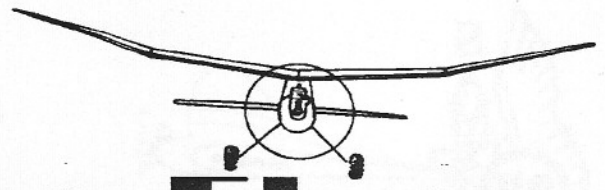




Antique Flyer



February Chapter Meeting

by John Carlson

The best meeting and best attendance in a long time. A total of twenty-three took advantage of a lull in the rains. Two new members signed on. Long distance attendees included Bud Romak, Bill Vanderbeek and Tommy Wernholm. Tommy is one of the TOFFF Guys but this was his first (I think) regular meeting. The new members are Jack Albrecht and Bill Dempsey. Jack is semi-retired from Airtronics and well known to many in SAM 27. He just recently moved to Fairfield from Southern California. Bill came to the January meeting and now is a member. He is a Sonoma Dentist who recently resumed his modeling activities with the Marin Aero Club and plans on getting into R/C Old Timers.

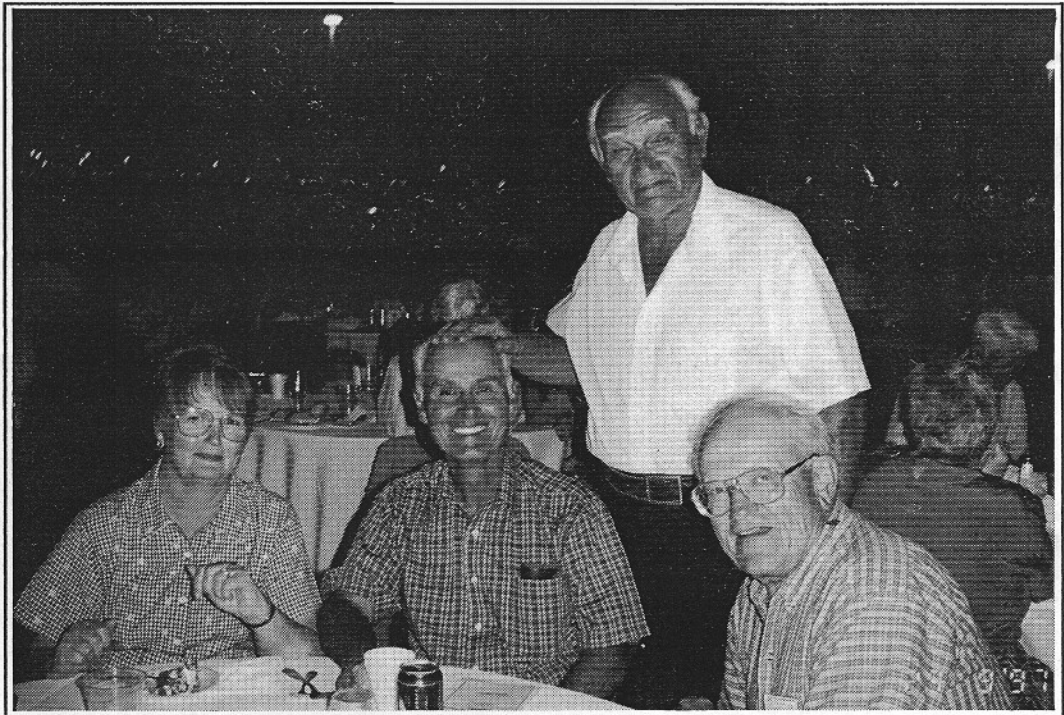
ANNOUNCEMENTS

Pete Samuelson reported on the Eloy, AZ Meet he attended in January. The weather was quite good with temperatures in the 70's. There were about 30 contestants mostly from AZ, CA and TX but one, Fred Mulholland from Florida and one from Oregon. Fred was the Grand Champ. Almost everybody maxed most flights leading to many in the flyoffs. Pete came away with three trophies.

Membership renewals for 1998, as of 2/23 are about 80%. It was agreed that the February A-F would be the last issue sent to those who have not renewed.

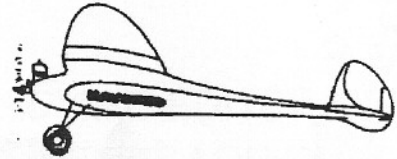
Those still in arrears at the time of issue had their copy of the A-F marked to alert them.

