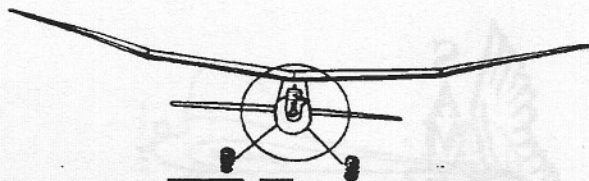




Antique Flyer



July Chapter Meeting

by John Carlson

Fifteen (+ or -) seems to be the average number of attendees at recent meetings and that is the number we had this hot July evening. The fifteen comprised members John (Prez) Hlebcar, Rocco Ferrario, Sean Crowley, Ray McGowan, Steve Remington, Buzz Passarino, Dick Irwin, John Dammuller, Bill Kast, Rod Persons, Bob May, Ed Hamler, John Carlson and visitors Richard Elmore and Trevor Shiraishi, guests of Rocco and participants in his annual Space Academy. Rich and Trevor, we are glad you could attend - hope to see you again soon.

ANNOUNCEMENTS

- The Lakeville Field has now been mowed, thanks to John Dammuller and Jerry Rocha. The recent warm, dry weather has dried the ground so driving on it is OK.
- SAMSPAN is available. Contact Steve Remington or John Carlson.
- The PolySpan video is again available. Ed Hamler who presently has it, fell asleep part way through and will keep it

for reviewing until the August meeting.

- Mystery Photos and Scrap Box Items are still wanted for inclusion in the A-F. Send them to Editor Steve Remington.
- Prez JohnH gave us a reminder of the dates for upcoming events.

Prez JohnH reported on the results of SAM 27's Team entry in the 1/2 A Scale Duration International Postal Meet flown at the Lakeville field on July 12. The weather was warm, but comfortable, with a light breeze and good thermals. Results were as follows:

Pilot	Model	Flight Times (sec.)	Total
Jerry Rocha	560 AVRO	900 + 900	1800
Pete Samuelsen	M17	900 + 900	1800
Ray McGowan	M17	618 + 574	1192
John Hlebcar	Monocoupe D145	296 + 538	834
Team Total			4792

This appears to be a very respectable entry. CD Ed Hamler has sent the results to Ken Low of SAM 26, this years sponsor.

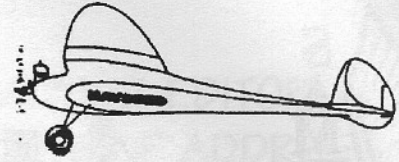
- The Lease with the Novato Fire Protection District for the use of the meeting room has been renewed through June 1999.
- Prez JohnH advised that the VA Hospital situation he reported on last meeting appeared in a Retired Fed. Employee's newsletter has since been determined to be incorrect and should be ignored.

- Orders for the 1999 EAA Calendar may be placed with Joe Meere @ (707) 526-9914. Cost is \$7.
- Prez JohnH advised that he has personally placed an order for 24 XL O&R T-shirts and can make some available to Members for \$12 ea.
- Rocco reported that the MECA Collecto held in Napa on July 11, compared to those in prior years, was somewhat disappointing in the number of sellers and attendees. Competition with Collectos held in Woodland and Long Beach was apparently the reason. SAM 27 did sell 4 O&R decals. Jerry Rocha's annual hamburger feed after the Collecto was well attended and many a story was swapped.



Alaskan sourdough Don Bekins shows his Sal Taibi Pacer C, powered by an Ohlsson 60 FR, which Don is planning on flying at the Muncie Sam Champs. Ed Hamler also has a new Pacer C with the same engine. Neither Ed's nor Don's ships have made their maiden flights as of this date.

Photo by Dick O'Brien



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After everyone had left Jerry discovered that his eye glasses were missing, possibly picked up by someone by mistake. Anyone possessing a strange pair of glasses PLEASE contact Jerry.

☐ Prez JohnH is looking into a report of a possible Class A Texaco Postal Meet and will advise next meeting.

☐ We have e-mail addresses for two more members:

Sean Crowley: seancro@napanet.net

Fred Emmert: fred@emmert.com

(Prez John asked Fred how he had his own domain. Fred said he got it several years ago and subsequently a mid-west feed and seed firm with the name of Emmert contacted him and paid him \$1000 for the domain. Fred can still use it for his e-mail)

☐ Steve Remington reported that he had recently attended a convention of the American Society of Aviation Artists in Wichita, KS and that in the juried show, SAM 27 member Gunnar Anderson was showing his painting of a WW 1 fighter, entitled SE5A.

