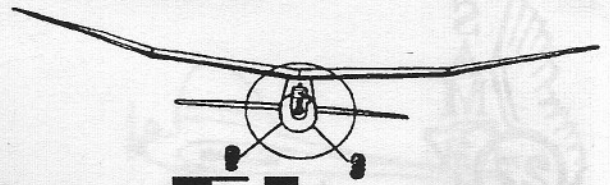


Antique Flyer



September Chapter Meeting

by John Carlson

Initially, with several regulars at Muncie for the SAM CHAMPS, it looked like we would have a small attendance, but by the time the last straggler arrived we had a very respectable (???) seventeen attendees. In welcoming the eight or so new members in the last couple of months we seem to have overlooked Alex Myers who joined during the July SAM 27 Special Rubber Meet. Alex took first place in the HLG event with one flight almost OOS. Alex and his Dad Bruce kept the model in sight and had a long walk before returning with it. Alex is one of Rocco's Space Academy participants. Our sincere welcome to Alex and our apologies for our oversight.

Our visitor for the evening was Doug Emmons, a friend of Steve Remington, and whom Steve introduced as "An Artist in Wood". Doug specializes in custom built scale solid hardwood models and uses no putty or paint. Woods used include mahogany, walnut and poplar. Insignia and markings are made with wood inlays. Finishes are hand rubbed stains. Some of the models mentioned included a 36" model of the dirigible Macon planked with spruce strips and with inlays of mahogany, and a 1/24 scale ME-104 "Star of Africa" with a very complicated insignia composed of a map of Africa flanked with a couple of animals, all inlaid with dyed poplar. Doug got started in modeling with a 1944 Strombecker B-17 kit from his Dad. He got into ultralight aircraft when he rebuilt a one-off 1937-38 Cunningham-Hall for a museum display. This led to his building and flying an Oshkosh 1980 kit ultralight powered by two 5 hp chainsaw engines. This he would fly and land to visit an R/C group at their field. Doug brought and showed a beautiful, basswood 1:48 scale solid model of a P-38. We hope Doug will visit again and bring another of his spectacular creations.

ANNOUNCEMENTS

- SAMSPAN is available. Contact Steve Remington or John Carlson.
- The PolySpan video is again available. Contact Ed Hamler if you wish to borrow it.
- Mystery Photos and Scrap Box Items are still wanted for inclusion in the A-F. Send them to Editor Steve Remington.
- Joe Meere now has enough orders for the 1999 EAA Calendar to make up a minimum quantity of 12 and will soon place the order.
- 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 each.
- Prez JohnH gave us a reminder of the dates for upcoming events.
- The Air Expo at Travis AFB on Oct.3-4 has an info hot-

line (707)424-7777 which advises there will be a B-2 flyby.

- Buzz Passarino advised that he had received a phone call from Remo Galeazzi sadly telling of the death of Joanne Spoto who had been battling cancer for some time. For those wishing to attend, there was an announcement of a Memorial Service to be held in Oakville on 9/23. Joanne was the owner of the Rose Parakeet being restored by Remo. Her wishes were that the completed aircraft be donated to a museum, possibly the EAA at Oshkosh.
- Prez JohnH announced that he and your S/T took a unilateral action in spending \$400 of SAM 27's money to purchase two of Terry Weldon's models to be used for future prizes. Quick action was necessary to nail down the transaction without waiting for a club meeting. One model is a 450 sq. in. *Gasbird* with an O&R 23 complete with servos and Futaba Rx and Tx on channel 40. The other is an *Anderson Pylon*, also 450 sq. in. with a Veco 19 and servos and a channel 40 Rx (no Tx). Bob Munn will deliver the models during the Crash & Bash. (By the way, Bob's e-mail address is: whozis@jts.net).

JR O/T REPORT

Neither Rocco nor any of the Jr O/T'ers were present at the meeting, but we were advised that Jr. O/T'er Trevor Shirashi had attended the 9/5-7 USFF Championships Meet at Lost Hills with Jerry Rocha and did very well, possibly winning the Junior Championship. We hope to have details at the next meeting.

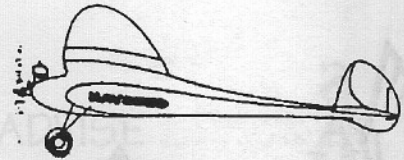
About Rules...

"If there is a lesson here it is that SAM is not about flying and it certainly is not about winning at all cost. It is about celebrating the old designs and having fun with our model airplanes and our pals. It is about building airplanes well and making engines run well. SAM does not exist to totally stifle innovation and growth.

Bruce Augustus, *SAM Speaks*, October 1998



SEE PAGE 5 FOR MEMBER PROFILE
NEW THIS MONTH



Antique Flyer

October 1998

TOFFF GUY REPORT

TOFFF Meister Dick O'Brien has about recovered from his bout with some nasty virus and reports that recent TOFFF attendance has been quite good with six to ten members enjoying good flying weather. Prez JohnH now has his 020 FF Zipper flying well. Those of you who have procrastinated about coming out, be reminded that the good weather won't last forever so DO IT !!!!!