A few of the button timers are still available at \$16 ea. Also we have plenty of SAMSPAN. See John Carlson if you need either of these. Rocco now owns the Polyspan video and his \$20 is now in the Club treasury. Documents needed for renewal of the Club's AMA Charter are being prepared and will be submitted by month's end. Prez John advised that Bob Holman now has laser cut parts for the Kansas Wakefield (\$10) and will soon have same for a 90" Anderson Pylon. John generously donated a set of the Wake parts for the



Sal Taibi points out that he and Jerry Rocha share similar "tall foreheads." Sue Rocha and Fred Emmert agree. Las Vegas SAM Champs.

evenings raffle. It was also announced that Member "OI" Charlie Reich advised that the next issue of SAM Speaks will have an article on the Estes Cox 1/2 A engines. The production Texaco model will have the large tank, but a conversion kit with the small tank will be available. Pete Samuelson advised that he had bought one or two of the new engines and was pleased with the quality. The cylinder is now in natural alumi-



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num finish rather than the former black finish.

Mystery Photos are still wanted for inclusion in the A-F. Send them to Editor Steve Remington. Bill Vanderbeek advised that because of insurance problems, the Waegell Field owners are requiring that the usage fee for individuals be doubled from \$4 to \$8. Don Bekins has been cleaning house and brought a carton of modeling magazines, mostly Model Builder, dating from 1971 to 1979. These he offered to attendees for the taking. Thanks Don!

TOFFF GUY REPORT

TOFFF activity is still at a low level due to the rainy weather. **Pete Samuelsen** has been going out most every non-rainy day including the morning of the meeting where he launched his new Me-17 Scale 1/2 A Texaco with a reversed elevator servo resulting in a hard, early landing and a broken crank shaft on his new Estes Cox engine. Pete suggests that you guys who use the same Tx for several models check for proper up/down and right/left actions during the pre-flight.

OLD BUSINESS

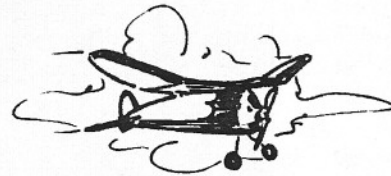
Newsletter: Steve Remington again received commendations for the latest issue of the Antique Flyer. About 25 or 30 copies are mailed to non-members. Some of these are complementary copies for PR purposes and some are of a reciprocal nature to Clubs which send us copies of their newsletters. Prez John, Don Bekins and Steve Remington are reviewing the non-member mailing list to cull those recipients where no good reason for inclusion exists. Where other Club's newsletters are being sent to other than the A-F editor, Steve will advise the sender to address them to him. The Napa Valley R/C Club now has a newsletter. It was suggested that Steve contact their editor to possibly set up a reciprocity arrangement.

O&R Decals: Ron Keil has reinstated the notice in the MECA publication and we expect we will be selling more of the decals.

1998 Club Project: The Rules for the combined

Rubber Scale and Jimmie Allen event as proposed by Prez John in his Jack's Basement Column in the Jan. A-F were discussed with valuable input received from George Benson. It was agreed to have separate events for Flight Duration and for Concourse Judging. The Rules will be essentially the same as for the 1997 Scale Rubber Event (Max = 4 x WS), however Jimmie Allen Models may compete with the scale models in both the Flight and Concourse events. A contestant may enter as many models as he wishes in either or both events but can only place once in each event. It is hoped that including JA with Scale will attract more contestants. Prez John will prepare a complete set of Rules for consideration at the March meeting.

Crash & Bash Prizes: Ed Hamler continued the discussion regarding fresh ideas regarding C&B prizes. He has had comments from some of the hard core

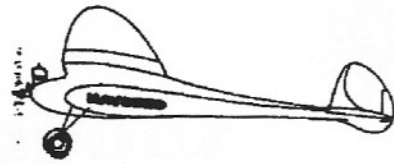


competitors that they are running out of room to display trophies and some who say they have enough balsa to last a couple of lifetimes. Ed pointed out that in prior years we just about broke even for the events (the cost of balsa for prizes being about equal to event fees) and that most of our money was made on the food sales and a lesser amount on the raffle. For member consideration, Ed gave out copies of a **Cash Prize Proposal** as follows:

- 1) Entry fee \$5, no maximum
- 2) Minimum of 5 entries per event or cancel
- 3) Expenses per event: \$5 for ribbons plaques, forms, etc.
- 4) Event purse = total entry fees less \$5 (expenses)
- 5) Purse divided 40% for first, then 30%, 15%, 10% and finally 5% for fifth place.

Other Issues and questions:

- 1) How to determine Bill Hooks Sweepstakes Champion - Normal point system??, prize money??, other??.
- 2) Consider extra \$1 Flyoff Fee
- 3) Rounding to nearest dollar on Prize Money
- 4) Cash or Check???



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Examples of several possible event scenarios were given, e.g.

