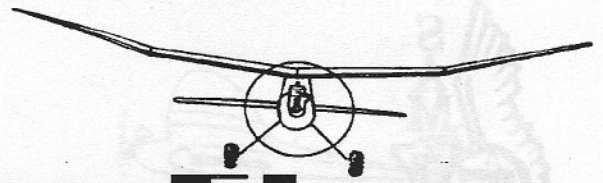


AMA Chapter #108

June 1998

Issue 190

# Antique Flyer



## May Chapter Meeting

The May 20th meeting of SAM 27 was called to order by pres John Hlebcar at 7:30 p.m.; 22 members and guest were present on a pleasant evening in Novato, free of rain or disagreeable weather, a rather rare occurrence this season. John Carlson couldn't make the meeting as he was busy attending a city council meeting so the minutes were taken by our mechanical secretary who, although flawless in recording the events, doesn't put the proceedings in e-mail form for your editor. Guest Bob May joined 21 members including Ron Keil, Pete Samuelsen, John Hlebcar, Rick Madden, Dick O'Brien, Bert Flack, Ned Nevels, Dick Irwin, George Benson, Jerry Long, Phobi Long, Jack Albrecht, Ed Hamler, Bob Wakerley, Ray McGowan, Rod Persons, Jerry Rocha, Joe Meere, Buzz Passarino, John Dammuller, and Steve Remington. Bob May was invited to the meeting by Joe Meere and happens to be an old acquaintance of Buzz. Even so, he was allowed to stay.

## ANNOUNCEMENTS

It was reported that Tim Eriksen has renewed his membership and has volunteered to help mow the flying field. Ray McGowan brought in the other club newsletters if anyone wanted to sign them out. The button timers are sold out. SAMSpan is available from John Carlson or Steve Remington. Contributions to the "Scrapbox" column are solicited; just e-mail or drop in mail to the editor. Also, pictures of "mystery modelers" are needed; dig out one of those old shots where time and fashion mask your identity. JohnH receives a daily e-mail from *Flying Models'* Randy Randolph SMALLNet concerning small airplanes; some of this info may be published here in the future. Sign up by sending an e-mail to [smallnet-list-request@eskimo.com](mailto:smallnet-list-request@eskimo.com) and put "subscribe" on the subject line if you want your own copy. Because of an early mass exodus of the Marin Aero Club members, JohnH brought up the subject of our club calendar dates. Some scheduling conflicts with other events required adjustments which were worked out, after long discussion, and are presented in this newsletter so be sure and check out the latest calendar for this summer. Jerry Rocha wanted to make sure that the Jimmie Allen postal event was flown by itself without interference from another class; Jerry expressed his desire to beat out the San Diego club this year. Coming close the past two years, it's time that SAM 27 took the Jimmie Allen.

**Mystery model:** The May model belonged to Rod Persons; the picture was taken from a 1962 issue of *West Coast Model News* and the model is a home-brew designed after Ron St. Jean's *Wizard*. Rod made a series of these which he called the *Accipiter*. The May mystery modeler was not guessed and is still open for deduction.

Ed Hamler reported that junior old-timer Scott Seronello was home from college and looking for a summer job; Scott is doing well in his bio-chemistry major.

## TOFFF GUY REPORT

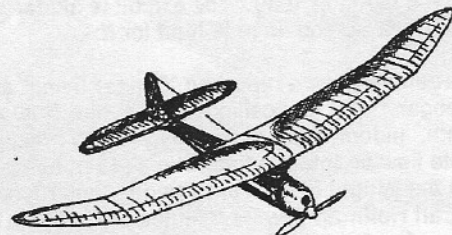
Dick O'Brien described TOFFF as windy and windy. It was agreed that the next morning was going to be a TOFFF regardless; JohnH remarked that the wind wouldn't blow if nobody showed up. The old field is still soft but getting better; John Dammuller, chief grass cutter, was told that the site will be marked so that he knows what to cut. The upper area where TOFFF flying has been taking place, usually using the road as a runway, has been mowed for hay and is usable for flying though closer to the high tension model catcher.

## OLD BUSINESS

**Crash & Bash:** Ed Hamler will be applying for AMA sanction for the October contest. Ned Nevels will help with making a certificate for all participants. A few plaques will be ordered for winners of perpetual trophies. Ribbons will be awarded but no balsa will be used this year.

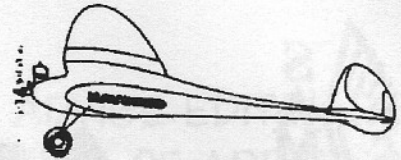
**NORCAL Hobby Expo:** Rod Persons reported that about a dozen SAM27ers showed up for the booth for quite a good turnout. Sunday was busy and a lot of good deals were to be had by those unencumbered by watchful eyes of significant others. Most of the sample *Antique Flyers* were passed out. Lot of interest and everyone had a good time. The SAM 27 booth was next to the Proctor booth with their beautiful scale kits beckoning JohnH who drooled over the new Sopwith 1/2 strutter.

**Member Profiles:** Jerry Rocha is going to obtain some forms which have been used by another club to prompt members through a profile of their personal modeling history.