OLD BUSINESS

- Crash & Bash Nothing new to report. Prez JohnH advised that Ed Hamler will be mailing out the flyer on his return from the SAM Champs.
- Member Profile Prez JohnH Has passed out PRO-FILE forms to a number of meeting and TOFFF attendees, and will be mailing forms to others soon. Several completed forms have been returned and their authors have, or soon will be, rewarded with 10' of SAMSPAN. The first PRO-FILE appears elsewhere herein (Page 5).
- Glass Syringes We are advised that individual purchases can be made at veterinary supply stores for about the same price as that previously quoted to Pete Samuelson so there will be no Club purchase of these. See Show & Tell later herein for Ray Mc Gowan's report on a source for plastic syringes.
- Hiller Museum Field Trip Saturday, November 21 was chosen as a tentative date. If we have a group of 15 or larger the discounted admission will be \$5 each. Several Members who have visited the museum report it is very worthwhile.
- SAM 27 Officers for 1999 Prez JohnH advised that Park Abbot has volunteered as a VP candidate and that Rod Persons has volunteered to be Treasurer and he, JohnH, will accept the Secretary post. All we need now is a Prez and *extreme* measures are under consideration to fill this position.
- Fokker DR1 T-shirts See the 9/98 A-F. Bert Flack modeled the sample T-shirt he had won at the last meeting. We hope to have the dozen ordered at the October meeting @ \$13 ea.

NEW BUSINESS

- Antique Flyer It was proposed and given: A BIG CHEER for our newsletter Editor, Steve Remington. The A-F gets better with each issue.
- 1999 Club Project Members were asked to think about potential Club Projects for 1999. Your new Prez (whomever that may be) will be grateful.

TECHNICAL REPORT


Prez JohnH, tonight's presenter, drew Jerry Rocha's name to be next month's lucky victim. Following is JohnH's presentation copied directly from the "crib" he had thoughtfully

given the writer, (Thanks John, when you are Secty. you will appreciate the same courtesy from other presenters).

"I have been collecting kits built when I was a kid - Here are three - Each has a "gimmick" that caught my fancy.

- Pachter/Ott BILD-A-SET "Assembly Line" construction -1944- Cardboard Assembly Line jigs held fuselage formers and flying surface ribs in position while stringers, spars and edges were added. Good old Joe Ott wartime cardboard fuselage formers and hardwood everywhere else. Had 'Speedlock' clamps to assist in holding stringers to formers while glue (supplied) set. Terrible die-cutting added to the frustration of 10 year old kids trying to build these things.
- Monogram's SPEEDE-BILT Spad Pursuit-1950- I always hated to build wings and these kits featured routed

DON'T BE LEFT OUT!
BE A PART OF



TOFFF

Come join us, SAM 27 flying field each Thursday morning

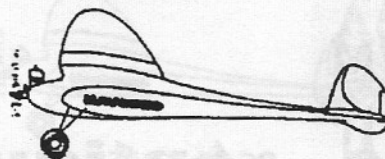
Steve Roselle

solid balsa wings - Built several in this series and won two second places at different local "Hobby" shops.

- Testors MIG-15 featured molded balsa parts and "KEY-LOK" assembly to save me from built up wings and planked fuselages. Turned out a pretty nice display model. There were other "gimmicks" that I remember but have not found to date: Cardboard tubes or "V" section building fixtures that ran down the center of the fuselage. Berkeley kits with curved "tongue and groove" planking for fuselages.

Calendar

- Oct 9-11 SAM 27 Crash&Bash, Schmidt Ranch, CA
- Oct. 16-18 Sierra Cup, Waegell Field, CA
- Oct. 17-18 SAM 8 Thrash, Hart'sLake Prairie, WA
- Oct. 24-25 John Pond Comm., SAM 26, Condor Field
- Oct. 24 Pioneer RC Club Auction, Santa Clara, CA
- Nov. 1 NCFFC #5, Waegell Field, Sacramento, CA
- Nov. 14-15 Fall Annual, SAM 49, Condor Field, Taft
- Nov. 21 SAM 27 Tour Hiller Museum, Tentative Date



Technical (Continued from page 2)

□ Technical Part - Detailing pens for panel lines, control surfaces, etc. Old ruling pens (India Ink). Modern ruling pens (for India Ink - Wico, Rapidograph and Staedtler/Mars Set of four). Sharpie permanent markers (cannot dope over - smears)."

Thanks John for an excellent presentation.

SHOW & TELL

John Hlebcar showed his completed P-Nut AVRO 504K bi-plane made from a Lee's Hobbies kit. This was a WW 1 aircraft used in British flying schools. The model was complete with skid between the LG wheels to protect the prop, comma shaped rudder and G-EBIZ markings. The model is red with white markings, all done on the computer. John had a little "bleed" problem when shrinking the tissue. Altogether a beautiful model. (John's plans for a maiden flight on the following TOFFF day were thwarted by too much wind).