Contestants	Purse	Prizes
25	\$120	\$48.00,
\$36.00, \$18.00, \$12.00,	\$6.00	
20	\$95	\$38.00,
\$28.50, \$14.25, \$9.50, \$4.75		
15	\$70	\$28.00,
\$21.00, \$10.50, \$7.00, \$3.50		
10	\$45	\$18.00,
\$13.50, \$6.75, \$4.50, \$2.25		
5	\$20	\$ 8.00,
\$6.00, \$3.00, \$2.00, \$1.00		

Other suggestions presented by attendees included: Issue a Participation Certificate to each Contestant with stickers to be added for places. (Bill Vanderbeek). Belt Buckles (Ron Keil). Mugs, T-Shirts, Hats (Ed Hamler). Plaques for first place only (Pete Samuelson). Members are asked to review the above for discussion and decisions at the March meeting.

NEW BUSINESS

Year-end Award: Don Bekins displayed an electric clock he is offering to the Club to be used as an award to the Member judged to have made the greatest contribution during the year. The gift was accepted with thanks.

Crash & Bash Raffle Prize: Don Bekins displayed an Ensign model which has won both Flight and Concourse Awards and offered to sell the model to the Club for \$200 to be used as the major C&B Raffle Prize. This beautiful model is covered in yellow, red and orange silk and is powered by an O&R 29 ignition engine. The model includes the ignition system but not servos or Rx. The purchase was approved.

Monthly Raffle Prizes: Rod Persons advised that our raffle prize inventory is becoming quite low. Don Bekins offered to purchase additional items. It was agreed to advance Don \$300 for this purpose. Thanks Don!

NorCal Hobby Expo 1998: Rod persons advised that the Expo would again be held in Santa Rosa this year and offered to make arrangements for a SAM 27 booth as we have done for the last couple of years. A

reduced booth fee of \$125 would apply. The event will be held on May 16 & 17 at the Sonoma County Fairgrounds. A number of Manufacturers, Suppliers and Clubs have booths, and those who have attended in the past report it is a very worthwhile event and a good place to sell surplus models. Unfortunately, the Expo date conflicts with the SAM 30 Spring Annual Meet. For those not attending the Meet, a visit to the Expo is recommended. SAM 27 participation was approved and Rod will make arrangements. Steve Remington suggested that we have a Show Edition of the *Antique Flyer* available to offer booth visitors.

Special Meeting Site: Remo Galeazzi, who is still working on the restoration of Joann Spodo's Rose Parakeet, suggested a repeat of the meeting held June 1995 in Joanne's Schellville Hangar. That meeting attracted 27 members and visitors and, along with prior meetings held in Remo and Ted Babino's hangar, ranked among the most popular in recent

SAMSPAN

Is again available
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
special packaging by prior arrangement.

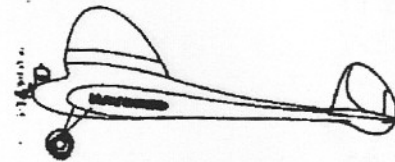
Mail Orders to:

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

memory. It was agreed to schedule Schellville for the May or June meetings. Lots of room in the hangar so a spectacular Show and Tell is expected.



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1998 O/T small Rubber Meet: Jerry Rocha suggested this annual meet be scheduled for **Saturday, July 25**. Jerry was not aware of any conflicts but requested that he be advised if that date presented a problem and it could be rescheduled if a number of members were affected.

TECHNICAL REPORT

(Rick Madden's name was drawn as the Technical Presenter for March).


Bob Wakerley was this evening's Technical Presenter and his chosen subject was **Working With Fiberglass**. Bob came well prepared including a manuscript which he kindly turned over to this writer. Following is Bob's presentation in his own words:

"I have been trying to think of something I knew about and came up with a bunch of zeros, but I do work with fiberglass pretty regularly. Fiberglass and resins and or hardeners: Types used are Polyester, Epoxy and Polyvinyl.

Polyester is probably the most used but the big drawback is instability after application as the polyester never quits shrinking. It can look good for a year, then given the right conditions the cloth pattern will appear. But to a degree this is the pattern of all resins. Polyester can be thinned with styrene which makes it easier to use with light cloth, say from 3/4 oz. to 2 oz. Working with polyester is more critical to heat and humidity but mixing ratios are not so critical and, relative to personal contamination, is the safest to use. I try to use the softest cloth I can obtain. When picked up it should drape down no matter what the cut. I can't think of an application where you need to use anything over 5 oz. soft cloth. I use 5 oz. unidirectional cloth in strips of 3/4" to strengthen the bottom of model wings. I rarely use carbon fiber in modeling when I figure regular glass tow will suffice, for the reason: there is too much difference in carbon fiber strips in a matrix form with balsa, which fails under compression and extension. (Reflex breaks balsa). Carbon fiber, however, sure has its place in making rigid ailerons and thin bladed props. Carbon fiber is probably the most dangerous thing we use in model building. When machined or sanded the airborne particles or a sliver can be transferred from

hands to other parts of the body where they may penetrate the skin and work their way in. I have read some pretty bad OSHA reports on carbon fiber.