## COMING NEXT MONTH

*A wonderful short story by Remo Galeazzi.  
Remo introduces us to the wonders of Marin  
County as seen through the eyes of a young lad  
- Remo.*



# Antique Flyer

June 1998

## NEW BUSINESS

**Marking cones:** Ned Nevels reported that he no longer has the traffic marking cones that the club once owned. Jerry Rocha is going to purchase a new set of ten cones to be used for identifying safety zones at contests.

## SHOW & TELL

**Ed Hamler** displayed the nearly completed wing structure of his new *Pacer*. He showed the technique that he used to build laminated wing tips for the 560 sq. in. wing. Don Bekins has completed his *Pacer* and both of them are going to use a front rotor Ohlsson 60; those ships should climb! In preparation for laminating, Ed soaks balsa sheets in boiling water and then glues them around a plywood form using alaphatic glue. He redesigned the wing structure using shear webs on both the front spar, making a D-section with the sheeted leading edge, and on the v-style trailing edge. Even with all the extra wood, it's designed to not have any more wood than the original design, yet is considerably stronger. Ed's woodworking is immaculately executed and makes a good target for the rest of us to aim for. We're all looking forward to the tune-up flights on these birds which will be heading for Muncie.


**Steve Remington** told of a recent visit to the San Diego Aerospace Museum and their newly completed model airplane history exhibit. Consisting of five big glass cases and an inset display "tower", the exhibit covers the building of model airplanes from 1843 to the present. The depth of the glass cases offers some restriction to the size of models on display; this restriction has been overcome by the display of nifty miniature replicas of some of the historical free-flight models of the 1930s-1940s, although a full size *Zipper* is on display in the larger tower. A large number of engines are shown. The models are, for the most part, purpose built for the display; they represent some very fine model work by the San Diego hobbyists. One of the most interesting displays is an open-frame *Big Guff* replica fuselage which shows the workings of the early rudder-only R/C model as flown by Walt Good in 1939. The exhibit is hidden away in the theater room so you have to hunt for it.

**Pete Samuelson** gave a report on "hangar flying" at Moffett Field's Hangar 1 (190 foot ceiling) on the third Saturday of each month. Indoor flying of most types (too breezy for F1D). Pete flew an Intermediate Stick (18 minutes) which landed on the Wright Flyer replica under construction in the hangar! Earl Hoffman flew 23 minutes or so with a micro-film. Quite a few "experts" were on site as well as numerous kids with *Delta Darts* etc. Pete also passed around aerial photos taken from his 1977 spy ship, some pics of Napa and its surrounds and a few at the Lakeville field. The camera is mounted under the left wing and points outward. Very nice shots which Pete scanned into his computer and printed out on his HP. For higher altitude pics, Pete is planning on putting a camera on his big *Westerner*! Pete also

showed a solar panel rated at 1.8 watts which he is going to mount on his flight box.

**Dick Irwin** showed his newly finished, .15 diesel powered, orange and blue *Spook 48*. Dick beefed up the gull-wing somewhat with an extra spar on the top plus a shear web. A larger fuel tank was installed after he discovered that the original tank was too small to get the diesel warmed up. Pull-pull on the rudder with a push-pull on the elevator. Dick should be making his first flight on this attractive model soon. A suggestion was made that it would make a good 1/2A Texaco.

**Rick Madden** also had a new model, a *Clipper Mark 1* which he planned on flying at TOFFF the following day. A soft, vintage yellow, the nicely finished model had a patina



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

# TOFFF

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

Steve Roselle

of being old. He plans on changing the engine to an inverted Ohlsson 60. (Rick had Ed Hamler make the first flight on May 21st at TOFFF and Rick also soloed the *Clipper*, thereby becoming initiated as "Sir Rick" by JohnH.)

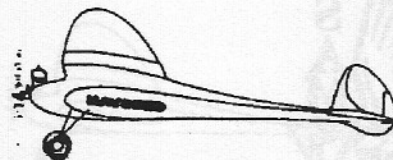
**Rod Persons** showed pictures of a great buy he made on some model gear, much of it "in the box."

**Jerry Rocha** showed a home brew decal sheet of Jimmie Allen insignias that he purchased at a FF meet. Colorful, the transfers would look great on a model.

### Calendar (Note changes)

- July 11 Napa MECA Collecto - not confirmed yet
- July 12 1/2A Scale Duration Intl Postal (9-12 July)
- July 25 SAM 27 Small Rubber/.020 Contest
- Aug. 1 SAM 27 Scale/Jimmie Allen Comb. Contest
- Aug. 15-16 SAM 34/51 High Sierra, Carson City
- Aug 29 Jimmie Allen Postal Meet





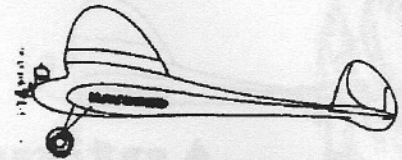
# Antique Flyer

## TOFFers AT LAKEVILLE FIELD



From Upper Left, Clockwise: Don Bekins is shown installing a "hot" GHQ in his Bomber - it flew!; Rod Persons is inducted into the TOFFF by Don Bekins; Proof that TOFFFers don't exceed the speed limit; Pete Samuelson searching the tall grass; Dick Irwin showing off his new Spook 48; Steve Remington receiving the TOFFF honors with his Ranger; John, Pete, Don and Nick Sanford' check out Nick's twin pusher bones - nifty! Dick O'Brien photos





