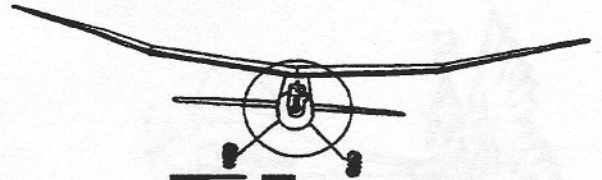




Antique Flyer



December Chapter Meeting

by John Carlson

By the time the last straggler had arrived we had a total of 17 attending this last meeting of 1997. There were no visitors but another "seldom-seen" was Fred Langenburg. Our meetings and his traveling schedule seem to be out of synch. In a previous A-F it was reported that his extensive travels were related to his PanAm retiree "freebie" benefits. This was in error. Fred is a Xerox retiree and his travels are self-financed.

ANNOUNCEMENTS

Ed Hamler announced that all participants in the 1997 Crash & Bash had recently been mailed a Thank You Letter and Results Report. Ed preferred to have done this sooner but it was just a case of too much to do and too little time. Attached to the letter was a 1998 SAM Western R/C Contest Schedule. This schedule is included elsewhere in this issue of the A-F. Prez John H revealed the name of the subject in the Mystery Photo appearing in the December A-F. It was none other than Ed Solenberger taken in 1959 of him launching his Modified Spacer at the Los Alamitos Nationals. The model used Tatone fuel cutoff and D/T timers.

The Polyspan Video is still not available although it was reported that Rocco had left it with Jerry Rocha who was away duck hunting at the time of this meeting. Rocco said to deduct his 1998 dues from his \$20 deposit. Hopefully the video will be available by the next meeting. We still have 3 of the button timers left of the 40 originally purchased. These are available for \$16 each. Contact John Carlson if you want one.

1998 dues are now payable!

TOFFF GUY REPORT

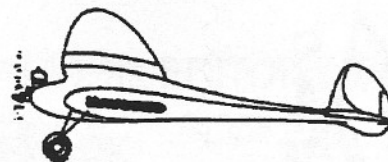
The recent cold and wet weather has separated the men from the boys. There are the "REAL" TOFFF GUYS, the "SORTA" TOFFF GUYS and the "NOTSO" TOFFF GUYS. The "REAL" ones are Bekins and Samuelsen who fly no matter what. The "SORTA" guys include Hlebcar, O'Brien and McGowan who usually attend but don't fly unless they are comfortable with the wind, etc. The "NOTSO" group includes this writer and others who only attend when the weather looks promising and it suits their convenience. Things will get better when the weather improves. On the bright side, we are happy to report that the road is now paved, blacktop all the way with a small gravel shoulder. It is hoped that this improvement does not foretell further development down the road which will greatly increase traffic.



Pete Samuelsen makes a first flight on his 110% Anderson Pylon on a cold and breezy morning at a December TOFFF session.

OLD BUSINESS

Newsletter: To the great relief of Prez JohnH, Steve Remington has now taken over the Editor job for the Antique Flyer. Steve's immediate aim is to improve on the quality of photo reproduction and he will experi-



January 1998

Antique Flyer

ment with several options to see which is the most cost effective. Steve will also relieve Pete Samuelson of the mailing chore. Prez John H will continue to make up the mailing labels. Steve is seeking contributors to the publication. Don Bekins and Ron Keil indicated they would participate. Anyone else who has something to say or report please send your material to Steve.

EAA Calendar for 1998: All calendars have been distributed to those purchasing them. We thank Brian Ramsey for taking over this chore as well as that for the button D/T timers.

Lawn Mower: We are still looking for a volunteer to relieve Dick O'Brien of the lawn mower custodian job. It is only used about twice a year; once at the beginning of the season and once just prior to the O/T Rubber Meet. Dick will cheerfully transport the machine to its new home.

Xmas Party: The Xmas party held at Papas' Taverna on December 14 was a huge success with over 40 in attendance. Loren and Miriam Schmidt were Club guests. Miriam navigated cheerfully in a wheel chair, her foot being in a cast following surgery. The cast is supposed to come off on about January 1 and we expect to see Miriam cruising again soon thereafter. The White Elephant Raffle was quite sedate during the first 8 or 10 drawings but Ed Hamler broke the ice by making the first steal when his name was drawn. That released the inhibitions of those following and the stealing became almost universal. A pair of Trexler wheels was among the most coveted and finally wound up with Pete Samuelson who proceeded to install them on his new 110% Anderson Pylon (see Show & Tell later herein).