Epoxy resins: Epoxy's main assets are strength, stability and moldability. Working time is more dependable. Always judge your working time against weather conditions, a hot, humid day being the most critical. Epoxy can be purchased in a number of formulations and viscosities. I assisted some people from the US Gov. David Taylor Model Basin and they had 104 different types at their disposal. If you are making small parts using a male or female mold I recommend West Systems 105 Resin with 106 hardener,



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

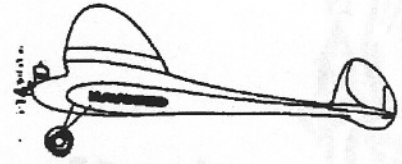
TOFFF

**Come join us, SAM 27 flying
field each Thursday
morning**

Steve Roselle

5 to 1 mix by volume. You can use a foam female mold and after a 24 hour set, boil out the foam with acetone. This works fine for single parts. Gordon Wheeler and I molded a whole race car, less fenders, using a foam mold and epoxy with cloth. The best strength to weight ratio is obtained by just filling the weave. Although I didn't always practice it, I really believe in the use of protective clothing when using any of these materials. I don't start without surgical gloves, a dust mask and eye protection. Epoxy resin should be mixed with a slow motion because too vigorous action will produce small spheres which will float off. These are actually small hollow spheres of epoxy and can only be seen in a proper light. According to a Dermatologist, dust from sanding epoxy resin or paint should be kept off the skin and not inhaled.

Most recent kits for full scale aircraft are furnished with **polyvinyl or epoxy**. I can't think of one instance



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where polyester is used with the exception of black casting resin. Epoxy/glass can be molded to any shape and can be straightened with the application of heat. Polyester is not compatible with oak or some kinds of pine. It may bubble and not set up. In using mold releases, first polish the mold with ROM Mold Release and after dry, spray with polyvinyl alcohol."

Thanks Bob for the presentation and the manuscript.

SHOW & TELL

Don Bekins showed his completely framed Sal Taibi Pacer. Don said that this model uses lots of wood. Balsa selection should be made carefully. Don used mostly 4 -6 # wood and still came out at 40 oz. (10 oz./sq. ft.) without covering. Power is a front rotor O&R 60. Don has incorporated his usual feature of complete front end removal at the firewall.

Nick Sanford displayed his framed Firebird. The fuselage is completely sheeted and the wing is supported on wire cabane struts. Power is an O&R 60. This is the model that Lauren Schmidt used to take first in the Brown Jr. Texaco event at the 1997 SAM Champs.

Remo Galeazzi again dazzled us with his beautiful rubber powered, scale Udet Flamingo, a double Peanut size biplane. Covering is doped white Japanese tissue with red numbers. Remo made the wheels using a disc of 1/32 balsa sandwiched between two 1/16 balsa rings. An aluminum tubing hub with reinforcement is glued to the assembly. After final shaping by sanding while turning with a Dremel tool, the assembly is covered with doped silk. The tire is finished black and the balance in aluminum to produce a very scale appearing wheel.

Pete Samuelsen showed his 1/2 A Texaco Messerschmitt Me-17 he flew at the Eloy Meet to take second place in the event. The wing is 59" span with 290 sq. in. area and lots of tip washout (1/4" approx). Weight is 16.1 oz. Covering is Airspan with red wings and black fuselage. Pete's wheels were made from 1/8" lite-ply with tires made of coax cable sheath.

Rod Persons showed a 1/2 A Texaco Drobshoff Challenger, originally built by Tim Younggren and

subsequently rebuilt by Rod. The model is black with red and silver trim. Rod specifically pointed out the red cowling and nose. He used an ACE Hardware product called Rust Stop, an enamel paint applied with an airbrush. This product appears to be quite resistant to glow fuels so Rod proceeded to paint (yellow) his field box which he displayed sporting a solar panel to keep his field battery charged. These gadgets are available from most auto parts dealers in the price range of \$20 to \$40 depending on features and rating (Rod's is 125 ma).

RAFFLE

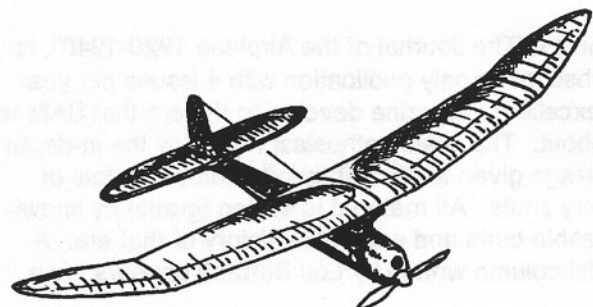
Members are urged to donate any surplus materials or items to the monthly Raffle).