Ron Keil showed a "mystery" engine he had acquired in a swap. After some research and through a Canadian contact the mystery was solved. The engine is a Wall "Featherweight" (20 oz. - ha) made by an Elmer A. Wall in Chicago sometime in the 1920's. It was written up in the 6/30 Popular Science Magazine and in Model Engineer in 1933. The engine has a 1" bore and stroke. Ron has run it turning 4500 rpm. Supposedly only eight of these were turned out by Wall (a "W" cast into the cylinder base) but copies were made by other manufacturers.

Ray Mc Gowan showed some plastic syringes he had mail ordered from Small Parts Inc. in Florida. These are available in sizes up to 50 cc and with a neoprene O-ring suitable for gasoline or diesel fuel, or a thermoplastic O-ring suitable for glow fuel. The price range is under \$5 ea.

RAFFLE RESULTS

(Members are urged to donate any surplus material or items to the monthly Raffle)

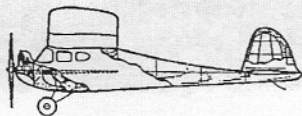
RAFFLE PRIZE/DONOR

Drift Along/Fred Wardenburg
 Starduster X/John Hlebcar
 Piper J-3 Herr/Art Corker
 Decimal Chart/SAM27/Jerry Rocha
 Cox Texaco.049/SAM27
 Syringe/SAM27
 .049 Ball Socket Tool/SAM27

WINNER

Rod Persons
 Rod Persons
 Larry Kramer
 Dick O'Brien
 Steve Remington
 Buzz Passarino
 Buzz Passarino

Proceeds: \$53.00



LAKEVILLE FLYING ACTION

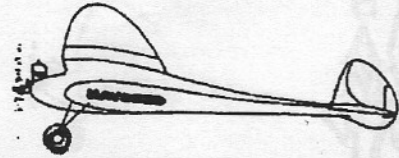


Prez John Hlebcar readies his Jimmie Allen BA for takeoff during the August 29th Postal at Lakeville. A very smart looking ship with its pants and open cockpit.



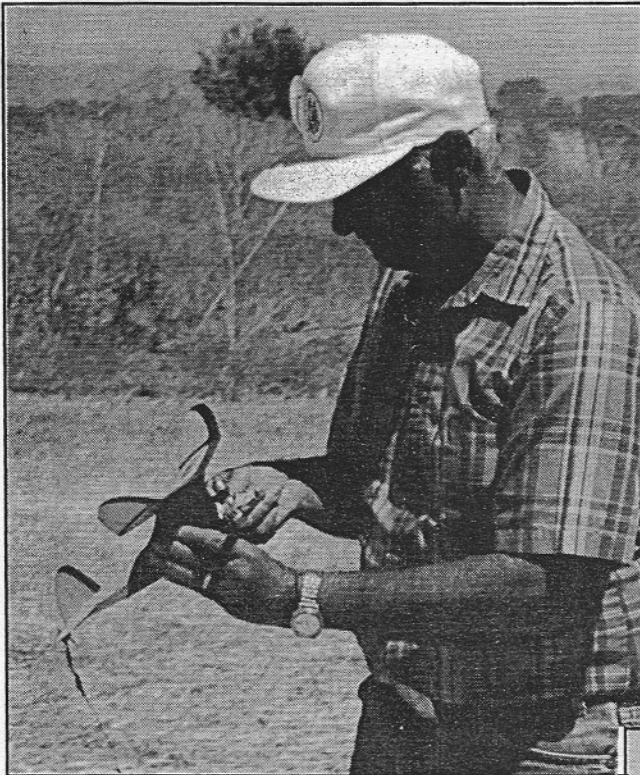
Park Abbott's slow flying "homebuilt" picked up a little hay following a low pass before the TOFFF group. No effect on this parasol as it cruises Lakeville.