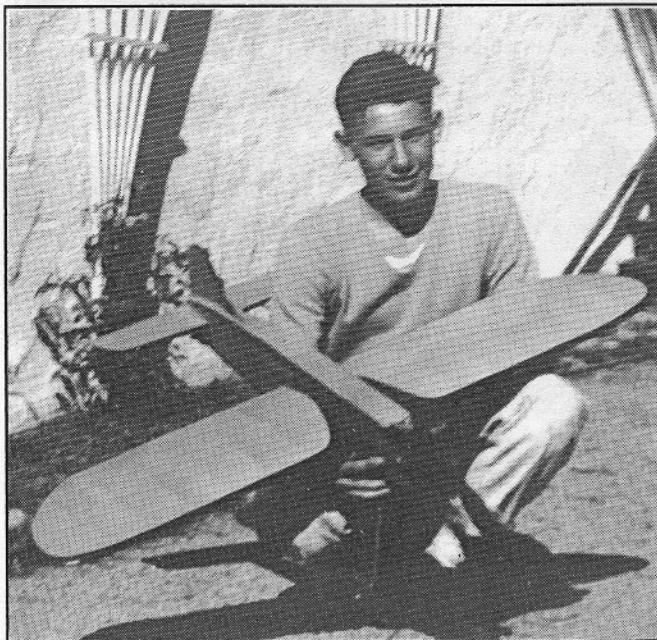
# Antique Flyer

## ??MYSTERY MODELER??



Our mystery modeler this month is pictured at age 12 with his first gas model, a Playboy with an OK 60. This picture was used as his grammar school graduation picture!

## ??MYSTERY MODEL??



Here's our mystery modeler again at age 16 holding a model powered by an Atwood Champion. What's the model? Warning: This is an unfair question.

# SCRAP BOX

Looking into the scrap box this month, it appears that all we have is an endless controversy over the winning strategy for 1/2A Texaco.

JohnH sent some samplings from the Smallnet which carry on the debate as to what fuel should be used in the Cox Texaco, what size prop, whether duration is better than power, best oil to use, etc. Although synthetic oils may reduce friction (such as Mobil II turbine oil or Castrol A747 racing oil), George Aldrich offered the following comment: "Cox engines were designed to run with castor oil to reduce the ball socket wear. You should always run some castor, if not all castor, for maximum life in Cox engines. If you are willing to sacrifice parts, Coxes will run on all-synthetic lubes." Long engine run with marginal climb or high power, high altitude, low duration climbs? The proofs in the flying.

Inspection, inspection, inspection: Suffering an ignominious and nearly instantaneous crash following a first test of my new self-launcher, I gave my Ranger a quick checkover. After reassembling it, a subsequent hand launch flight proved just as ignoble as unplanned aerobatics would surely have done it in had I not shut it down. A thorough inspection later showed that the rudder servo had loosened from its rubber mount. Nuff said?

## RAFFLE RESULTS

### Raffle Prize/Donor

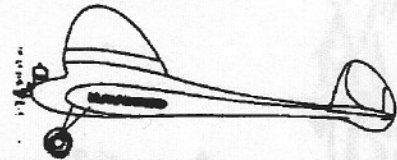
### Winner

Handy 2 Meter Glider/Jack Albrecht Airtronics	Dick Irwin
Cox Texaco .049/SAM 27	Steve Remington
Micro Servo/SAM 27	Rod Persons
Two Aeromodeler mags/SAM 27	Rick Madden
Tower EasyTote/Dick Irwin	Pete Samuelsen
1940 .020 Ranger/Bob Wakerly	Ed Hamler
Calipers/Ray McGowan	Rod Persons
Shop Rags/Jerry Rocha	John Dammuller
X-acto shape sanders/Bill Vanderbeek	Ron Keil

## SAM 27 SPECIAL RUBBER MEET

Saturday, July 25th from 7 a.m. to 12 noon  
 SAM 27 LAKEVILLE RD. FLYING SITE  
 OT Rubber, Hand Launch Glider & Catapult  
 (combined), P-30 Rubber, .020 Replica & 1/4A  
 Nostalgia combined, Junior Champion  
**JERRY ROCHA, CD (707) 255-0651**





# Antique Flyer

## Correspondence

Received an informative and chatty letter from **Jim Adams**, SAM 13, letting us know of his current modeling activities and offering some comments on Bob Rooman's story of *Rassatoodus*. Jim mentions the Granville Brothers' *Ascender*, a canard airplane built in 1931 to test the idea of a tail first machine. It had an