JR O/T REPORT

Rocco's stint at teaching at Humboldt State is now over and he will be moving from Napa's Redwood Middle School to American Canyon this fall. Tonight was his first chance to attend a meeting since last year. His annual Space Academy for youngsters held at Napa JC is just winding down. He had about 23 participants this year. The program is organized as if the students were NASA contractors such as Lockheed or Northrop. A contract is for a specific model such as a HLG, ROG Stick, 1/2A FF, or whatever. A flying session is held once a week for the models completed. On a recent session a 5th. grade girl launched her HLG into a thermal. The model proceeded to go OOS after 5 minutes resulting in some 5th grade mixed emotions. Rocco brought two of his Jr's, Rich and Trevor, to the meeting and they participated in the Show & Tell and did quit well in the raffle. In his program Rocco has been using an all balsa ROG stick model he designed and named the *SiouxZ-Q*. He has now contracted to supply a Kansas model firm with 50,000 kits a year for resale to groups with school programs. For PC reasons, (Political Correctness, not Personal Computer), the model will be renamed the *Raven*. The Ferrarios will be quite busy in the near future. Rocco plans on bringing out several juniors to the SAM 27 O/T Rubber Meet on July 25.

TOFFF GUY REPORT

Our two newest members, Art Croker and Bob May have now joined the select TOFFF group and at the most recent session Fred Emmert, flying his FF rubber models, also became one of the TOFFF guys. The MAC contingent, George Benson, Jerry and Phobi Long have attended several sessions with their rubber and compressed air models. The weather is improving, the field is mowed and useable, so we hope some others will clear a Thursday morning and come out to fly. No guarantees, but TOFFFmeister Dick

O'Brien often brings out a container of Roseline's fabulous cookies to the session.

OLD BUSINESS


☐ **Crash & Bash** Ed Hamler advised that preparations are well underway. We have AMA Sanction No. 82043. Ribbons to 4th or 5th place are on hand. The cash prize system is still under consideration and will be reported on in the August meeting. Member Profile Jerry Rocha and Prez JohnH are working on it and should have a report at the August meeting.

☐ **Glass Syringes** In last month's A-F it was reported that Pete Samuelsen will be purchasing 30cc glass syringes for resale to club members. The price was reported at \$15 each for a quantity of 24. This was in error. The price is about \$25 each and Pete will purchase a dozen.

NEW BUSINESS

☐ **Field Trip** The Hiller Aviation Museum is now open at the San Carlos airport. SAM 27 member Fred Emmert does docent duty there one day a week. It was suggested that the club organize a field trip, possibly combined with a visit to Steve Remington's CollectAir gallery and museum. Because the summer and early fall have most dates booked for contests, it was decided that in a future meeting we will select a late fall or winter date for the trip.

☐ **SAM 27 Officers** Prez JohnH reminded us that the time for selection of club officers for 1999 is approaching. He noted that his two year stint as Prez will end and that John Carlson had earlier indicated that he would be stepping down as Secty/Treas. Prez John said he might be interested in the S/T job and asked that all members seriously consider volunteering for office. He noted that most members think officer duty requires much more work than it actually does and that, despite earlier trepidation, he had enjoyed his time in office. It was suggested that anyone considering volunteering, contact the present officer to get an idea of what is involved. It was also suggested that sec-

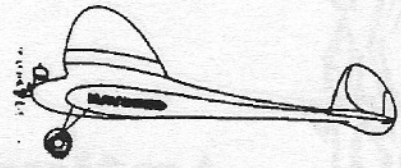


**DON'T BE LEFT OUT!
BE A PART OF**

TOFFF

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

Steve Roselle



Antique Flyer

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retarial duties, especially taking meeting notes, be shared by alternates.

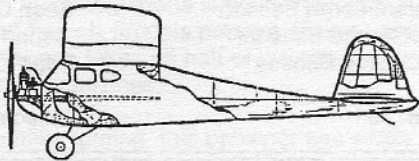
TECHNICAL REPORT

(Dick O'Brien's name was drawn as the technical presenter for the August meeting.)

Tonight's presenter was Steve Remington and his chosen topic was SAMSPAN. Steve's discussion was supplemented by displays of tools and techniques he has found useful when working with SAMSPAN. He noted that SAMSPAN reminded him somewhat of Silkspan but that Silkspan requires more dope resulting in about equal finished weight. SAMSPAN is heavier than tissue, lighter than silk after doping, and has very good structural qualities, possibly only equaled by silk. Steve believes that by using proper techniques the job of covering with SAMSPAN is easier and the results better than other materials he has used. It is recommended that first-time users experiment with the techniques described in the following to get the feel of the material and the process.

SAMSPAN has a definite grain which should run in the long direction of the surface to be covered. It also has a smooth side and a not so smooth side. The smooth side MUST be out or a very fuzzy surface will result after doping (sort of like your front lawn). The smooth side may be identified visually but a more positive method is to use a small piece of Velcro (hooked side) which will hang up on the SAMSPAN's rough side and slide on the smooth side. Once the smooth side has been identified, mixups can be avoided by writing "smooth" with a Sharpie pen on an excess edge. If you read "htooms" when applying the covering you are in trouble.