John Hlebcar Photo

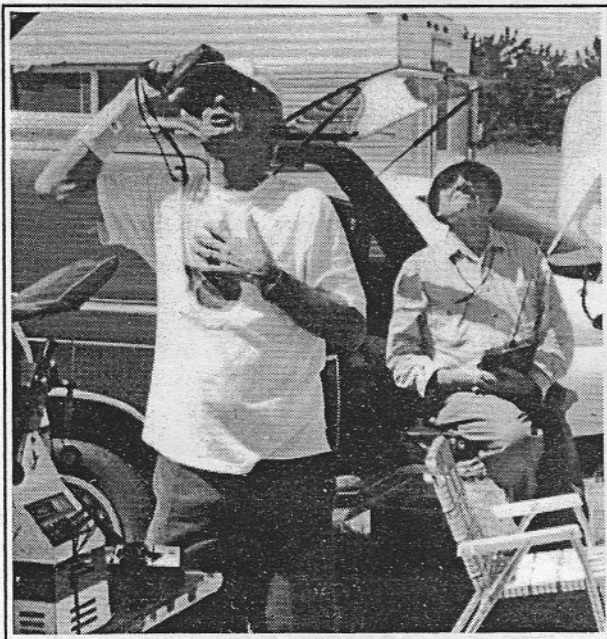
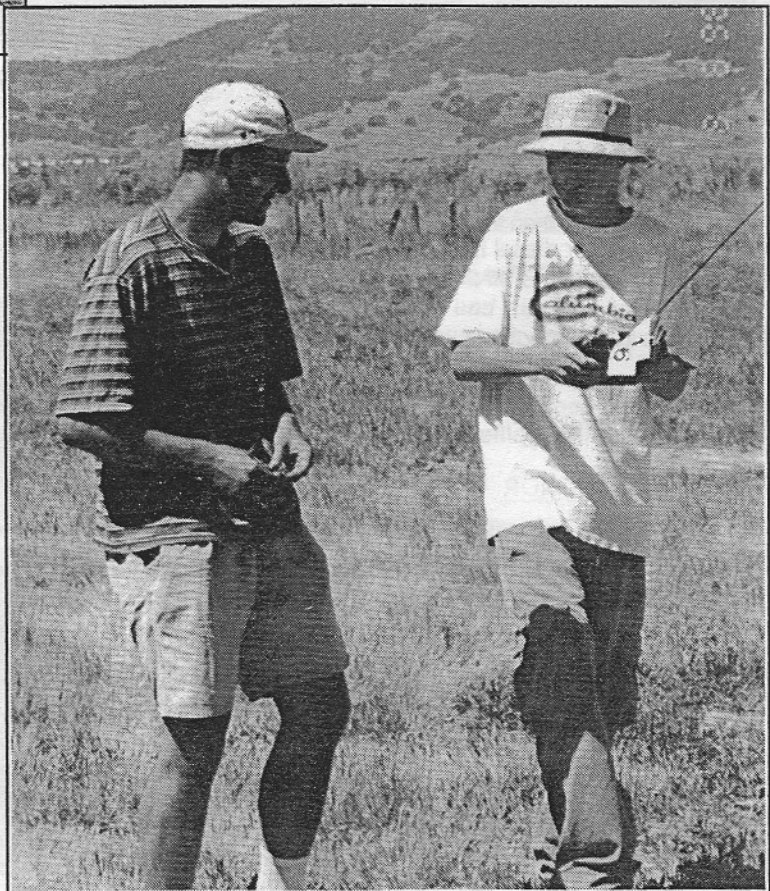


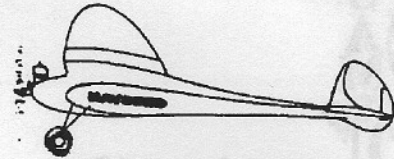
Antique Flyer

TOFFF FLYERS



(Above) **Jerry Rocha** ponders the size of his Funster FF.
 (Upper Right) TOFFF Group doing their thing.
 (Lower Right) **Sean Crowley** and **Trevor Shiraishi**.
 (Below) **Dick O'Brien** spots for **John Carlson**.





Antique Flyer

October 1998

SAM 27 Member Profile

Members of SAM 27 represent a broad range of experience in aero-modeling. Whether inexperienced juniors or old hands at thermal chasing, each member has an interesting story. The Antique Flyer will feature a Member Profile each month if space permits and members respond with information.

PARK ABBOTT

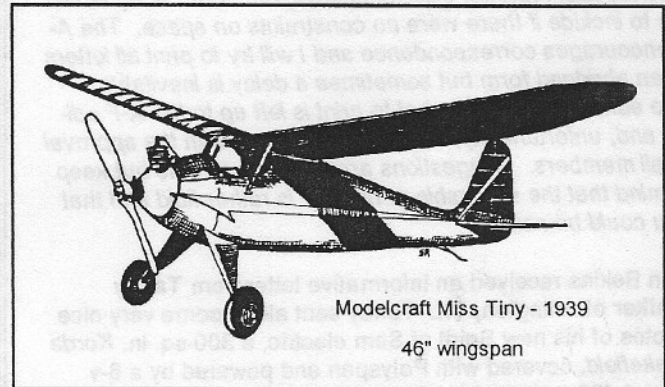
It is appropriate that our first member profile in this series features Park Abbott who has been active in modeling since his childhood and whose parents were involved in aviation throughout his early years. Park has SAM membership No. 105 and is a frequent TOFFF flyer with a variety of superb models, all of which he flies with expert ability. Park offers the following description of his aero-modeling history; "I was inspired with aviation at a young age of about five or six by my parents who were *both* pilots. My Dad was a U.S. Marine Fighter Pilot and a Test Pilot for Lockheed and my Mother earned her 'ticket' in 1929 at Alameda, CA. As a child I flew with them frequently in various aircraft of the times.