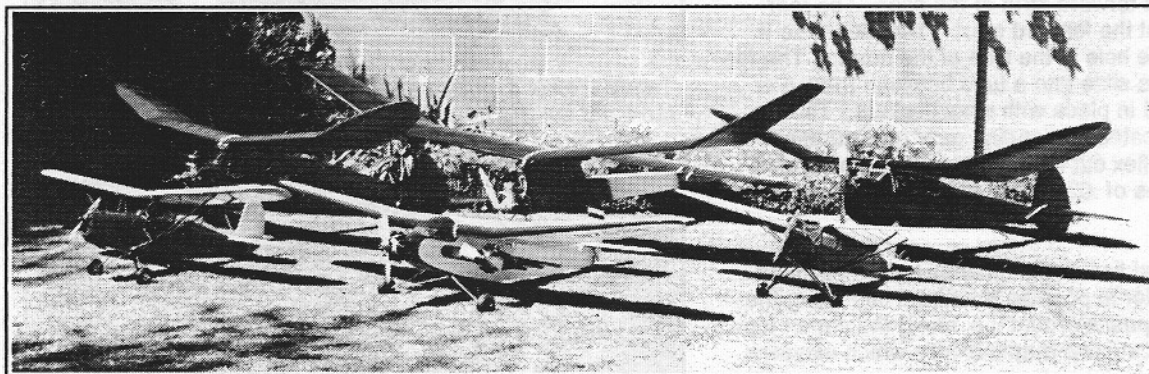
Drawing by Bill Hannan

Aeronca C-2 wing and engine; flew a number of times and ended in a crash. At first, Jim thought this was *Rassatoodus* but figured it out. A model of *Ascender*, built by Hale Wallace, was flown at the 1991 Chicopee contest and Jim sent along a photo of this beautifully constructed ship, as odd as it is. Jim says that he also likes to build models that are off the beaten track such as a F/F wing based on a 1951 *Air Trails* plan by Don Brogini and a R/C *Waterman Aerobile* by Bill Darkow. Jim writes, "My latest off beat job is a 65" span F/F Ford Tri-motor. The power is an Enya .10 and the model sports three Wright Whirlwind J-5 dummy engines. The ship is a labor of love and flies somewhat marginally, but it does fly, but not up to the standard where I can enter it into competition as yet. The plans appeared in *Model Builder* in 1977 as a jumbo rubber job.

"We have a bunch that flies at a little field in Perris Valley every Wednesday morning. We fly from sun-up to 9:00 a.m. and then take a break and serve breakfast to all that

class A-B and has been flown by many as a 800 sq. in. class C using a .35 engine. I just purchased drawings from Curt Stephens at MRL for an eight-foot, 1200 sq. in. version. Sal was the first to fly one and I think mine is second. Sal powered his with a glow McCoy .60 and mine is powered by a Rossi .60. The first test flight was perfect. That is the left thrust and down thrust were perfect and the stab tilt was right on. The power was awesome and the pattern was perfect, but there was a problem; the timer was set for five seconds, but didn't pinch off and the engine ran the tank dry for a run of about one-minute and an altitude of over 2000 feet. The DT popped up at 7 minutes and the plane landed 300 feet away. Perfect flight, I couldn't do that again if I tried a hundred years."

SAM 27 member **Rado Cizek**, from the Czech Republik, wrote Don Bekins with info on his modeling activities as of last November. Rado writes that his SAM 95 has 124 members but that many of them are not active. About 24 competitors in R/C sailplanes, 8 flying R/C power, 5 in R/C electric and 15 contestants in F/F. He visited SAM 78 members in August (also in Czech Republik) and got together with his old friend, Vil Lacina (see photo). Rado says that SAM 78 also has too many non-flyers. He was invited to be a judge at the Republic of South Africa 1998 Scale W. Ch. to be held around the first of May; questioned whether his wife and daughter would accompany him because of health reasons. Of non-modeling interest, Rado states that his granddaughter, Petra, is going to high school in Praha (Prague) but has to take the bus each day because it is impossible to get a room there. He concluded, "I see that it will be necessary to draw some designs of vintage/OT power models during the winter time. Many modelers are not able to draw themselves. I do remember



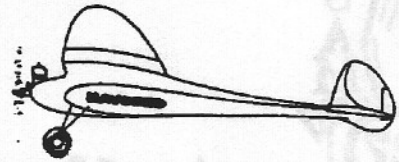
many details of my California visit in 1992. I see all the things very sharp - has it gone 5 years ago or yesterday? My thanks to you all, it was beautiful."

are present. Sal Taibi is the ring leader of this group and we average twenty guys each week." (Editor: Hey, this sounds great! Who wants to start serving breakfast to the TOFFF group?).