Surface preparation of the structure is important. Steve likes to use about 4 coats of 50/50 thinned nitrate dope on the surfaces to which the covering is to be attached, sanded



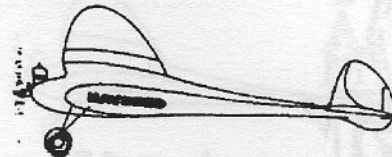
lightly between coats. Attachment to open structures should be to the periphery only, so uniform shrinkage can take place. An exception is for undercambered wings where attachment is required at all ribs. While it is possible to adhere the covering by brushing through with thinner, Steve prefers using a glue stick such as Elmer's Washable School Glue stick or the UHU Glue Stick. Omitting the pre-doping step and applying glue stick directly to bare wood is possible but Steve believes the glue stick goes on much more smoothly over a doped surface and that adherence to undercamber is better, especially if thinned dope is brushed through the covering before shrinking. Immediately after applying glue stick, the surfaces are somewhat tacky. The covering can be applied at this time but the

tackiness is not necessary. Steve recommends waiting until the "wet" tackiness has disappeared which may take ten or fifteen minutes (actually one can let days go by before going to the next step). The covering is positioned on the structure and when ready, the glue stick is activated by brushing on a wet coat of isopropyl (rubbing) alcohol. This makes the surface very slippery and facilitates positioning of the SAMSPAN and removing wrinkles. The alcohol is allowed to evaporate at which time the covering is locked in place. The adhering process can be accelerated locally or overall by lightly applying a heated trim iron to the wetted surface. After the covering has adhered, the glue stick can be reactivated at any time for repositioning or to adjust wrinkles. Covering surfaces with compound curves requires working with an iron or heat gun while pulling and stretching the covering as needed. For severe cases it may be necessary to slit the covering or apply it in sections. A soft, long bristle brush works best for applying dope to structures and for brushing on the alcohol. Scissors are used for cutting appropriate sized pieces for covering. Excess covering is trimmed with a sharp razor blade. A very soft pencil is useful for marking cutting lines at locations such as the dihedral or polyhedral reak on wing surfaces.

After the covering has been applied it is shrunk with the use of a heat gun or an iron such as is used with Monokote or similar materials. Steve likes to use a heat gun. One made for modeling is preferred. A hair dryer will not produce the temperatures required, and a gun capable of removing paint must be held a good distance from the surface and

LATE BREAKING TOFFF NEWS

Lakeville: July 23rd. Rocco Ferrario came in like a lion and added to our TOFFF and memberships roles; he dug his *Red Ripper* out of the closet and put up many flights to become a TOFFFer. Elyse Ferrario is a new SAM27 member and flew dad's *Red Ripper* like a champ to earn TYFFF status ("Y" for "young"). Anthony Ferrario, another new SAM27 member, even younger than his sister, also performed beautiful figure 8s to earn TOFFF membership. Trevor Shiraishi, who attended the July meeting with Rocco, became a SAM27 member and flew Rocco's *Ripper* to earn TOFFF status. Trevor brought a new 1/2A *A Kerswap* for its first attempt at flight, but beautiful as it was, it needed some engine work before it can soar with the eagles. Ed Hamler made the first attempts for Trevor and determined that the bird will fly when the engine puts out a little more power. Jake Engelskirger, another of Rocco's Junior members, joined SAM27 and flew the *Red Ripper* and his own *Whisperer (Sweapette)* HLG to earn TOFFF membership. Larry Kramer, a friend of Ray McGowan, brought an electric *Playboy*, signed up as a SAM27 member and went home with a shiny new TOFFF button. JohnC mentioned that the *Playboy* survived flight with a cracked pylon. Prez John exclaimed, "Six in one day! Almost as good as the little tailor (seven with one blow). I am running out of TOFFF buttons so anyone is looking for TOFFF status they had better hurry!" Report by John Hlebcar



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TECHNICAL REPORT (Continued)

paint must be held a good distance from the surface and kept in constant motion or holes will result. Covering on a solid surface can withstand more heat than covering over an open structure. Small wrinkles on solid surfaces adjacent to open structures can be removed with an iron or with the heat gun used in conjunction with a cardboard shield to protect the adjacent covering. The use of a flashlight will facilitate inspection for small wrinkles difficult to see in the usual shop lighting. SAMSPAN can be creased over sharp angles by using a covering iron thus facilitating turning under at trailing edges or in similar situations. Creases resulting from folding for shipment will disappear during the shrinking process. Shrinking by heat shouldn't be attempted until the glue has thoroughly dried (overnight is best).

After shrinking, a couple of thinned coats of nitrate dope is applied to seal the surface. Steve recommends the use of a disposable foam brush for this. Subsequent coats for color or fuel proofing may be applied by spray. A very light sanding between coats with some 1500 or 2000 grit paper will help in obtaining the smoothest surface possible. For color coats Steve recommends 2 or 3 coats of colored dope thinned about 2 parts thinner to 1 part dope, lightly applied by spray and checked for desired color between coats. Wood covered surfaces of the model can be finished to a gloss coat with sufficient spray coats and sanding; open surfaces of SAMSPAN need very little coloring and will not finish to a gloss (don't even try!). Experiment.

Thanks Steve for a very complete and informative presentation.