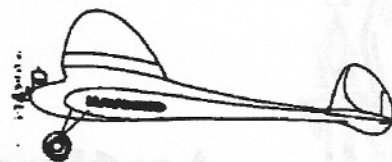
RAFFLE PRIZE/DONOR

WINNER

Building Squares/John Dammuller	Pete Samuelsen, Dick Irwin, Buzz Passarino
Kansas Wake Parts/John Hlebcar	Bill Vanderbeek
Zaic Yearbook/Ray Mc Gowan	Bill Dempsey
Domaine Chandon/Ed Hamler	Tommy Wernholm
Latex Gloves/SAM 27	Don Bekins
Air Brush/SAM 27	Dick Irwin
Wheels /George Benson	Dick Sullivan
Cox Goody Box/George Benson	?
Model Aviation/Aviation Modeler Intl	John Dammuller, John Hlebcar
Covering Film/Jerry Rocha	Buzz Passarino
Ranger Plans/Nick Sanford	Dick Irwin
Porterfield Collegian Plans/Nick Sanford	Bill Vanderbeek
Trexler Wheels & Pump/Nick Sanford	Dick Sullivan
Glow Plug Clip/Jerry Rocha	Pete Samuelsen

SAM 27 Costs: \$11, Collected: \$70





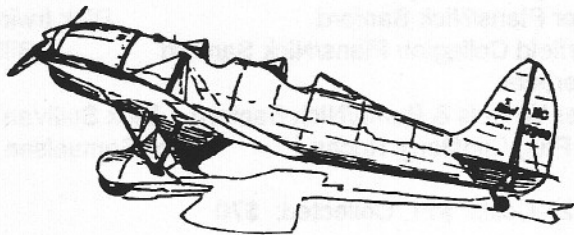
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SCRAP BOX

Every builder has a scrap box where bits and pieces of unrelated parts, electronics, wood, unsuccessful projects, old erasers, bottles of dried dope, hard CyA, bent pins, and other good "stuff" that just can't be thrown away resides. We're convinced that this detritus of model building will be useful someday. And at least 5% of it does become an asset sooner or later. Well, this column is designed to save bits and pieces of modeling trivia which might prove to be a 5% solution. Contributions to this scrap box are solicited; please submit your scrap advice, tip, vintage trivia, or product info. Credit will be given where appropriate.

Tired of running out of #11 blades at the wrong time? Here's a way to sharpen those old dull blades so you can keep using them until the point gets chipped off. The Model 200 diamond wallet stone is a small metal plate with diamond dust crystals. The "SF" grade puts a razor sharp edge on a dull #11. Get from EZE-LAP Diamond Products, POB 20469, Carson City, NV 89721, (702) 888-9500. Cost about \$9.95; got mine at Japan Woodworkers in Alameda.

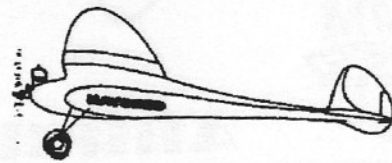


Skyways, "The Journal of the Airplane 1920-1940", is a subscription only publication with 4 issues per year. An excellent magazine devoted to the era that SAM is all about. The scale enthusiast will enjoy the in-depth coverage given to aircraft; good photos with lots of factory shots. All material is written (gratis) by knowledgeable buffs and experts in history of that era. A model column written by Lou Buffardi appears each

issue. A typical issue, #42, includes articles on NYP reproductions, Stearman military airplanes, Kinner XRK-1 transport, French fighter airplanes, 1918-1934, Edo Malolo, Racerplane colors and data, Boeing F2B-1 1/32 model in super realism, Sikorsky S-38 details, models, etc. Check with A-F editor for more info.