The photo above shows Jim's current model fleet. He writes, "The Sal Taibi *Spacer* was a design that he did in 1955. Designed originally as a 1/2A, it has been kitted as a

**Tandy Walker** of Arlington Texas, a new SAM 27 member, wrote Don Bekins concerning a new *Bomber* that he is building to compete in the Pure Texaco event. Tandy wrote that this was his first *Bomber* and that design problems centered around the motor mount, gear installation, the fuel tank and its mount in that he is using two engines, an Ohlsson 60 sideport and an Edco .65. He says, "The landing gear configuration on the plans drove my entire solu-





Correspondence continued:



Rado Cizek on the left with his friend Vil Lacina. Vill's F/F Kane (1947) was designed by Rado. It has a 1.9 meter span. August 1997. Photo by Rado Cizek

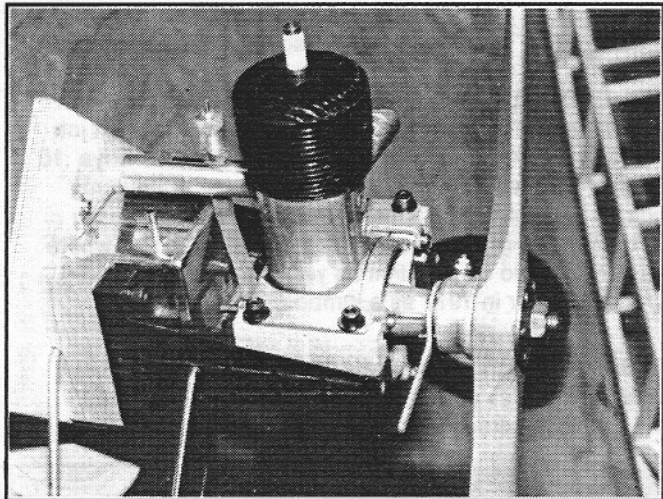
tion. In order to duplicate the gear geometry, I selected a set of Carl Goldberg composite 'T' mounts. I bonded two pieces of maple motor mount stock and cut to length for a standoff between the firewall and the motor mount. I cut a 1/8th inch groove in th standoff to trap the rear strut of the landing gear between the firewall and the standoff (as shown in the accompanying picture). Next, I measured the spread between the forward and rear gear struts on the plans and drilled a 3/32nd hole in the side of the motor mount to receive the forward strut of the gear. The rear strut is one piece but the forward strut is two pieces so it can pass through the hole in the side of the mount. The forward gear strut stubs slide into a tube between the motor mounts and are held in place with wheel collars. Thus I have faithfully duplicated the landing gear configuration. The gear wanted to flex out laterally too much so I added two crisscross pieces of .025 piano wire in the plane of the rear strut.

"The Ohlsson's thrust line is significantly below it's metal beam mount. In order to position the thrust line along the top edge of the composite mount, i.e. along the corner longeron, I had to fabricate two maple blocks which elevates the engine.

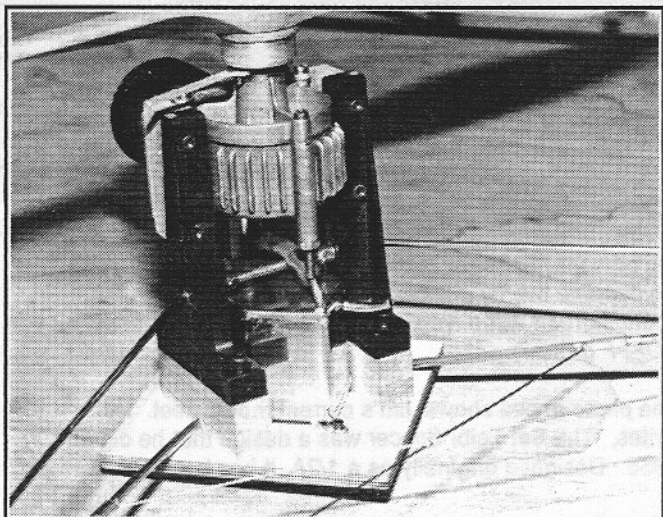
"Vic Didelot provided me with an original Ohlsson 60 needle valve assembly to be used with an external tank. The spray bar is just a stub below the sideport intake tube. A GRW metal stunt tank with a 2.490 sq. in. cross section was cut to a 1.48 in. length which provided a 3.685 cu. in. volume, just over 60 ccs of alcohol. The Edco's thrust line lies along the top edge of the composite mount (same

mount and maple standoffs as for the Ohlsson). The Edco uses a pressurized fuel system and the pressure line runs between the backplate pressure tap and the tank tube. A *Kustomcraft* check valve in used inside the pressure line to prevent fuel from running into the crankcase when filling. The plumbing of this pressure tube places the outlet inside the tank up at the top so the crankcase pressure does not bubble the fuel inside the tank. The tank is sealed at the fill tube to maintain pressure. A new venturi is sitting on the front of my Edco. A machinist in Dallas fabricated it for me and it is simply beautiful."

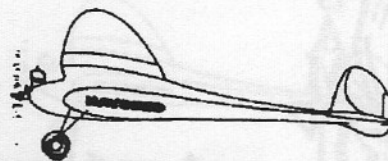
Tandy is planning on flying this *Bomber* at the Muncie SAM Champs in September. He wrote that the firewall is now bonded onto the fuselage structure so apparently he is bolting the two different engine configurations to a common firewall. His solution to mounting two engines and incorporating an original gear configuration may be of help to those members building a new *Bomber*.