NEW BUSINESS

1998 Club Project: This was not on the agenda and did not get discussed. It is brought up now to (hopefully) stimulate suggestions at the January meeting.

TECHNICAL REPORT

Park Abbott, who had been scheduled to make this meeting's report, was unable to attend. Perhaps at a

future meeting. John Carlson's name (lucky me) was drawn for the January meeting Technical presentation. Don Bekins again stepped into the gap and shared some covering material information sent to him by Bruce Abell of SAM Australia. Bruce had sent descriptions and samples of three materials as follows: "A" This is a polyester fabric called "Organza" and can be doped on the same as silk. It can be heat-shrunk and will further tighten with dope. Unfortunately, it does take about 4 coats of thinned 60:40 (dope:thinner) to seal the weave, but it is incredibly strong. "B" This also is a dressmakers material and is called "Vilene" or "Interfacing" (Note: Don advised that our SAMSPAN is called "Viledon" by the German manufacturer). It comes in 2 weights and this (the sample provided) is the lightweight one. It can also be obtained with or without a heat-activated adhesive. It can be applied exactly the same as tissue by wetting and then doping to the framework. "C" This is the same as "B" but without the adhesive backing. Both "B" & "C" appear to be Polyester and can be heat-shrunk as well as doped to tighten. All of these can be coloured with colour dope but "A" can be bought in various colours. I colour the dope with Fiberglass pigments. I like the textured finish of "B" & "C", as it gives good boundary layer turbulation." Don passed around the samples provided. Thank you Bruce and Don.

SHOW & TELL

Dick O'Brien displayed a January 1998 issue of *Popular Science Magazine* which had an article titled: "Micro Spy Planes". This article described R&D efforts to develop MAV's (Micro Air Vehicles) in response to a Defense Department request for aircraft no larger than 6 in. across and "capable of performing a useful military mission at an affordable cost." As a step in this direction a Palo Alto firm has built and flown an 18" span, diesel powered, R/C model with an on board TV camera. Other research efforts include electric powered models of several configurations and even a flapping wing concept powered by an electrically stimulated chemical "muscle."

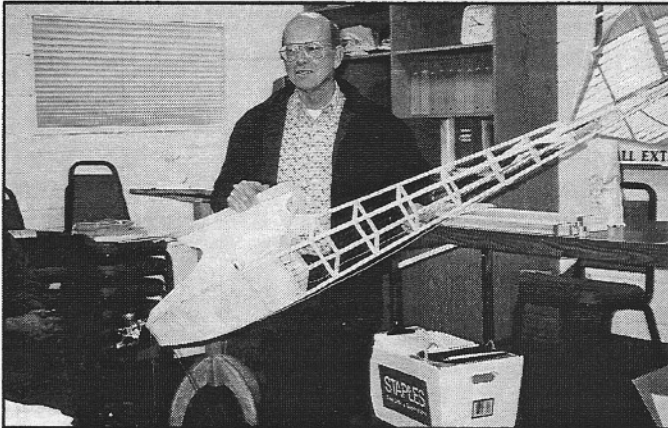
Pete Samuelson, who last month showed the framed fuselage of a 110% Klarich Anderson Pylon model, displayed the nearly completed product. The 1500 sq. in. wing is red silk covered as are the tail surfaces. The fuselage is white Monokote. The stick wood for



January 1998

Antique Flyer

spars, longerons, etc. were purchased from Al Heinrich of Aerodyne/Old-timer Models. Pete specified the use of the materials ordered and Al selected weight and grain, and labeled the balsa for each application - quite a service. The complete model



Pete Samuelsen shows his 110% Anderson Pylon fuselage at the November meeting. Dick O'Brien photo.

the Taibi Bay Ridge Pacer. This 60" span, 10" chord, Class C model has a very short nose moment which would account for the inverted stabilizer airfoil. We look forward to seeing construction of this model as it progresses. Ed is retiring from his job as VP of Domaine Chandon as of the end of 1997. Subject to the higher priorities of the "Honey-Do's" which usually immediately follow retirement, we still expect to see greatly increased production from Ed. SAM 27 wishes a Happy Retirement to Ed and Mary.

Ron Keil killed some time before the meeting in a hobby shop in Ignacio where he found some reproductions of "Putt Putt" steam boats that many of us remember from our childhood. These are pressed tin boats about 7" in length with a small boiler chamber and a little pan holding a candle stub under the boiler. Steam produced jets out from the stern to propel the boat. Models are available as a Ferryboat, a Tug and a Racer. Ron purchased the latter two and will be filling the bathtub immediately upon his return home. Have fun Ron !



Pete's 110% Anderson Pylon at the December meeting - finished except for fuel proofing. Dick O'Brien photo.

Steve Remington displayed a British published magazine called "Pilot" which contained a pen and ink

weighs 6 lb.-13 oz. - about 5 oz. overweight. Pete still has to apply fuel-proof HobbyPox to the wing which will boost the total weight another 3 oz. Pete is a confirmed record keeper and kept records of the weights of all materials, subassemblies, and dope coats.

Ed Hamler advised that the 1998 SAM CHAMPS will include a Sal Taibi Commemorative Event and that for his entry he (Ed) had purchased a Klarich kit of

SAMSPAN

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to SAM 27 Members

1 meter wide (39.37 in.) - Packaged Folded
10 foot lengths - \$10

Packages will be available at meetings or by mail.
Add \$3 for Mail (USPS Priority). Other quantities or
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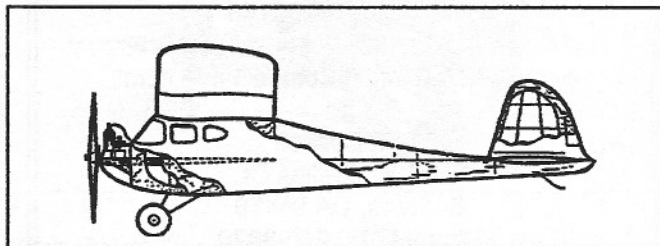
January 1998

Antique Flyer

drawing of the cockpit of the Bell X-1S aircraft which broke the sound barrier in 1947. The drawing was made by Jean-Luc Beghin, a friend of Steve's and is in extreme perspective as if seen from the sitting pilot's eyes. The detail is amazing and includes the helmet (adapted from a WW2 tank helmet), knee pad with check list, folded shoulder harness and oxygen mask. Strangely, on the panel there don't seem to be any more instruments than one would find in a Cessna 172, however there probably isn't a 172 with a Mach Number instrument. The cockpit configuration is as of May 1947 as flown by Slick Goodlin. Slick and the Ground Chief Jack Russel are shown standing just outside the aircraft. Steve is marketing reproductions of this outstanding drawing and presented reduced size copies to those present. Thank you Steve !!

Rod Persons showed a gadget he had recently purchased at Harbor Freight for \$4.99. It was a gravity operated angle finder accurate to about 1/2 degree and should be useful for checking wing incidence, decalage, etc.

Buzz Passarino just went up a couple of more notches on John Carlson's Amazement Meter when he showed photos of a past project, a beautifully restored 1933, Three-Window Ford Coupe. Buzz purchased it as a rusty basket case and after five years work entered it in the 1986 National (Hot Rod ?) Show where it proceeded to take first place overall in addition to 6 other special category trophies. Buzz again got first place the following year. In subsequent shows Buzz only brought it for display, leaving the trophies for others. The engine was a Buick V-6 and upholstery was by a person Buzz feels is the best in the US. What other surprises do you have Buzz? Buzz also reported that the photo appearing in the December A-F (young lady with Buzz' boat) got him into a little trouble with Norma.



1998 Dues are now payable!

RAFFLE

RAFFLE PRIZE/DONOR

Miter-Rite Sander/SAM 27
 6-Shooter Fuel Pump/Pete Samuelsen
 12 V Battery/Pete Samuelsen
 1/2 A Glow Clip (Worlds Finest)/SAM 27 Samuelsen
 AMA Stickers/SAM 27
 Reflective Tape/SAM 27
 Fuel Shutoff/SAM 27
 Plastic Calipers/Rod Persons

WINNER

Brian Ramsey
 Ron Keil
 Rod Persons
 Pete Samuelsen
 Steve Remington
 Bert Flack
 Buzz Passarino
 Ray McGowan

SAM 27 December Raffle Costs: \$73, Collected: \$89

**DON'T BE LEFT OUT!
BE A PART OF**



TOFFF

Come join us, SAM 27 flying field each Thursday morning

Steve R...

SPECIAL YEAR-END RAFFLE

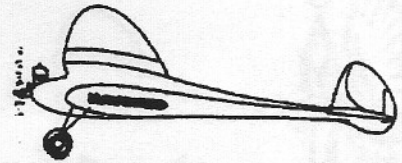
This special raffle in which all the raffle ticket stubs used in the monthly raffles that year are drawn from, had as it's prize a **NIB Shilen .19 Old Timer Repro, Serial No. 27**. The winning ticket was none other than that of **Brian Ramsey**, who was also the Year-End winner last year of the Parmenter-Built Cleveland Viking model with Vivell 35 engine. Brian, (dubbed last year as AKA "LUCKY") acted a little (but not much) embarrassed at his repeat performance. Members are urged to donate any surplus material or items to the monthly raffle.



Date: 12 December 1997
 Distribution: SAM Chapters 00, 02, 03, 08, 09, 21, 25, 26, 27, 30, 31, 32, 34, 41, 42, 49, 50, 51, 55, 65, 72, 73,
 74, 96, 101, 103, 104, 711, 1849, Bill Schmidt, Ken Low, Blythe Aeromodelers, SAM Officers
 Loren Schmidt (NCFFC), Doug Gailbreth (NCFFC), Bob Waterman (NFFS), Bob Stalick (Nostalgia FF).
 Don Bekins, John Pond, Jim Persson (MECA Region II), Fred Terzian, Jack Albrecht, Myrtle Clark
 From: Ed Hamler, SAM Western VP
 Subject: 1998 SAM Western R/C Contest Schedule

17-18-19 January	Southwest Regionals	Eloy, Arizona	Bob Angus 520.299.9034
24-25 January	Second Annual TIMPA-SAM	Tucson, Arizona	Kip Merker 520.682.7991
1 March	Stockton Winter Bash	Waegell Field, Sacramento	Loren Schmidt 916.684.2265
15 March	NCFFC #1	Waegell Field, Sacramento	Loren Schmidt 916.684.2265
21-22 March	SAM 26 Spring Fling	Condor Field, Taft, CA	Hardy Robinson 805.736.8741
21-22 March	SAM 8 Monthly Meet	Hart's Lake Prairie, WA	Bob Hatch 206.232.4901
4 April	SAM 1849	Schmidt Ranch, Elk Grove, CA	Loren Schmidt 916.684.2265
5 April	NCFFC #2	Waegell Field, Sacramento	Loren Schmidt 916.684.2265
2-5 April	New Zealand 1/2 A Texaco	International Postal Contest	Mrs. Myrtle Clarke SAM 55 AVAnz
18-19 April	SAM 49 Spring Annual	Condor Field, Taft, CA	Tom Empey 310.530.0235
18-19 April	SAM 8 Spring Opener	Hart's Lake Prairie, WA	Bob Schafer 206.927.7851
2-3 May	NORCAL	Waegell Field, Sacramento	Bill Van der Beek 415.949.3366
16-17 May	SAM 30 Spring Annual	Schmidt Ranch, Elk Grove, CA	Loren Schmidt 916.684.2265
16-17 May	SAM 8 Memorial Meet	Hart's Lake Prairie, WA	Gene Evenson
7 June	NCFFC #3	Waegell Field, Sacramento	Loren Schmidt 916.684.2265
13-14 June	SAM 21 Howard Osegueda	SACRC's Field, Newark, CA	Steve Roselle 415.969.1721
20-21 June	SAM 8 Annual Meet	Hart's Lake Prairie, WA	Ed Lamb
9-12 July	1/2 A Scale Duration	International Postal Contest	Ken Low 805.966.6095
11-12 July	SAM 8 Monthly Meet	Hart's Lake Prairie, WA	Tim Lollar
6-9 August	1/2 A Texaco Challenge	International Postal Contest	Bill Schmidt 316.744.0378
8-9 August	SAM 8 Monthly Meet	Hart's Lake Prairie, WA	Ted Katsanis 206.881.2223
15-16 August	SAM 34/51 High Sierra Annual	Carson City, NV	Bob Brogan 702.883.3111
5-6-7 September	SAM 8 Labor Day Meet	Hart's Lake Prairie, WA	John Swearingen
13 September	NCFFC #4	Waegell Field, Sacramento	Loren Schmidt 916.684.2265
12-18 September	SAM Champs	Muncie, Indiana	Don Reid, Nepean, Ontario
9-10-11 October	SAM 27 Annual Crash & Bash	Schmidt Ranch, Elk Grove, CA	Ed Hamler 707.255.3547
16-17-18 October	Sierra Cup	Waegell Field, Sacramento	Ken Oliver
17-18 October	SAM 8 Autumn Thrash	Hart's Lake Prairie, WA	Mike Valdrow
24-25 October	John Pond Commemorative XXIII	Condor Field, Taft, CA	Bob Angel 805.937.5145
1 November	NCFFC #5	Waegell Field, Sacramento	Loren Schmidt 916.684.2265
14-15 November	SAM 49 Fall Annual	Condor Field, Taft, CA	Tom Empey 310.530.0235

Here's the first version for 1998. Please advise me of any changes. Thanks. ehamler@aol.com
 Ed Hamler, 3379 Crystal Court, Napa, CA 94558, fon 707.255.3547, fax 707.257.8792



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JACK'S BASEMENT

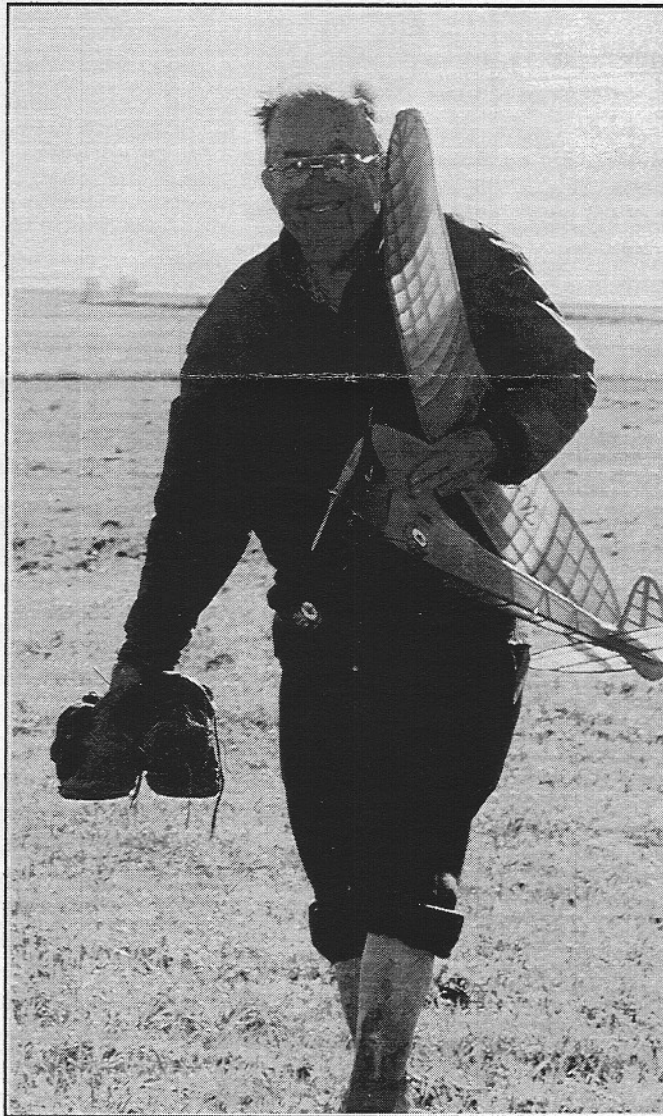
HAPPY 1998! I am writing this before the end of 1997 and have probably seen my last TOFFF session for the year which I attended on December 18th. As a "SORTA" TOFFF GUY, I feel it is incumbent upon me to report on the goings on that day since the "NOTSO" TOFFF GUYS were a "no-show." Ray

McGowan came along, and by definition, we each had our 1/2A models with us and a not too sincere desire to put them up unless conditions were perfect. As it turned out, Ray had more desire than I did, but more about that later.

"REAL" TOFFF GUYS
Pete Sameulsen and Don Bekins were there, of course; Don with his veteran Weathers West-erner and Pete with his brand new Show-and-Tell from the night before 110% Anderson Pylon. The weather was cold and the winds were sort of come and go with the resultant wind chill factor going up and down my vertebrae. I decided to leave my Playboy in the rolling hangar but Ray thought he might be able to pull a fast one on the Wind Gods and fly during the calm spots, but, again, more about that later.

Two more TOFFFers showed up. Gunnar Anderson brought his brand new Taibi Powerhouse out for some maiden flights and "REALLY" TOFFF GUY Earl Hoffman came out to scoff at the NOTSOs

who were still under the covers at home. Ray put up a couple of flights and seemed to be able to manage the wind so I pulled my camera out of the bag and went to get some shots of the new airplanes taking off. After some time spent correcting a balky engine, Pete got the Anderson up and it flew Beautifully. After shooting pictures of all the pilots, I put the camera away and went to see how Ray was doing. I couldn't find him and asked if anyone had seen him. Appar-



Ray McGowan, his retrieved Wasp, his shoes and socks in hand, walks out of the bog on a December TOFFF fly.

ently he was guiding the Wasp to a landing on the road and old mister wind up and blew his approach halfway back to Napa and he was out retrieving his model. Now one of the reasons I am afraid to fly this time of year is the fear that I will not be able to make it back to the road. California may have more than its share of sunny days, but the little rain we get turns our field into a bog. When I finally spotted him, he was on his way back to us with the Wasp under his right arm, his shoes and socks in his left hand, and his pants rolled up to his knees. At first I thought he had his socks on, but as he got closer I could see that he had been up over his ankles in bog. Of course my first reaction was to run for the camera bag and record this for posterity. As you can see in the accompanying photo, he was smiling! Don't know if that's because he got the airplane back or because he had

just been upgraded to a "REALLY" TOFFF GUY! Wouldn't surprise me if they're out on New Years Day.



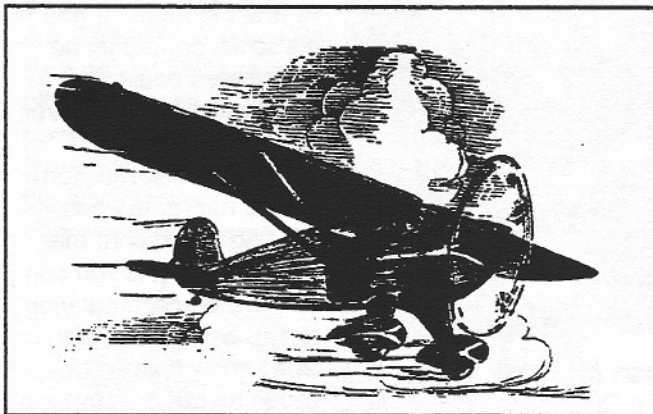
Antique Flyer

EDITOR'S MUSINGS

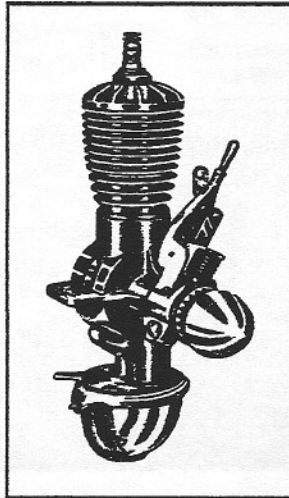
This is my first issue of the A-F as editor so be advised that I'm feeling my way through the process and trying a new (for SAM 27) approach to printing and the reproduction of photos. This is an experimental issue of the A-F and it could change again in subsequent printings based on how well it is received and the overall cost of production. I want to particularly thank Dave Lewis of SAM 21 for filling me in on how they have been handling the printing of their newsletter. Suffice to say for now that the whole process is computer dependent and part of my job is determining how much is done with my own programs and how much is done at the printer.

I've been overwhelmed with photo submittals this month, so thanks Dick O'Brien, John Hlebcar, Bruce Abell, and others; some shots will be run in future A-Fs. Keep the photos coming because they're important to the success of our newsletter.

I'm hoping to get some "technical" articles from any of our club experts and that means just about everyone. Even a paragraph or two will be a big help; everyone appreciates a tip or two, no matter what it is. Keep the "Mystery Modeler" photos coming, too.



Club Event: The subject of the 1998 Club Event is going to come up at the January meeting. Here's my

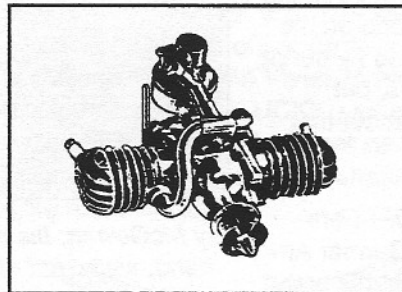


two cents worth: Why not keep George Benson's concept on scale rubber and maybe build on it. There's already some surviving models from the 1997 contest and we know that Jerry Rocha has a whole squadron of Stahl's Interstate Cadets ready to fly. I want to see John H fly that beautiful OS2U again and Rod Persons' Fw 190A3 take to the air. Maybe a bonus point system for the age of the plan from which the airplane is built, or maybe the addition of a particular design for which a bonus is applied. The Rearwin Speedster was the Nationals Scale winner in 1939 and a Paul Plecan plan was printed in the July 1940 *Air Trails* for the nifty 7/8" to a foot model. For a smaller Speedster, an excellent 16" plan by Joe Ott was published by the Junior Birdmen of America in 1935; I can make copies. Also, MAN in September 1972, had a Rearwin Speedster plan (p.18) for a Cox .049 that perhaps could be converted to rubber. I haven't researched kits but there must be some on

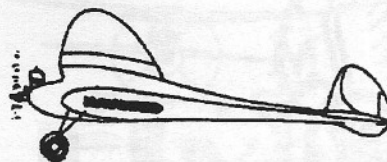
the market.

CONGRATULATIONS to Jerry Rocha for having his Interstate Cadet featured in Jim Alaback's "Old Timer Topics" column in the February 1998 *Flying Models*. Nice photo. Also, SAM 27 got a good mention as finishing second in the Jimmie Allen contest and Jerry Rocha was observed as having the highest individual time with three maxes.

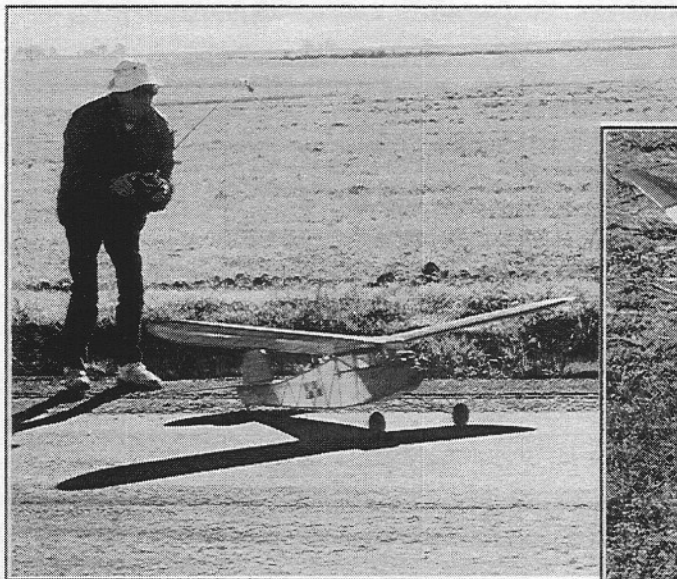
Engine Mount: The January FM has a picture of a slick radial engine mount which fits the AME 1/2A and 1cc engines; screws into the back in place of the stock crankcase cover. From Texas Timers.



Why the Elf Twin pictured here? No reason other than it's the editor's favorite engine.



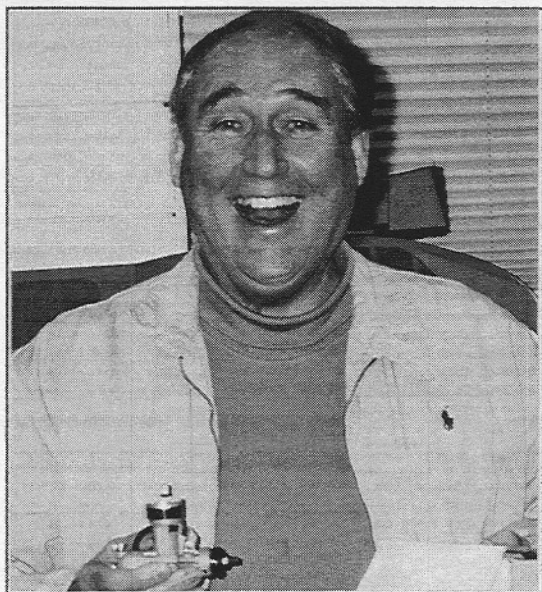
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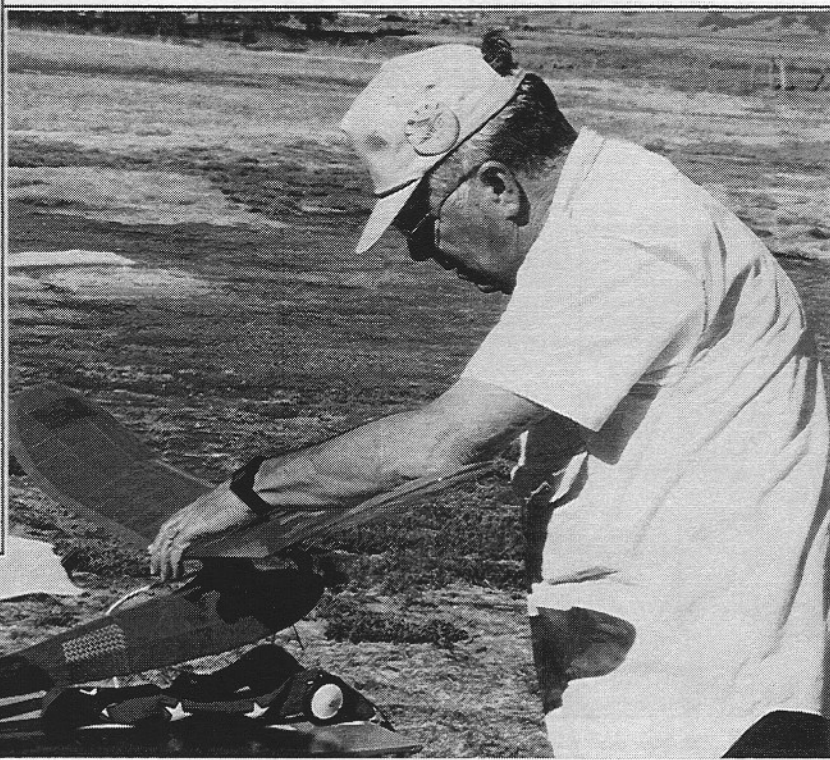
(L) Gunner Anderson makes the maiden flight of his Taibi Powerhouse on December 18th. John Hlebcar photo



(R) Bruce Abell's, Australia SAM, "Skylark" prior to its demise. Bruce Abell photo



Brian Ramsey, the winner of the year-end raffle for the last two years, shows off his new Shilen .19. Warning: Do not sell raffle tickets to Brian! Dick Obrien



Sam 27 President, John Hlebcar, fires up his Playboy 1/2A at a recent TOFFF session, prior to the rains.



AMA Chapter #108

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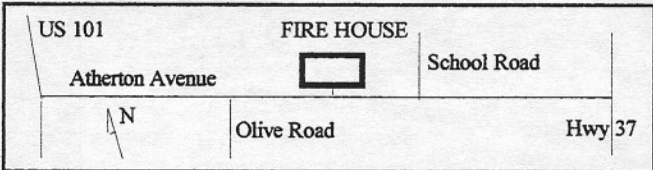
MEMBERSHIP

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 proof of current AMA membership to be presented at the 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.

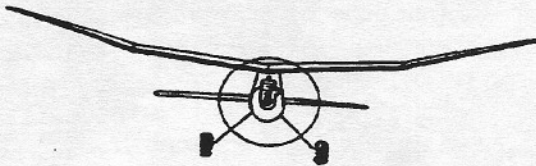
Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.



**Next Meeting: Wednesday, Jan. 21, 1998
7:30 P.M. at the Novato Fire Department
Training Room**

Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476



January 1998



Ray McGowan and a classic launch of his Wasp.

FIRST CLASS MAIL