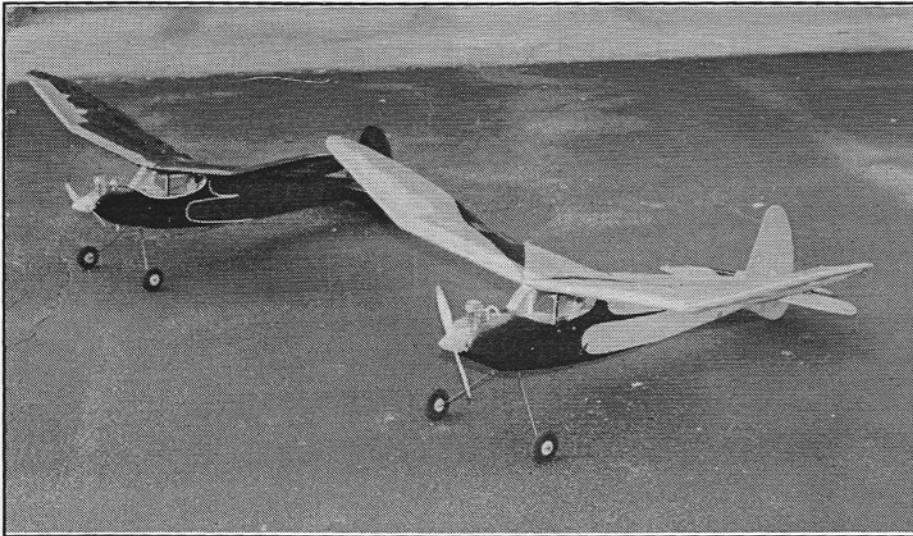
As a newcomer to R/C flight, the stuff I don't know would fill a bookcase. I checked several excellent articles in 1994 and 1995 *Sam Speaks*; Bob Angel's R/C Column is very helpful to the beginner R/Cer. However, I am confused when trying to relate all the info available on transistorized ignition systems. I followed Bob's advice on ignition batteries and have installed 3-cell Ni-Cads from Radio Shack (3.6V, 300 MAH capacity); this is enough to get a good starting spark without a booster and should work fine with LER and field charging. Aero-Ply Research's TIM-4 instructions also recommend 3-cells. The ignition cut-off presents a challenge as the electronic type, such as Bob Holman's *HotSpot*, does not always work (interference causing control glitching) and the popular micro-switch activated by a servo has various recommended locations. Some diagrams show the kill switch located between the transistor and the points and justify this position because of the low current (<http://home.communique.net/~lakeside/ignition.html> describing Bill Schmidt's circuit). Blackburn and Larry Davidson's ignition trigger instructions show the cut-off sw between the battery positive and the transistor (same for the TIM-4). This position has something to do with possible transistor battery drain, I think. I've elected to place the sw between the transistor and the points and add an external on-off sw to the battery lead (two switches). Also, Holman and Davidson's instructions state that two Ni-Cads should be used; Davidson emphatically says "Never use more than 2 cells of any type." Who's correct? On general principles, I don't like the idea of an alligator clip with a 10k ohm resistor located at the plug (fatigue failure etc.) and according to Floyd Carter, the resistor can be located at the coil with equal results in suppressing RFI. OK SAM27ers, share your thoughts on this subject.

Nifty blast tube idea for that peanut or other rubber with a confined fuselage. The *Scale Staffel* newsletter had a suggestion to use a USPS Priority mail envelope (Tyvek) material glued around a suitable size dowel. I used diluted white glue with Saran Wrap release and it makes a slick tube which won't puncture.



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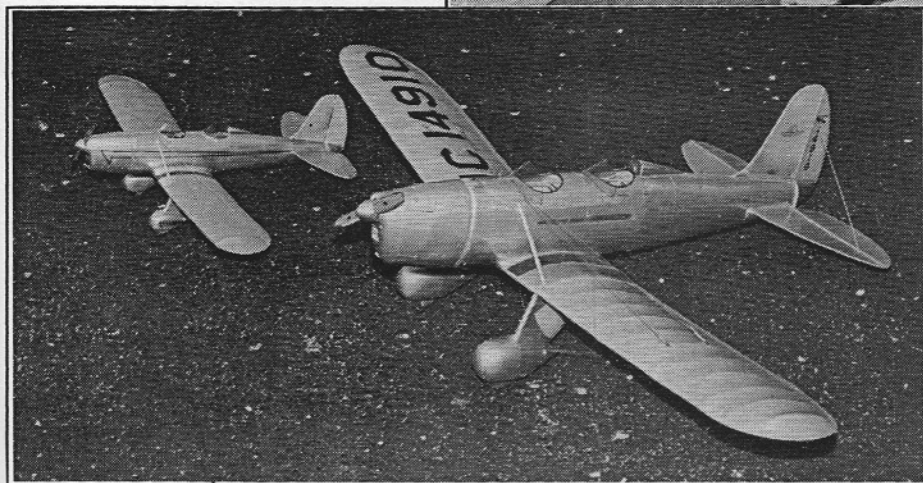
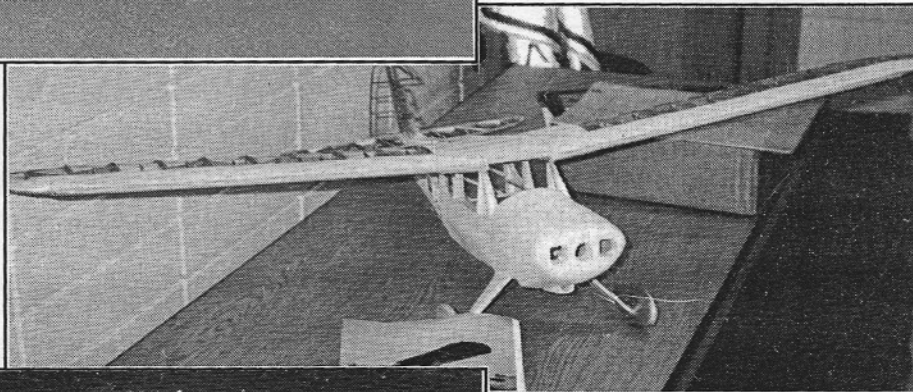


SAM 27 MODELS

**Send in photos of your
new or old project**

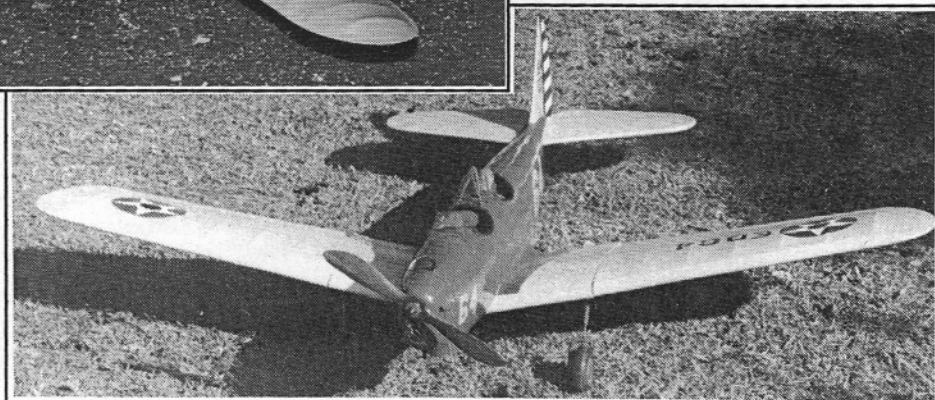
(L) Bob Rooman's 150% Coronets with a 2" nose extension. Rear is black and red and the near one is blue and yellow. Bob Rooman photo.

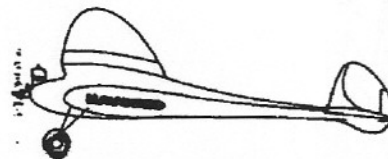
(R) Ron Keil's PA-12 that he built up from wings and tail of an unknown model out of a "free" box. Will be a 1/2A Texaco. Fuselage was scaled up from a Comet plan. Dick O'Brien photo.



(L) Bob Rooman's ST-A fleet (see last month's A-F). Bob is going to build another ST-A using a bigger engine. Hope to get some "bones" photos in the future on this new project. Bob Rooman photo.

(R) Bruce Abell, Australia SAM, sent this pic of his F/F PT-19 built from a Sterling 3-way kit. 1.5 cc Javelin power. Model is finished in the classic yellow and blue trainer scheme. Bruce Abell photo.





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ERRORS & OMISSIONS



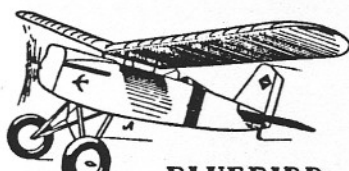


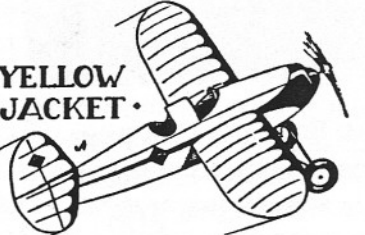
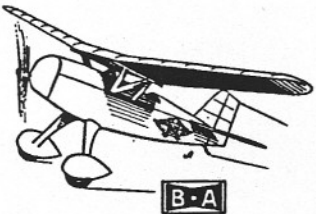

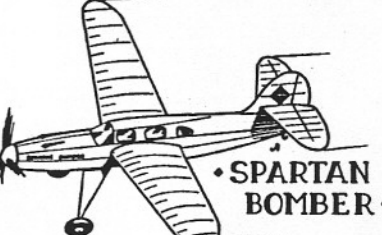
The following portion of John Carlson's **January Technical Report** was inadvertently omitted from page 4 of the Feb. A-F (*Editor: Those bits and bytes do go astray occasionally. Sorry, John.*).

As previously indicated, the ESV discharge method is tedious and not particularly precise. If one wants to spend the money there are discharges which will automatically terminate the discharge at about 1.0 vpc and display the mah supplied. These usually have selection for Rx and Tx packs and for several discharge rates. Such dischargers can also be combined with a charger with adjustable rates providing peaked, timed or temperature termination of charge.

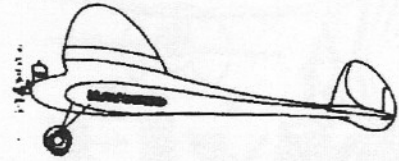
ANTIQUÉ

The "antique" in SAM goes back to the early 1900s. Several IC engines for models were developed in England and the U.S. in the 1909-1912 period, but the Baby Engine is probably the earliest production U.S. model engine, first advertised in 1911. The book, *Model Aircraft Spacecraft and Rockets*, by Hertz, mentions that Vic Didelot analyzed an example of the Baby and that his father once owned one. Keep in mind that the Baby cost \$35 in 1911, a whopping lot of money (and we complain about the cost of old engines at a Collecto). The Baby was a huge engine by today's standards, 2.67 cu. in. I was browsing through a June 1, 1912 issue of *Aero, America's Aviation Weekly* (became *Aero & Hydro*), and ran across some notes about the 1912 New York Aeronautics Show at the Grand Central Palace. The Baby Engine Company had a sales booth and sold 15 model engines during the show. Also mentioned was the White Aeroplane Co. who also had a booth and sold

\$600 worth of models and supplies. I have an original 1912 White Aeroplane Co. catalog; eight airplane kits are listed (also available built), including a 32" Nieuport Monoplane, a Curtiss Hydroaeroplane, a Bleriot, Wright, Antoinette, Langley Tandem (all 3-foot) and several racers. Typical kit price was \$3 to \$5.

 <p>The JIMMIE ALLEN MODELS</p> <p><small>Illustrated by Jim Alaback</small></p> 	 <p>• BLUEBIRD •</p>
 <p>• SKY RAIDER •</p>	 <p>• SILVER STREAK •</p>
<p>• YELLOW JACKET •</p> 	 <p>B-A</p>
 <p>• THUNDERBOLT •</p>	 <p>• SPARTAN BOMBER •</p>

As mentioned before, all cells are not identical. One cell will reach zero **before** the others which will continue to discharge through the discharged cell into the load. This results in reversing polarity of the discharged cell, most likely ruining it.



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ON THE FLIGHT LINE WITH SAM 27

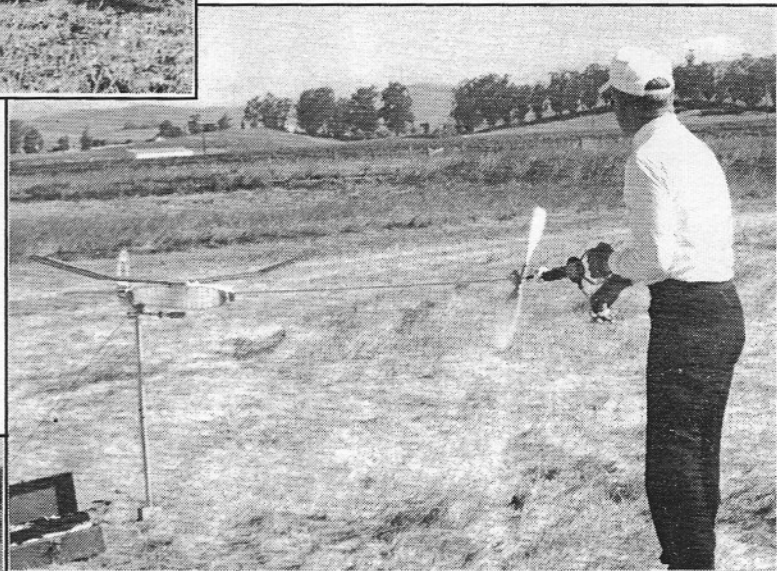
A few pics of what it was like when it wasn't raining!

(L) Don Bekins launches his Westerner.

(Below) Bill Langenberg keeping count.



(Below) Jerry Rocha, official observer and coffee tester, assumes his crew duties for Tom Wernholm who deftly adjusts his Powerhouse at Lakeville.



WANTED!

Dig out those photos of flying activity during the halcyon days of summer, place in an envelope along with sufficient explanation of who, what, when and where and mail off to your A-F editor. I would particularly like to get pics of flying at unusual sites. Share your flying experiences with the rest of SAM 27. Send those photos in today! Vintage scenes are welcome.



AMA Chapter #108

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PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

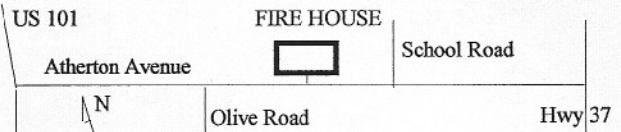
MEMBERSHIP

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 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.

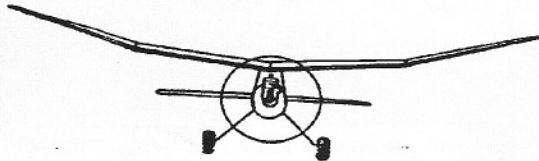


**Next Meeting: Wednesday, Mar. 18, 1998
7:30 P.M. at the Novato Fire Department
Training Room**

Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476

March 1998



FIRST CLASS MAIL



TO:

A mystery model photo taken at Lakeville.
Who does it belong to?