Tandy Walker's Ohlsson 60 installation for Bomber showing tank and landing gear configuration. Photos by Tandy Walker

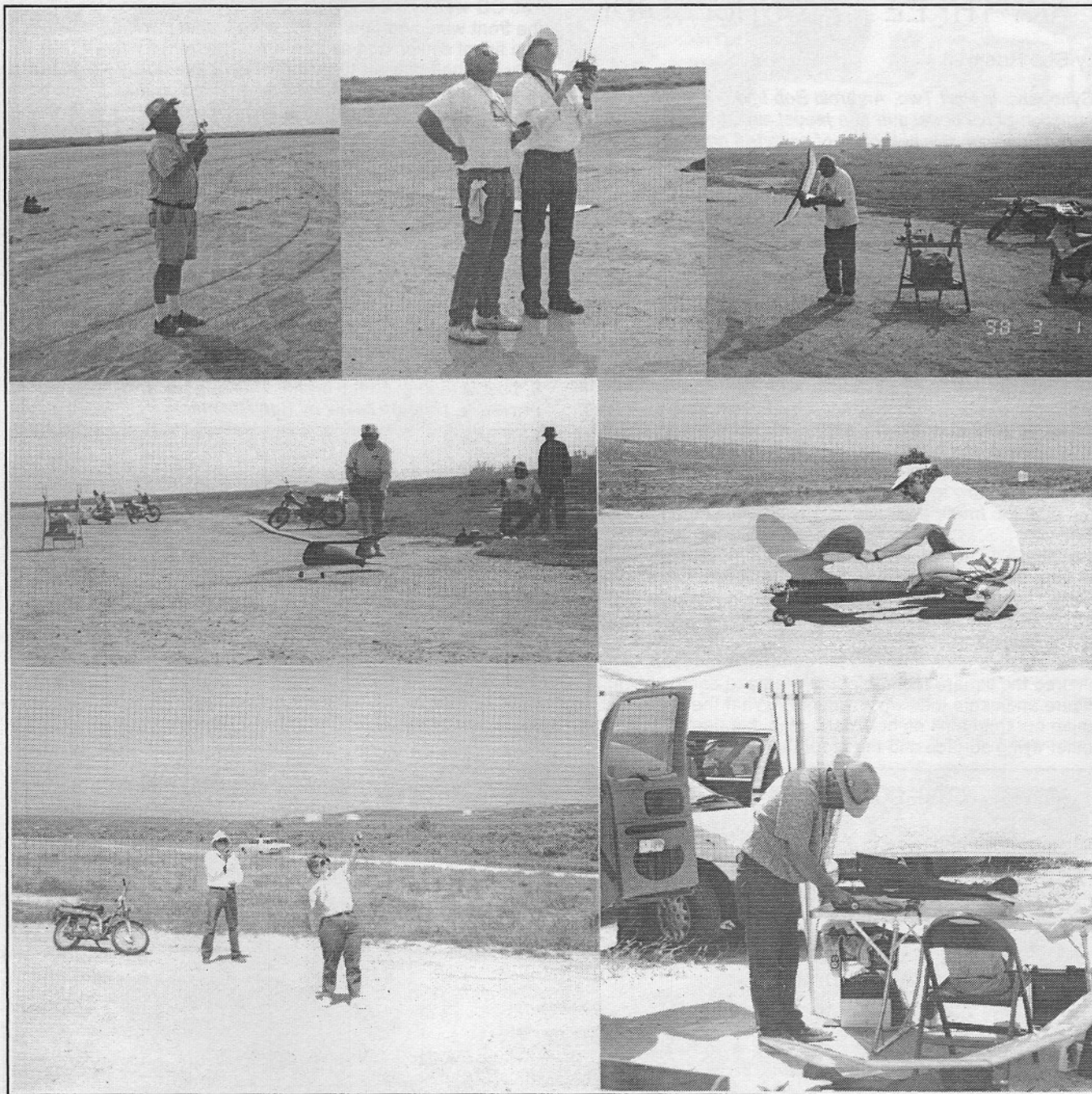






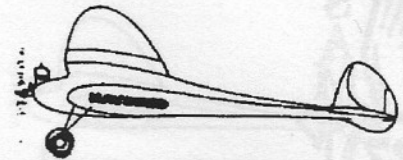
# Antique Flyer

## SAM CONTEST ACTIVITY AT TAFT



From Upper Left, Clockwise: Pete Samuelsen looking for a thermal at SAM 26 meet; Ed Hamler and Don Carpenter at SAM 26 meet; Bud Romak making final adjustments at the free flight meet; SAM Speaks editor, Bruce Augustus, at the free flight meet; Pete Samuelsen working on a Westerner in his non-thermal proof tent; Ed and Mary Hamler at SAM 49 meet; Jim Adams, former SAM President, flies his Taibi Pacer. photos by Wes Funk





# Antique Flyer

June 1998

## THE SAGA OF RASSATOODUS PART THREE - A CONCLUSION

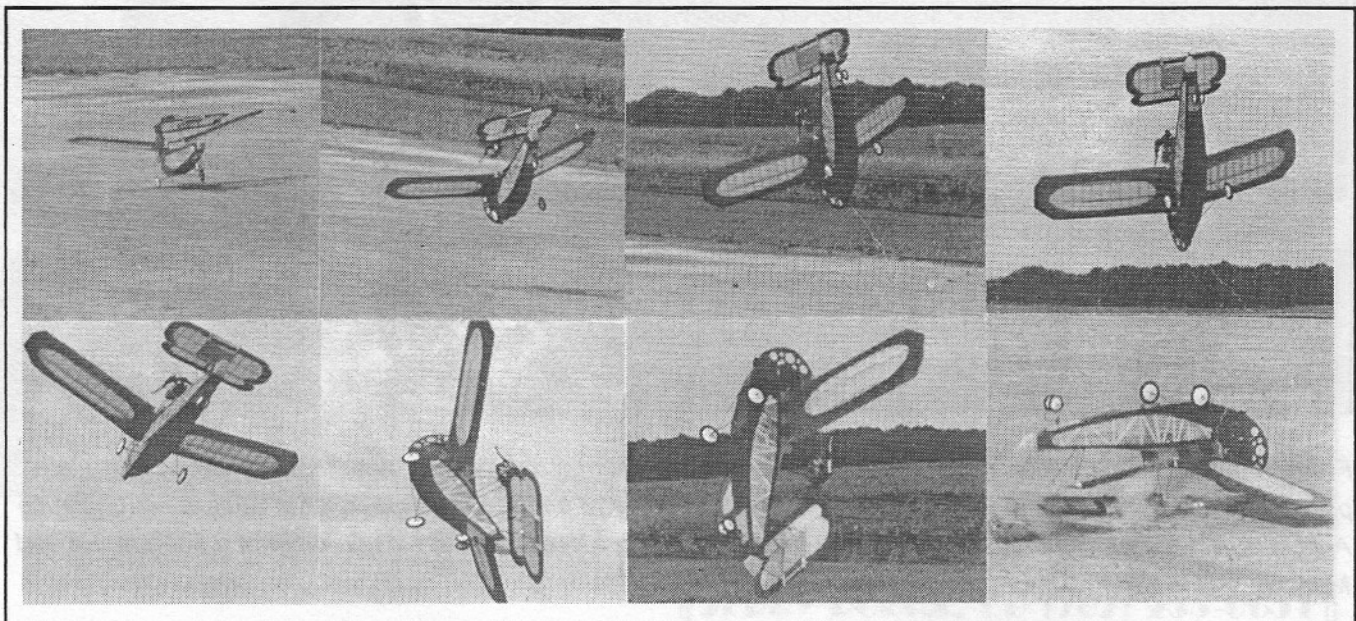
by Bob Rooman

*Synopsis: In Part Two, Ambroid Bob had completed construction of his burlesque of a model airplane and was about to launch this collection of assorted parts, balsa, glue and hope. Let's rejoin our hero as he attempts to defy aeronautical principles.*

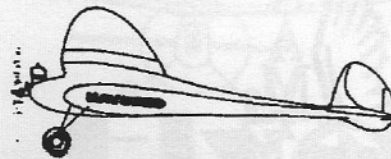
I could see at a glance that this day was going to be a bell ringer. Keep in mind that at heart I'm still an R&D photographer. I had to find some trusty talented and interested model flyer to guide this abortion to fame and glory. I chose Dr. Adolph (Duffy) Pestana. So with Duffy at the wheel, we began the preflight runs in earnest. After a few white knuckle trials and my trust FE-2 all ready, I said, "Throttle up Duff." Let me tell ya, with her nose outa the dirt this baby was showing promise. No sooner said then done, her nose pointed at the sky and she was following albeit a little skewed you might say. At about 10 feet, lift, thrust and almost every other force on the craft returned to zero, but gravity was now in full control again as *Rassatoodus* was not about to break any laws as you can see in the photos.

No...this was not the demise of *Rassatoodus*. As a matter of fact, the damage was negligible. My pride was another story, I could not help but think back to the note on the plans as to the CG. Those two pesky words. I took the plane home and scratched my head a bit. I leveled it a bit then weighed each main wheel, combined the total, then figured the square footage of the wing and came up with a figure and wrote it down. I thought, "What the heck, that thing out front ain't no horizontal stab, the damn thing is another flying surface and the proof that it can fly has been

demonstrated to my complete satisfaction." Since the CG was not even on the wing, I checked exactly where it was with a stick under the fuselage. Anyone want to guess? The CG was at the engine! Checking the square area of the front wing and figuring the wing loading was an education full of smiles and excitement. The front flying surface only had half of what the main wing had to do!! I weighed one of those huge 10 inch spikes, divided up into mm and then with my Dremel cut off wheel, sliced off a piece to the exact weight I needed and buried it in the nose. The next trip out to the field with Duffy, I had also brought my video camera. We had the experience of the last runs so when the engine sounded good, ole *Rassatoodus* was finally on her way to glory. The heavy nose didn't matter now. Remember my big elevator? The nose rose smartly and she was up and flying! As it flew by, I heard Duffy say he was losing control. I put down the camera to watch and I saw that first one wing was up and then the other like a Dutch Roll, I guess. Six seconds into the flight, it all ended in a pile of debris to the astonishment of some and the glee of others. I was in the latter group. Some suggested I rebuild it, boy were they off the mark. I had my fun and this letter proves it. (Photos below by Bob Rooman)

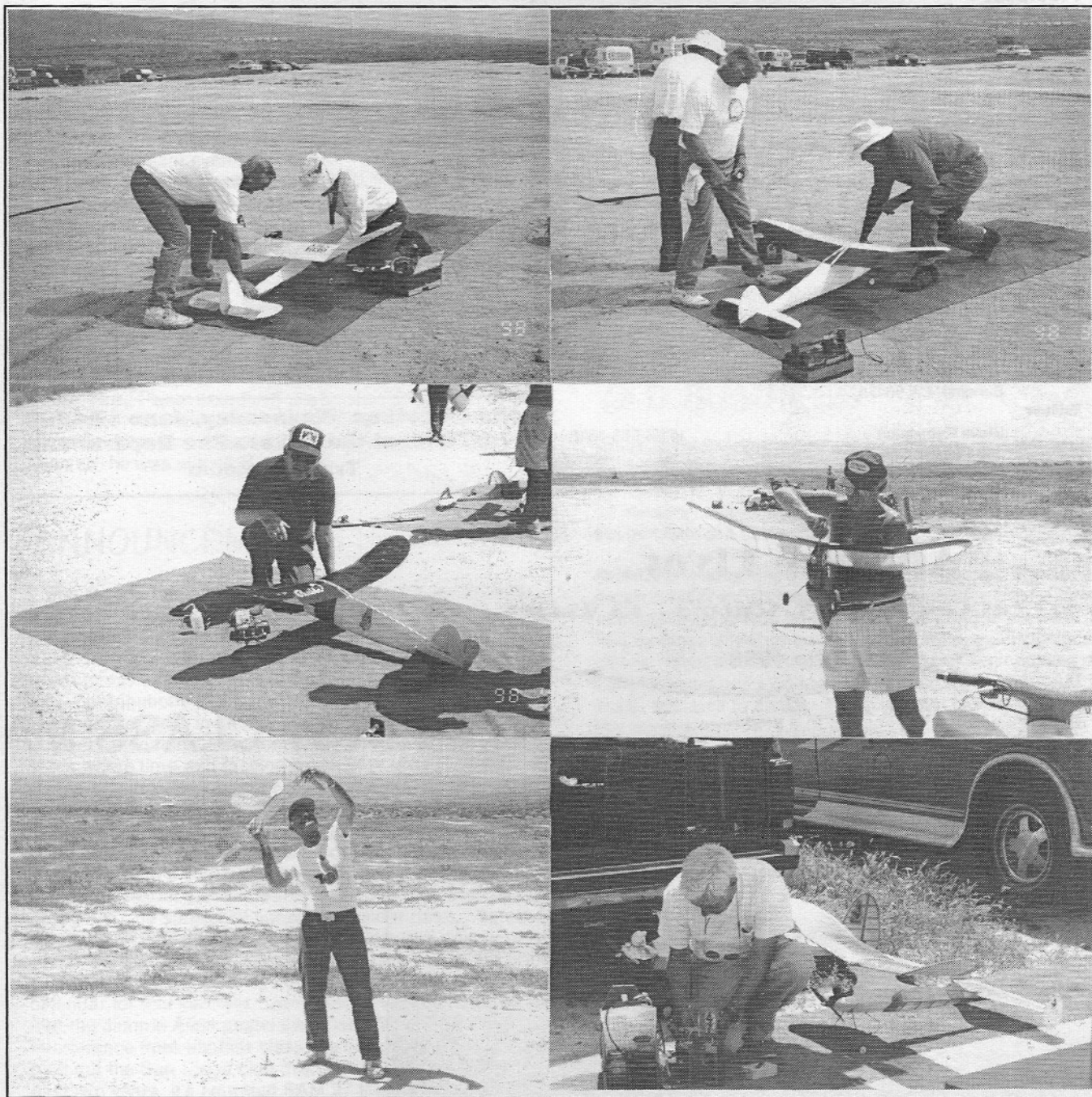






# Antique Flyer

## SAM 27 CONTESTANTS AT TAFT



From Upper Left, Clockwise: Ed Hamler and Don Carpenter at SAM 26 meet; Don Barrick and Don Carpenter at SAM 26 meet; Bud Romak at the free flight meet; Don Bekins making preparations at the SAM 49 meet; Jerry Rocha in a classic launch pose at the free flight meet; Loren Schmidt readies his bird at the SAM 49 meet. All photos by Wes Funk





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PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

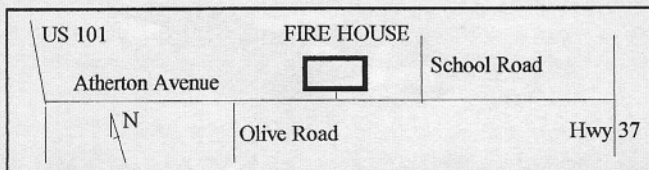
**MEMBERSHIP**

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, June 17, 1998  
7:30 P.M. at the Novato Fire Department  
Training Room**

**Antique Flyer**

353 Las Casitas Court, Sonoma, CA 95476



FIRST CLASS MAIL

TO:



Don Bekins with his newly completed, Ohlsson 60 powered Pacer "C" which is being readied for the Muncie SAM Champs. Dick O'Brien photo