SHOW & TELL

Bill Kast showed his completely planked *Cloud Hopper* which he had previously shown in S&T a couple of years ago while the planking was in progress. The planks were 1/8" x 3/8" 4# balsa and beautifully fitted, resulting in a suprisingly light structure. Bill also showed some test samples of box beams he will use in the wings. These are about 3/4" x 1" in cross section made of 1/32" balsa. Bill found that torsional strength was inadequate so he added 1/32" internal spacers to be located between the ribs. The spacers, together with gluing the spars to the ribs results in a stiff, light structure. Bill found it necessary to make a jig to aid in maintaining correct position and angles when gluing (CyA) the spars.

Steve Remington displayed his completed *Buzzard Bombshell* fuselage which he had covered in SAMSPAN and finished in black and red-orange (original color scheme), Powered by a repro Super Cyclone. We look forward to seeing the completed model at a future TOFFF session.

Visitor Rich Elmore showed his completed HLG featuring a Button Timer D/T. Maiden flight was scheduled for the next day. The D/T should prevent the problem experienced by

the 5th grade girl.

Visitor Trevor Shiraishi showed the framed fuselage for the 1/2 A Bomber he is building - nice work.

Sean Crowley showed his nearly completed 1/2 A Scale AVRO finished in gray Micafilm with black trim. Sean had tried to complete the model for the 1/2A Scale Postal Meet but couldn't quite make it. Maybe next year.

Rod Persons produced a box containing about a dozen engines he had purchased through Dave Higgins (Hangar One). There were several varieties of 049's as well as McCoys, Foxes and a Torpedo. The price for the lot was so low that Rod agreed to split 50/50 any profit made from the sale of any of the engines.

RAFFLE RESULTS

One item, donated by Ron Keil, deserves a special mention. It is a *Super Star - Plane With a Brain*, an electric FF model (vintage 1970s RTF) with several interchangeable cams which are supposed to program the flight after launch. The winner was Steve Remington who promised to demonstrate it at a TOFFF session once he gets it operating. (Members are urged to donate any surplus material or items to the monthly Raffle)

RAFFLE PRIZE/DONOR

WINNER

Super Star - Plane With a Brain/Ron Keil	Steve Remington
Pack of Balsa (6#) Three/Rocco Ferrario	Ray McGowan
John Carlson, and Bob May	
Video - Florida Jets/Buzz Passarino	Trevor Shiraishi
Micro Servo/SAM 27	Bob May
Carbon Tow /Rod Persons	Sean Crowley and Ed Hamler
Drill Sizer/Jerry Rocha	Trevor Shiraishi
Encyclopedia of Military Aircraft/John Hlebca	Rich Elmore
Razor Strippers/George Benson	Sean Crowley
Tatone Timer/George Benson	John Hlebcar
Razor Plane/George Benson	Sean Crowley

SAM 27 Costs: \$31

Collected: \$57

Calendar of Events

- Aug. 1 SAM 27 Scale/Jimmie Allen Comb. Contest
- Aug. 6 1/2A Texaco Challenge Postal, TOFFF Day
- Aug. 8-9 SAM 30 Schmidt Ranch
- Aug. 8-9 SAM 8 Monthly Meet, Harte Lake Pr., WA
- Aug. 15-16 SAM 34/51 High Sierra, Carson City, NV
- Aug. 27-28 SAM 21 R/C Old Time, SAC RATS Newark
- Aug. 29 Jimmie Allen Postal Meet, Lakeville
- Sept. 5-7 U.S. FF Championships, Lost Hills, CA
- Sept. 13 NCCFC #4, Waegell Field, Sacramento
- Sept. 12-18 SAM CHAMPS, Muncie, IN



Reminiscence

by Remo Galeazzi

Remo has offered some of his short stories for the A-F; these were originally published in his EAA chapter newsletter. Our thanks to the talented Remo.

The ink is faded some, but the entry on the top line of the second page in my old logbook is still legible. It's dated 1/8/47 and states "First solo, T.O. and landing." Terse, succinct, it says all that it's supposed to say and nothing more. But even as I'm reading the entry my mind is traveling back, back, and I am reliving every moment as though it had happened only yesterday. I can, in my mind's eye, recall in exquisite detail the sounds, the smells, the elation, and yes, even the fear. That cold morning in January will live in my memory as long as I'm alive.

Sonoma County Airport was a hustling, bustling beehive of activity in those days immediately after the big war. Mr. Piper was exhorting every community to meet the challenge and build its own airport, and every journal predicted that in a few years there'd be an airplane in every garage; and do you know, for awhile there it really seemed that this prediction would indeed become a reality. There were four flying schools on the airport, all going full steam ahead. The largest of them had one hundred twenty-five students, the one that I was taking instruction from had seventy-five, and the other two had between fifty and seventy-five each.

The preponderance of these students were being underwritten by the GI Bill, as I was, so that meant that each student was taking at least three lessons per week which added up to a very busy airport - it was unusual to be taxiing out without at least four or five airplanes being ahead of you waiting to takeoff. But everything went smoothly. No tower in those days, you understand. The tetrahedron was tied so that only one runway would be in use, and by everyone flying a very precise pattern it was no problem knowing exactly what the fellow in front of you was intending to do. From the very first hour of instruction you were expected to learn that forty-five degrees meant forty-five degrees and that six hundred feet, which was the pattern height, meant exactly that. You were shown that a pattern was a rectangle with ninety degree corners and right from the beginning that was the way you were expected to fly. So it worked.

