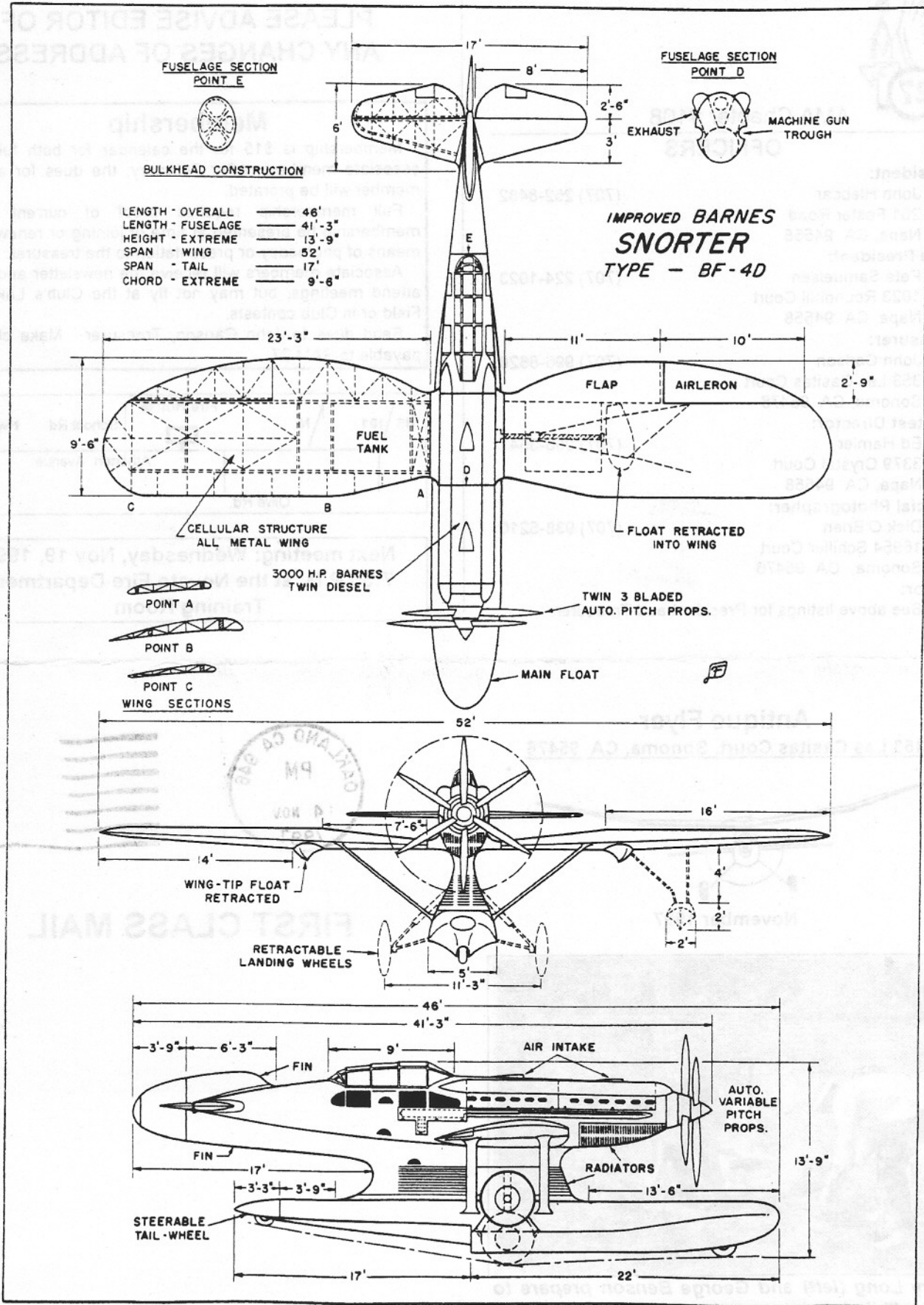
# Zomby

SCALE FOR ALL 3-VIEWS ON THIS PAGE





# BILL BARNES' AMPHIB FIGHTER





AMA Chapter #108

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See above listings for President and Treasurer

**PLEASE ADVISE EDITOR OF ANY CHANGES OF ADDRESS**

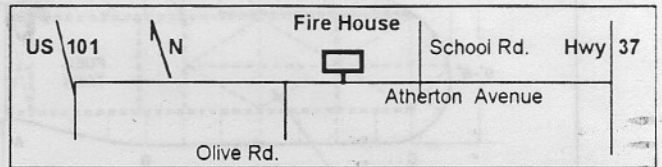
**Membership**

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.

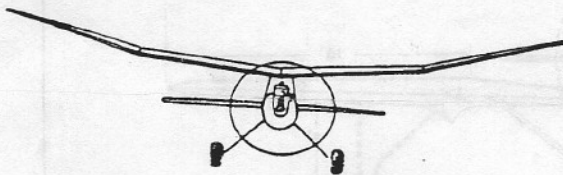
Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.



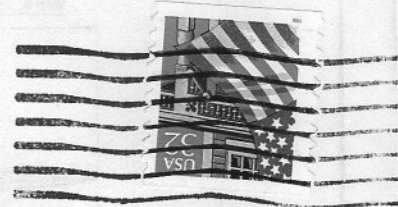
**Next meeting: Wednesday, Nov 19, 1997  
7:30 P.M. at the Novato Fire Department  
Training Room**

**Antique Flyer**

353 Las Casitas Court, Sonoma, CA 95476



November 1997



**FIRST CLASS MAIL**



*Jerry Long (left) and George Benson prepare to "refuel" their compressed air models - see inside*

Steve Rominger  
1034 Alameda Ave  
Alameda, CA 94601