"Modeling has been a lifetime of pleasure for me and has served frequently to offset the stress generated in the world of education, business and marriage with my wife and four sons. My modeling interests were shared with my four sons throughout their lives. I have tried photography as a hobby for several years coupled with my interests in model aviation but the modeling always held out and I dropped the photography.

"I went directly from college to the aviation industry working as a design engineer for Lockheed and North American Aviation in areas of airborne armament, wing design, hydraulics and various other related areas.

"I started building solid models when I was about 8 years old (10 cent kits) - graduated to rubber models at about 10 years old - more money. Rubber was okay but my heart was set on 'Gas Jobs'!! Depression years were tough with little money for models. I saved enough from a paper route to buy a *Miss Tiny* from Modelcraft in L.A. and borrowed an Ohlsson .23 from a guy up the street - I had to carve my own prop and borrowed a booster battery from a guy I knew that worked for the telephone company. It finally flew after many crashes and many repairs - I was so proud.

I was 14 and lived in Corte Madera then. I still have the aluminum cowl from that model. My most memorable contest was my first contest held in 1940 at the corner of Highway 37 and Lakeville Highway sanctioned by AMA - I flew but didn't place but it was very exciting. I was 15 then. I guess that *Miss Tiny* was my favorite as it was my first successful gas job. There have been many others but that model still has a special place in my memory.



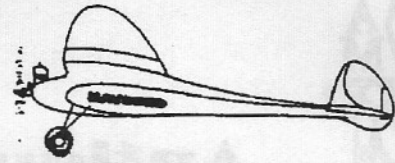
Modelcraft Miss Tiny - 1939

46" wingspan

" My full size aircraft experience was with my profession but I was around many different aircraft in my early years and flew with my Dad in Curtiss *Robins*, Cessna *Aws*, *Fleets*, *Great Lakes* and some I can't name after all these years. I remember sitting out in back on our lawn in the early 30s in Southern California and watching my Dad talk with Allen Lockheed and Wiley Post - and one time Wallace Beery was there and they used to drink and smoke cigars while discussing different aircraft subjects. Wallace Beery was a commander in the Air Arm of the Naval Reserve. Reading some of my Dad's Test Pilot Reports then was very interesting to a young man interested in a career in aviation. That was a long time ago - I am now 73."



Park Abbott is shown at the Lakeville flying site in August 1998 with his 96" Bomber powered by an EDCO 65, a beautiful flyer and representative of Park's careful and exacting building.



Antique Flyer

Correspondence

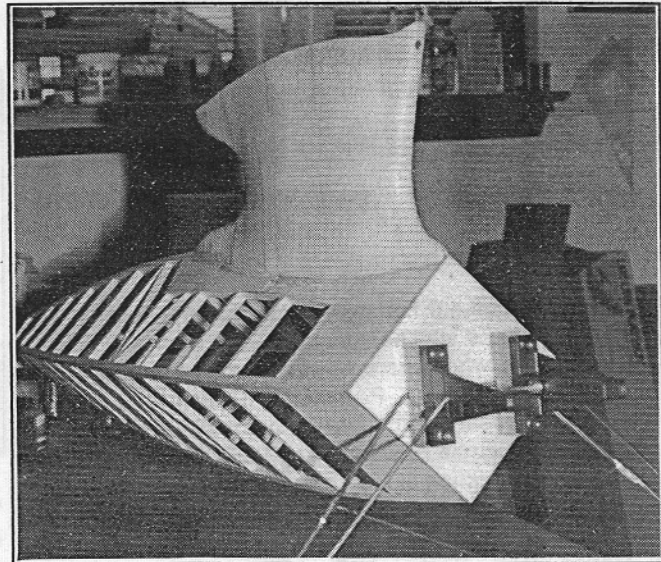
Editor's note: Each month I try to assemble the most salient portions of material that is appropriate to the A-F and sometimes I am unable to print all the photos, correspondence, articles, tips, reprints, contest notices, etc. that I really would like to include if there were no constraints on space. The A-F encourages correspondence and I will try to print all letters or an abridged form but sometimes a delay is inevitable. The editorial choice of what to print is left up to the A-F editor and, unfortunately, will not always meet with the approval of all members. Suggestions are always welcome but keep in mind that the editorship of the A-F is rather fluid and that you could be next!

Don Bekins received an informative letter from **Tandy Walker** of Arlington, TX. Tandy sent along some very nice photos of his new Spirit of Sam electric, a 300 sq. in. *Korda Wakefield*, covered with Polyspan and powered by a 6-v Speed 400 motor with a CNC 5.9:1 inline gear box, a M 30 speed control and FMA radio gear (a FM Tetra receiver and S90 servos). He says that the setup works fine off the BEC of the M-30 speed control. "With the trim in neutral position, the motor starts turning on the second click of the



throttle advance and peaks out near full throttle so the dynamic range is set right and no speed control adjustments were necessary." The all up flying weight of the *Korda* came out to 609 grams or 21.48 oz. for a wing loading of 10.31 oz./sq.ft., the total weight being 2.48 oz. over the 19 oz. target weight. Tandy is also trying to finish up a *Bomber* for an EDCO and an Ohlsson 60; both the *Korda*

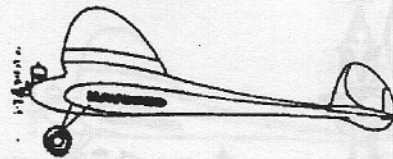
and *Bomber* are to be flown at the Muncie SAM Champs. Tandy mentions that sheeting the pylon of the *Bomber*, "...was about as tough a job as I have run into in a long time." He also noted that the Texas winds have been 10 to 20 m.p.h. for the past seven weeks so flight testing is sort of difficult! Thanks for the info Tandy.



Don also received correspondence from **Radoslav Cizek** in the Czech Republic. Rado attended the Scale World Championships near Pretoria, South Africa in April/May. His trip was fraught with airplane delays and travel problems. In 1997 competitions, Rado placed third in Seniors of the Czech Republic in three contests. He fondly recalls his trip to the U.S. Rado also mentions that Don can borrow his glider, *Zehronce*, for European contests next year.

Domenico (Nick) Bruschi from San Marino, Italy wrote Don Bekins concerning Nick's aero-modeling activities. Nick contested in the Italian SAM R/C Champs with his *Sailplane 53* (Dunham Elfin Radial 2.46 in Class A), a *Kerswap 54* (AMCO 3.5 in Class B), a *Zipper* (Johnson 35), and a *Playboy Sr.* (Veco 35 in nostalgia). He won Class A, Class B and finished 2nd and 3rd in nostalgia - good going Nick! He plans on entering the September F/F Nationals near Pisa with his *Champ 97 Ranger* (ED Hunter 3:46). Nick flew a powered glider (30-year-old model) in a May contest and is working on a *F.D. 15* and a *Whirlaway* using an ORR 65. A busy SAM member indeed.

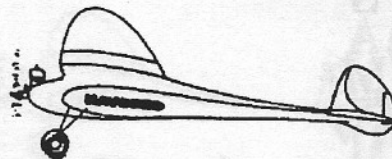
Bob Rooman wrote in June that he received a photo of the completed 1936 Ryan STA which is being constructed from scratch by Glen Moore or Burgaw, NC. Bob did extensive research on his favorite airplane (STA) and discovered that N14910 was the first delivered from the factory; he visited Burgaw and Moore was able to obtain this "N" number for his replica. First flight will possibly occur this summer.



SAM 27 SPECIAL RUBBER MEET - JULY 25th



Clockwise from Upper Left: **Alex Myers**, 1st in HL Glider and Junior Champion; **Richard Elmore**, 2nd HL Glider; **Norm Smith**, 3rd HL Glider; **Stu Bennett**, 1st O/T Small Rubber; **John Dammuller**, 3rd P-30; **Ray McGowan**, 2nd O/T Small Rubber; **Jerry Rocha CD**, 1st .020 Replica and 1/4A Nostalgia Combined; **John Hlebcar**, 2nd .020 Replica and 1/4A Nostalgia Combined; **Rocco Ferrario**, 1st P-30; and Center, **Rod Persons**, 2nd P-30.



Contest Results

JIMMIE ALLEN POSTAL AUGUST 29TH

The Jimmie Allen Postal Event was held on Saturday, August 29th at the Lakeville Flying Site.

TOP THREE CONTESTANTS

Jerry Rocha	348 Seconds
Jerry Long	345
Fred Emmert	314

TEAM TOTAL 1007 Seconds

ALSO FLEW

George Benson	284 Seconds
Rod Persons	279
Phobie Long	219
John Hlebcar	207
John Carlson	202

States and I'm trying to see if I'm able to fit a participation in the USA SAM Nationals in one of the coming years. The *Antique Flyer* is always interesting, thank you. Best wishes and happy landings to all." Nick Bruschi, Rep. San Marino.