On this particular morning I had started out from my home in Healdsburg with a funny feeling in the pit of my stomach. I knew that I was getting close to soloing, and the anticipation of this momentous event was beginning to tell on me. Would it be today? The blatting from the ruptured muffler on my 1929 Chevy wouldn't drown out these thoughts as I passed Windsor on the way to the airport. Nope, I wouldn't be soloed today, I reasoned, as I really had blown it yesterday on the last landing. There had been a hefty crosswind

blowing, and about halfway through the landing roll I began to realize that something peculiar was happening, and to fix it was beyond anything that I was capable of doing at this point. The Aeronca 11AC didn't have brakes on the instructor's side so that the poor guy wasn't left with very much to work with after I finished doing to the airplane whatever it was I did to it. Nothing broke, but we did end up in the vineyard that was planted between 14 and 19. On no, I thought, no need to be apprehensive today, I'd probably get some more crosswind instruction before he let me go. I calmed down a little.

As I turned off the old highway towards the airport the right folding seat went careening to the rear of the car making a helluva racket. Some time back the bolts had sheared that held it in place and rather than go to the trouble of fixing it, I just left it that way, which in turn prompted me to give the old buggy a new name. I called it my "sporting car" because I could, with only a slight unnoticed shove, cause the seat to tip suddenly backwards thereby instantly putting the occupant at a great disadvantage. It only worked out once, however, and it was always in doubt whether the seat had anything at all to do with the outcome, anyway. The next couple of times I tried this skullduggery I was threatened with great harm unless I ceased and desisted, so I just gave up. I finally wired it down.

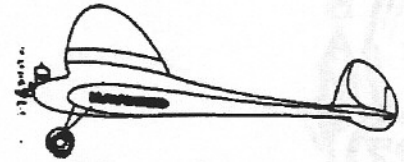
I pulled up to the large hangar, got out of my "sporting car," and seeing that the door was already open to the office, went directly to the counter. Clara Fay looked up, and seeing who it was, pushed the logbook towards me that she had already prepared. "You are flying with Jack again this morning," she said, smiling a little too broadly. I could tell the way she smiled that she had been apprised of

"You are flying with Jack again this morning," she said, smiling a little too broadly.

Remo Galeazzi

what I had almost done to the airplane yesterday. I tried to act like I didn't know that I knew that she knew, and walked into the hangar with as much bravado as I could muster, knowing in my heart that none of it was really fooling anybody.

Jack was waiting for me outside and had already wheeled the Chief to the front of the hangar. I knew that I was expected to take over from there, so trying to act as though I knew what I was doing, I began the extensive preflight ritual. After checking the oil and sticking my fingers in the gas tank I indicated that I was ready, knowing that if he really knew how I felt inside he would no doubt have thrown his hands up in despair and hastily departed the scene. (continued p. 6)



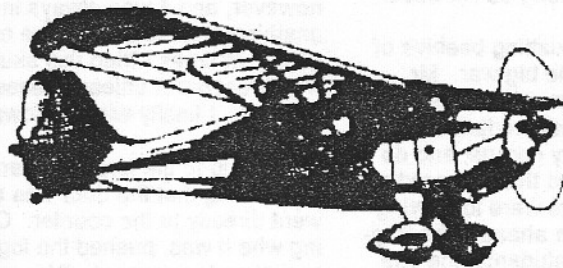
Antique Flyer

Reminiscence (Continued from page 5)

Jack had been a P-38 pilot with two victories credited to him and was the epitome of the classic flight instructor. His demeanor had always instilled confidence in me, so down deep I knew that no matter what I was about to do, he could probably handle it to perfection. It did give me cause to wonder, though, when I saw him pick up a seat pack chute and put it on his side of the seat. I couldn't believe that he would consider his life all that much more valuable than mine, but in those days you didn't question your instructor, so I prudently kept my mouth shut.

The instructor pulled the prop through, and when the engine caught, climbed into the right seat sitting on top of his parachute. He motioned for me to start taxiing, so I opened the throttle slowly just as I'd been taught, and began to move over the tarmac towards the taxiway that led to the apex of 14 and 19. We were required to "s" turn whether we could see over the nose or not, and I did this carefully, trying to make each half of the "s" as symmetrical as possible. If the instructor caught you using the brakes to turn you could expect a quick reprimand, and the sky was sure to fall in if you were caught using the brakes to slow down, for that meant you were taxiing much too fast. Brake repairs cost money, and they were to be used only for running up the engine for your mag check. Period. Anyway, I did all of the things I had been taught to do, after which I managed to get the Chief into the air without breaking anything of major importance. My instructor told me to leave the pattern, so when I reached 400 feet I made a precise (as precisely as I could) 90-degree turn to the left, and then made a precise (as precisely as I could) 45-degree turn to the right, and then took a heading in the direction of my instructor's outstretched arm.

After climbing to 2000 feet, we did some 90-degree and 180-degree turns, then some glides and a few stalls after which my instructor shouted for me to return to the pattern. I entered at a precise (as precisely as I could) 45-degrees and flew downwind pulling the carb heat out about halfway down the runway and cut the throttle when I was opposite the touchdown point, then set up my glide speed of 60 mph. My other instructor always covered up the airspeed, but this one didn't bother. I had made up my mind that I wouldn't look at it, thereby impressing the instructor with my superb prowess as an aviator, but my eyes kept being drawn to it as though it was a magnet. I just simply couldn't resist it. I was careful to clear the engine after each turn and soon found myself on final, apparently in pretty good shape, which was, at this stage of my flying experience, purely accidental. I did get the machine on the ground reasonably well as the wind, luckily, was right down the runway.

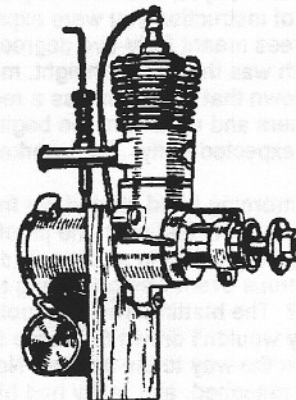


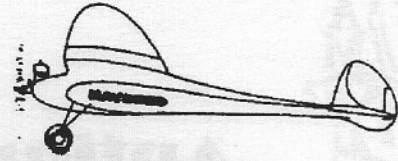
The instructor motioned for me to pull over to the side of the runway and stop, and I thought that for sure I was in for a dandy of a chewing out, although I wasn't really clear on what I'd goofed up on. He suddenly opened the door, and when I realized that he was getting out, I raised my eyes heavenward and fervently beseeched the Almighty to make this crazy fool get back in! Well, I guess no one was listening, because he turned around, and with a slap on my thigh, said "Go ahead, take it around." I remember asking him in an impassioned voice if he really knew what he was doing. He answered that yes, he felt that he kind of knew what he was doing, at least up to this point. He slammed the door.

The moment of truth had been thrust upon me, and even though I had a tremendous impulse to open my door and run like hell, I made a quick decision to stick it out. I wasn't that important in the scheme of things, I figured, so if I killed myself it wouldn't be such a grave loss to the world anyway, so I opened the throttle and went.

I honest to God can't tell you one single thing that I did on that first circuit. I guess the airplane got me around regardless of how I abused it. When I landed, the instructor motioned for me to go around again, and this time the adrenaline flow started to subside - he motioned for me to go around a third time, and by the time I had finished with that circuit I was convinced that I was God's gift to aviation.

Well, I had done it. I had finally, after a fashion, flown an airplane all by myself. Fifteen whole minutes of solo flight! What I had dreamed of ever since I was a kid finally had come to pass, and I was almost an aviator! Oh yes, I darned near forgot. I did indeed find out why the instructor had taken that parachute aboard the plane; he sat on it while he waited for me to make those three circuits.





Antique Flyer

August 1998

SCRAP BOX

Everyone is invited to contribute to the unexpurgated blathering contained in this old shoebox of priceless scrap.

The Prez, John Hlebar, ran across a "topic of great import" on the Smallnet. John has passed it along to us and added his weighty comments. He thinks that this phenomenon may be the reason it is difficult to pry photos away from folks to publish in the A-F.

From weekendpilot@juno.com (Ted Maciag). "Finally a great psychological dilemma. More profound than even the down wind turn. That is do you take a picture of a plane before the first flight or after? If you wait until after there may not be enough plane left for a picture, however, if you take it first it could show that you don't have confidence in your building and flying ability."

JohnH replies: "It was once thought that cameras sucked all the lifting force from a model aircraft. The effect was, however, thought to have mitigated if the model had "learned" to fly by being test flown.

"It has since been learned that this was, to use an old English scientific term "a load of old twaddle" and it is quite safe to photograph any model you feel like. In some cases, it is better that one's wife etc. is not around at the time but maybe we can stay out of that area of discussion.

"There has been a recent about face on the idea of model photography observed. If anyone remotely connected with a model magazine is rumored to be present, modelers have taken to furiously waving their models around in front of anything that looks like a camera, columnist, or editor. The pinnacle of this phenomena is seen when the meeting you went to that had six models present all day appears three months later and takes up half of the copy space in three of your favorite magazines.

"At least, unlike turning, this behavior can safely be indulged in any wind direction."

Anyone else like to weigh in with research in this wide open field of model portaiture? There have been several very famous examples of cameras depleting lift, the best known being the *Aerodrome* built by Samuel P. Langley, filmed in it's glorious dive to the Potomac River off Sam's houseboat. The Smithsonian Institution attempted to prove that the camera caused this negative lift and even went to the expense of building replicas to prove that it could fly if all photographers were banned; sadly even Glenn Curtiss couldn't solve the camera "problem." In 1904, Ludwig Prandtl, in an appendix, *Flugzeug und die Kamera*, to his treatise on limited boundary layer theory, postulated that ugly aeroplanes were more affected by camera induced lift depletion and

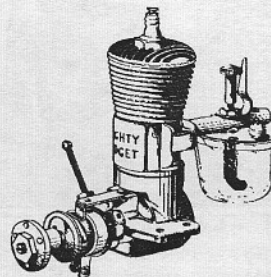
that proper lens distortion could counteract induced drag. This appendix was carefully studied by French aeronautical engineers and is the heretofore unknown reason for the diverging concavo-convex lens design of the Couzinet 70 *Arc-en-ciel* which had a coefficient of lift proportional to the number of *photographie* taken. A silent movie film crew caused the *Arc-en-ciel* to OOS with a full complement of passengers. NASA is now studying the *Kamera* effect.