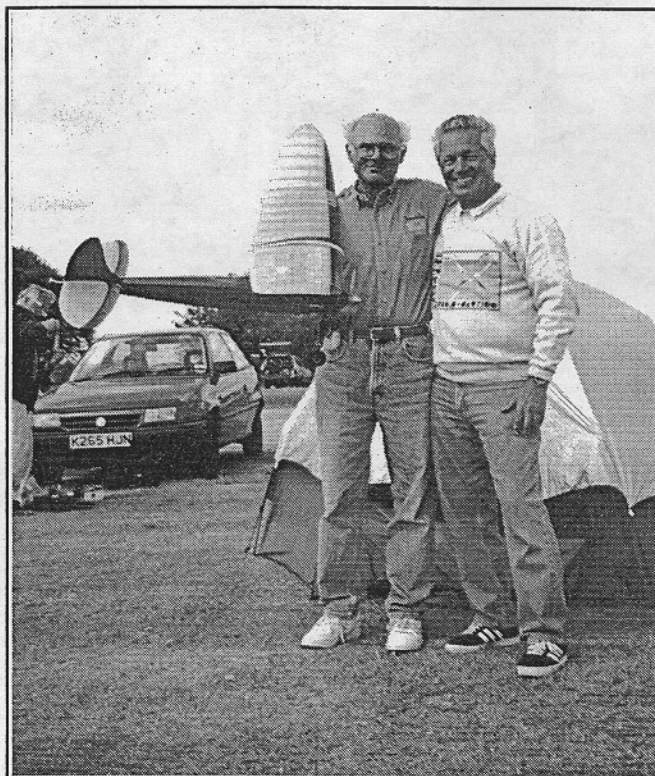


Photo taken at Middle Wallop 98 SAM European Champs. Bud Romak is holding his Zipper and Nick Bruschi is on the right. Notice the nice fluffy cumulus and the grass is green - in August!

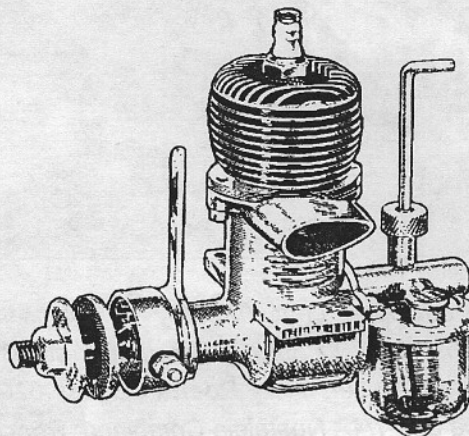
More Correspondence

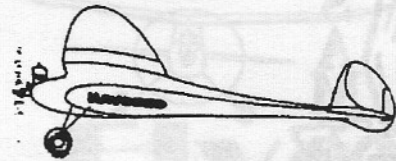
Nick Bruschi sent the following letter to your editor describing his contest activities at Middle Wallop in August; thanks Nick for your up-to-date reporting.

"I was at Middle Wallop (Editor: That's halfway between East Wallop and West Wallop) last August competing in the 98 SAM European Champs. I competed in OPEN POWER and was lucky enough to win the Pinkham Cup with my *Playboy Sr.* powered by an Atwood .49. The contest was very hard due to very bad weather conditions (strong wind and rain). All my flights were maxs and out-of-sight. Recoveries were all carried out by myself (never ran so much) and fortunately the model always landed in the field. In the fly-off my flight was only 11 seconds better than the Scot's.

"I'm pleased to enclose a photo of the two SAM 27 members competing in England; Bud Romak and myself (the model is Bud's *Zipper*).

"It was extremely nice to meet so many great guys from the





October 1998

Antique Flyer

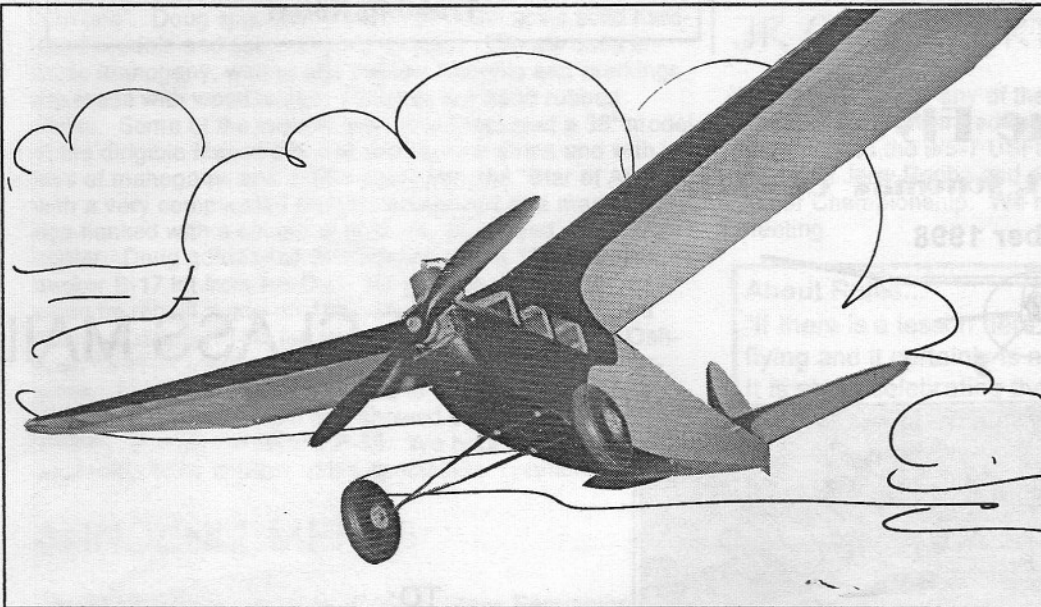
SCRAP BOX

All flyers are invited to contribute to the unexpurgated blathering contained in this old shoebox of priceless scrap.

Bob Angel, SAM 26, mentions that engine rust was almost non-existent when nearly all glow fuel used 100% castor oil lubricant but that the new cheaper synthetic oils may not protect against rust in engines using alcohol. Bob suggests that if you're not going to use an engine for an extended period, make the last run with gas and 70 weight oil, or, instead of using the "after run" oil products now being sold in small, expensive bottles, just use *Marvel Mystery Oil*.

SAM 21's *The Clipper* carried info on the company Repli-Kit, 1207 S. Elmwood Drive, Inverness, FL 34450, that pro-

??MYSTERY MODEL??



OK, so you know what the Mystery Model is but the real mystery is: Where was this picture taken? Many SAMers have seen this model.

duces kits from plans; they currently have 20 different kits available and will quote on a custom cut kit from any plan that you send them.

Get your copy of *Cottage Wings* from Carlo Godel at 2873 Unawep Ave., Grand Junction, CO 81503. \$1.50 plus large SASE with \$.55 in postage. Twelve pages of great

information; it's called a source guide for free flight scale modelers but there's a wealth of good stuff for builders of any flying model. Some addresses/info is outdated but Carlo attempts to keep it up-to-date. As an example of hard-to-find sources, ever hear of "Goat Hill Graphics"? Jim Hanson, located in Costa Mesa, makes custom decals (714) 646-3603.

One design? From SAM 86 *Speaks*, the results of the 1998 Great Grape Gathering at Gananoque, Ontario for combined A,B & C LER Ignition resulted in a four aircraft fly-off of identical models. Four *Lanzo Bombers*, (900 sq. in.) each powered by a Series 20 McCoy .60 (red head, silver crankcase), with an 18 second motor run, all exceeded 34 minutes with only 88 seconds separating first place from fourth!

Also from SAM 86, Larry Davidson wrote that, "I have found that when changing from gas and oil to FAI glow fuel for ignition engines, that the engines seem to have to be broken in again. The engine first seems to have much less power, but after running several tanks full of fuel, it then resumes the original or better power. I think that the metal components have to adjust to the different fuel and temperature

ranges. I don't recommend that you change back and forth between gas and oil and glow fuel as I suspect that the engine may suffer permanent damage and wear. I found this to be true on my Super Cyclone .65 repro and on Ohlsson engines."

Endurance? Larry also wrote that he flew at the '98 Nat's at Muncie and that in AMA "B" Power, the winner had 43 maxes and that second place had 41 maxes! Also Ed Keck put 29 flights on his new AMA "C" ship to set a record. Boy, I love R/C assist!

SAM 27 CRASH & BASH

October 9-11, 1998

SCHMIDT RANCH, ELK GROVE, CA
GRAND RAFFLE PRIZE - O&R 29 ENSIGN
Covered in yellow, red and orange silk - includes ignition system but no servos or Rx.

Raffle Tickets (707) 252-8482
ED HAMLER, CD (707) 255-3547



AMA Chapter #108

PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

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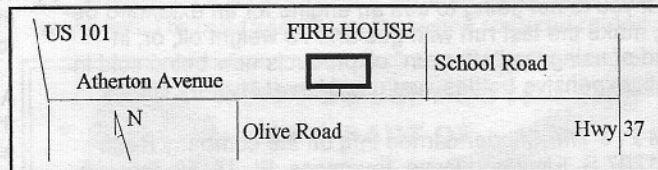
MEMBERSHIP

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, Oct. 21, 1998
7:30 P.M. at the Novato Fire Department
Training Room**

Antique Flyer

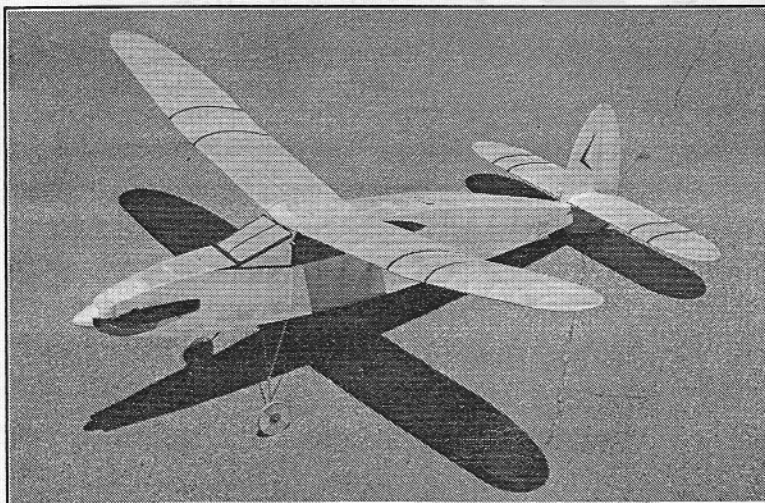
353 Las Casitas Court, Sonoma, CA 95476

October 1998



FIRST CLASS MAIL

TO:



Tandy Walker's Spirit of Sam, electric, 300 sq. in. Korda Wakefield. See Correspondence and photo on page 6.