Another known fact: The more photos of your model that you submit to the A-F, regardless of when they were taken, the better the model will attract thermals. So, submit!

From the Napa Valley R/C Club: Wood Threads: After cutting threads in wood with a tap (for wing hold down bolts, for example) saturate the hole with thin CA to "case harden" the threads. You will have to run the tap through one more time after the CA sets to clean up the threads. The threads will now last longer than the airframe. *Editor: I use this method with a 2-56 tap for hatch hold down bolts; no nut to add weight and complexity.*

Also, Oil Soaked Wood: Trying to repair oil soaked wood can be very frustrating. Try using the product K2R Spot Remover in the spray can, available in any super market in the laundry section, to get the oil out of the balsa wood. It works great. Heavily saturated sections may take several applications.

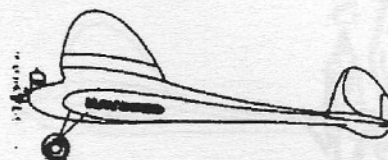
Also, Propeller Kickoff: If you are having trouble with your engine back firing and kicking off the propeller or spinner, try cutting a washer out of emery cloth. Put this emery cloth washer behind the propeller or spinner back plate, and tighten the propeller nut normally. This solves the problem even for cantanerous four-cycle engines.



Article in May *RC Modeler* by Stu Richmond, titled "Conductive Metal Freebies" is worth reading. He says that RC electronics can contain loose screws, tiny solder balls, small wire clippings and that these infestations can be found in transmitters, receivers and even servos and are probably a major cause of crashes. Maybe a thorough check of all RC gear is in order. Thanks to SAM 26 for this "alert."

I just bought a new FMA 6-channel Tetra Sub Micro FM receiver for a new *Ranger*. This single conversion receiver only weighs 0.5 oz. and uses only 11 mA. It is touted as having a proprietary RF mixer which permits operation in extremely high electrical noise environments. FMA no longer carries the German Volz servos.

SAM 26 reports that *Banana Boat* SPF 30 sunscreen is waterproof, sweatproof, fumeproof and has bright orange tube.



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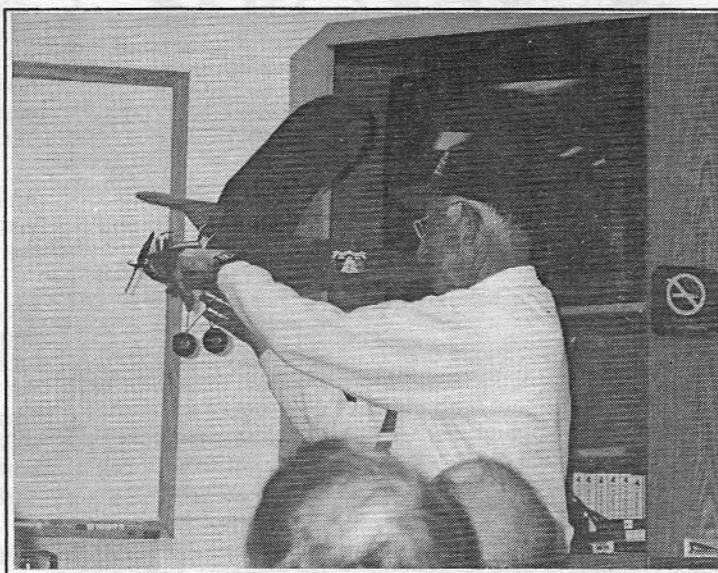
SAM 27 FLYERS



(Above) Jerry Rocha launches his miniature Funster FF powered by a K&B .020 equipped with streamer stabilization.

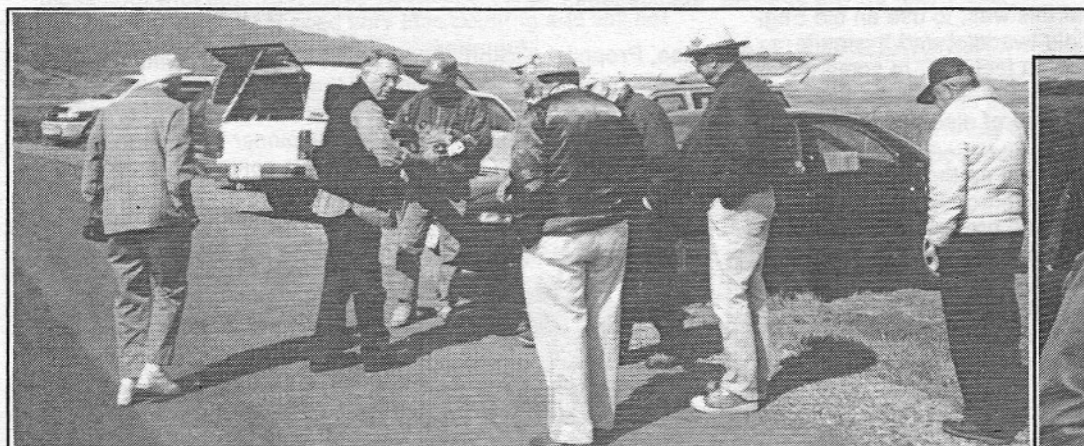
(Below) TOFFF Flyers flying on the road.

Dick O'Brien photo

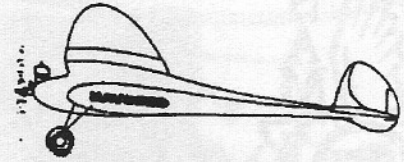


(Above) Dick Irwin shows his Spook 48.

Dick O'Brien photo



(Above) Nick Sanford



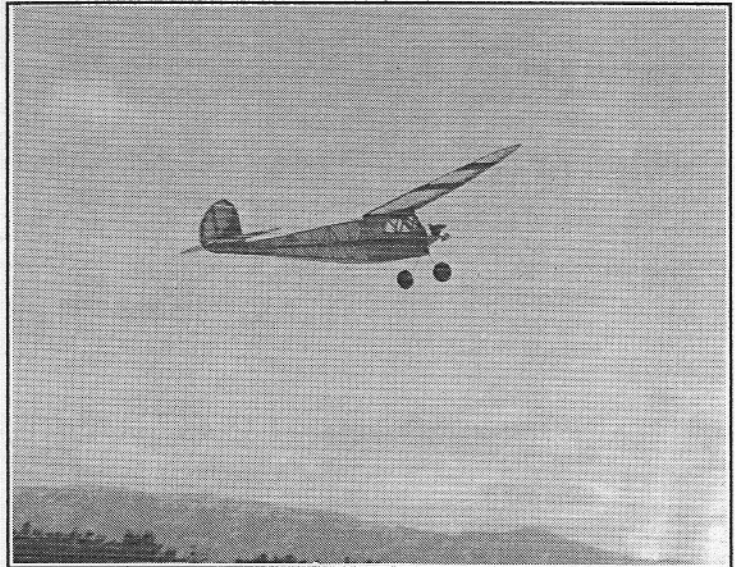
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TOFFF SESSION



(Above) Ed Hamler launches Rick Madden's new Clipper Mk. 1 for Rick's first TOFFF solo flight on May 21st.



(Above Right) The Clipper Mk. 1 in flight.

(Below Right) SAM 27 president John Hlebcar performs the RC TOFFF rites on Rick Madden.

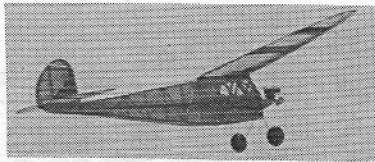
Dick O'Brien photo



(Above) Rick Madden has everything under control.

Dick O'Brien photo





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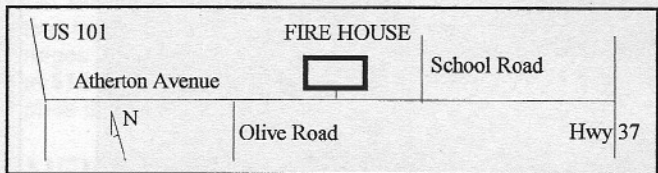
MEMBERSHIP

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.

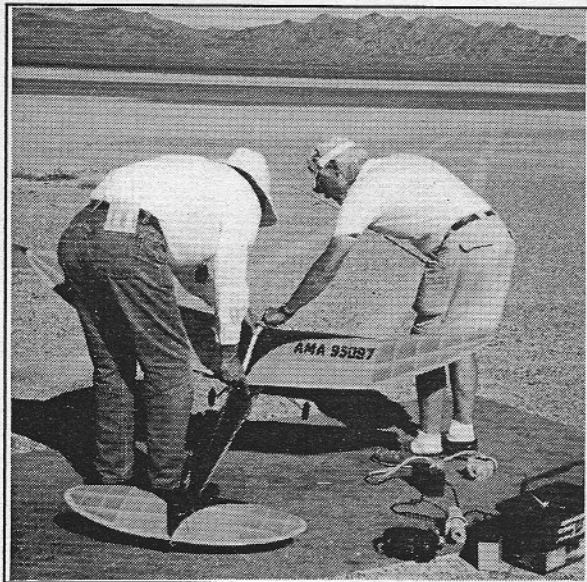


**Next Meeting: Wednesday, Aug. 19, 1998
7:30 P.M. at the Novato Fire Department
Training Room**

Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476

August 1998



Don Bekins prepares to fly at the 1997 Las Vegas SAM Champs.

FIRST CLASS MAIL

TO: