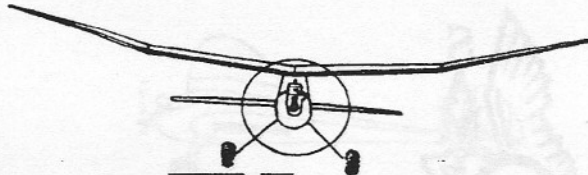




# Antique Flyer



## November Chapter Meeting

by John Carlson

Getting to be a little nippy these evenings, but over 20 showed up for this November meeting. The attendance sheet disappeared in the shuffle so we don't have an exact count but all the seats were taken by the time the last straggler arrived. Our visitor for the evening was Stu Bennett known to most of us as a long time FF rubber competitor and who generally makes it to one of our meetings each year. We welcomed, in absentia new members Bob Facto and Bill Pearson. Bob is from Rancho Margarita and was recruited by Don Bekins. He is a frequent competitor in R/C events at SAM contests. Bill lives in Novato and is an old time modeler, another of Ray Mc Gowan's North Bay Soaring Society buddies. Glad to have you guys - Hope you get to one of our meetings soon.

Prez JohnH started off the meeting by showing the video contributed by Karl Gies, our lonely Montana member. The video is titled "The Long Flight" and has a story line about a kid, maybe 10 years old who is building models but has great frustration trying to get them to fly. One day out in the field, after a crash with his newest model, he spots a beautiful Korda model circling overhead. To make the story short, the model is being flown by (we guess) Dick Korda who befriends the kid, helps him fix the damage and adjusts it for a beautiful flight. Not dry eye in the house. Thanks Karl. The video is available for borrowing. Don Bekins advised that he has several 8mm films of past Crash & Bash Meets, etc. which he will make also available for borrowing.

## ANNOUNCEMENTS

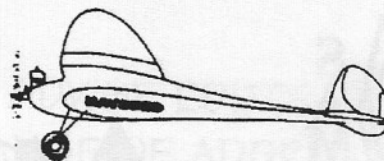
- SAMSPAN is available. Contact Steve Remington
- The PolySpan video is again available. Contact Ed Hamler if you wish to borrow it.
- Mystery Photos and Scrap Box Items are still wanted for inclusion in the A-F. Send them to Editor Steve Remington.
- Joe Meere delegated Rod Persons to distribute copies of the 1999 EAA Calendar to those who purchased same.
- Prez JohnH gave us a reminder of the dates for upcoming events. The Christmas Party will be on Sunday, December 6, again at Papas' Taverna.
- Ed Hamler reported on the SAM 26, Oct 24-25 John Pond Commemorative meet at Taft. Ed, Don Bekins and Trevor Shiraishi attended. Trevor took first in 1/2 A Texaco, Don was the Grand Champ and Ed did well. Ex-pat SAM 27'ers included Miriam Schmidt who flew an electric Bomber and Bob Facto who had a 50+ minute flight. Weather was pretty good except for a trash moving blue norther on one day causing several models in the air to be lost. There were about 30 contestants and John Pond was in attendance. It was reported that the Saturday night Banquet was particu-

larly raucous.

- Jerry Rocha reported that the SAM 27 Team had won the 1998 Jimmie Allen Postal Meet, beating out twelve other teams, ten from the US and two from Canada. The SAM 27 team posted flight times were listed in the October A-F. The first five teams were quite close with less than 100 sec. total separation. The following were the models flown by all the teams: 11 Skokies, 3 BA Parasols, 1 JA Special, 8 Bluebirds, 2 Blue Flashes, 1 Spartan Bomber, 6 BA Cabins, and 2 Skychiefs. We haven't yet received the trophy but we do know that SAM 27 is the Sponsor for 1999. Congratulations to the Team from the rest of us.
- The Mystery Modeler in the November AF was identified as none other than a skinny edition of our Prez John Hlebcar. The person on the roof is yet to be identified.
- The Club has purchased a dozen glass syringes for resale to members at cost. See Prez JohnH with \$16.



- The missing "Covering With Tissue" video has been found but nobody has owned up to receiving the Red Ripper kit. The Manufacturer has sent Don Bekins another kit - See S&T later herein.
- Fred Terzian had sent copies of the CLG plans reported on last meeting but the wing planform had been reversed, fore and aft, so Bill Vanderbeek brought corrected copies. Bill also brought plans for another glider using only 1/32" balsa sheet and a completed model of this contributed by Fred for the raffle. Thanks Fred and Bill. See Prez JohnH if you are interested in plan copies.
- Rod Persons advised that he had donated to the AMA Museum the rubber powered AVRO Baby biplane given to



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him by its builder Remo Galleazzi. Remo remarked that if he had known he would have done a better job.

☐ Jim Perrson has announced that his personal situation is such that he will no longer be sponsoring the MECA Collecto held annually in Napa. A successor is sought.

## JR O/T REPORT

☐ Trevor Shiraishi was present with his S&T (see later) but went home with a lot more than he had on arrival. Bill Vanderbeek had brought a bunch of models given to him by a friend who had stopped modeling. Trevor wound up with all of them, either as gifts or by winning in the Raffle. One was really large, with what appeared to be an 8' wing. All needed some degree of repair and recovering but Trevor went away pleased. We are waiting to hear about his Mom's reaction to these new additions to his fleet.

## TOFFF GUY REPORT

With the recent rains we are now flying from the side of the road. At recent sessions we have had as many as a dozen cars counted. The *Ensign* model originally designated as the C&B Raffle grand prize but which was damaged in a demo has now been repaired by Don Bekins who put up three good flights before declaring the model inactive until it is united with its new owner. That same day Don flew the 1/2 A Texaco model he built while in Hawaii. During its last flight of the day Don lost radio control due to a battery lead disconnect but the model had been perfectly trimmed for a wide circle glide. Luckily still air prevailed, and after a 12 min. flight the model landed on the field only a hundred yards or so from the launch point.

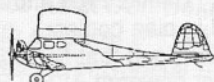
## OLD BUSINESS

☐ **1999 Club Project** Tentatively selected for this is the 049 Dakota, an all balsa biplane FF Model. Prez JohnH has ordered plans which should be available at the next meeting.

☐ **X-mas Party** Arrangements were well underway and it appears we will exceed the 43 attendance of last year.

## NEW BUSINESS


☐ Don Bekins advised that he had recently learned of Miriam Schmidt's interest in the theater and suggested that as a gesture of SAM 27's appreciation for the Schmidt's generous hosting of the Crash & Bash, we get them a couple of tickets for a SF theater performance. The Bekins' will host the Schmidts for dinner and their overnight stay. This was unanimously approved and Don will proceed with arrangements.



## TECHNICAL REPORT

(There will be no technical presentation in December. Earl Hoffman was chosen to be January's presenter)

Ray Mc Gowan's subject dealt with several aspects of **model aerodynamics**. Ray came prepared with flip charts and diagrams leading off with the Title: "Those Mysterious Goofy Lines." Ray distributed copies of these several charts and diagrams. No attempt will be made here to summarize Ray's detailed presentation. Suffice it to say he discussed the use of airfoil polar curves to select the best lift/drag ratio, how to choose airfoil camber, center of gravity location, locating the aerodynamic center of tapered wings, wing/stab decalage and methods of providing wash-out without excessively increasing drag. Ray also showed



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

# TOFFF

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

Steve Roselle

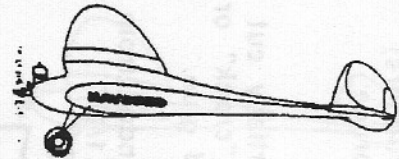
a homemade incidence measuring device utilizing a pendulum and very useful in determining wing warps and wash-out. A well thought out presentation. Thanks Ray.

## SHOW AND TELL

Remo Galeazzi showed his recently completed 1923 Farman Sport biplane, a 2+ X Peanut size model. Remo has done his usual superb job with this model. He did, however, point out one fault. The Peanut plan had a slight skew which was magnified when enlarged. This was not noticeable when viewing the model unless it was pointed out - just made it more interesting.

Don Bekins displayed the framed up *Red Ripper* made from Kit #2. The kit had laser cut parts. The ribs in the tapered section of the wing worked out well except the spar notches did not align properly. Don intends to use this model in both 1/2A Texaco and in Class A with an Elfin diesel. The firewall will be removable to permit engine change. The Elfin fuel tank is mounted on its firewall. CG location with the engine change will be accomplished by relocating the Velcro mounted battery and Rx. The kit is believed to be a BMJR product.

Bill Vanderbeek showed a Hal DeBolt designed *Blitzkrieg*

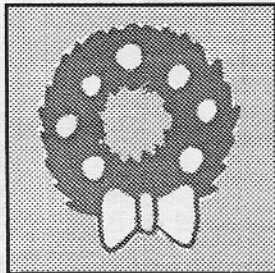


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model for 1/2 A Texaco. This model has a single wheel LG and a twin fin/rudder. The engine is inverted and fully cowled. The cowl is split horizontally with the top part easily removable. Internal baffles separate and guide cooling and combustion air. Covering is red and white Micafilm. This is a very sleek looking model; the elevator and rudder control horns are hidden in the stab/fuselage.

**Bill Dempsey** brought his *Hi Johnson Badger* model from a 1956, \$2.85 FF kit converted by Bill to R/C. Covering is



black and orange monokote and power will be an OS 40. Bill did a nice job on this, his reentry into R/C modeling. The maiden flight is awaiting proper weather.

**Trevor Shiraishi** showed a partially completed Class B *Bomber* which will be O&R 23 powered. Trevor built the model in just three days and only has the wing covering and internal installations to complete. We wonder what Trevor does in his spare time - maybe his homework?

**Stu Bennett** showed his 1939 design *BB Special* for the OT Small Rubber Cabin Event. The model features blue and yellow tissue covering and a folding prop. Stu also showed a Charles Hampton Grant designed all balsa stick ROG model made to enter in an international postal contest called the "Mimloct" (We think this is some sort of acronym - but don't know what) - Anyway the contest consists of all contestants, worldwide, simultaneously launching their models at 1700 hours, UK time on August 8. There was speculation that with enough entries, the earth's rotation could be affected.

**Brian Ramsey** showed a copy of a recent issue of the *EAA Sport Aviation* magazine with a cover and article featuring a recently completed Sikorsky S-38 amphibian replica. There were about 130 of these built in the 1927 - 1932 period. Brian's special interest in this twin engine aircraft stems from his ongoing project of building an electric powered model that he reported on in an S&T a couple of years ago. Brian visited Dick Anderson, the builder, while the project was in work.

**Jerry Rocha** showed a rare 1952 Japanese built Eureka pulse jet engine (not a Dynajet). He had difficulty in identifying its origin but persistence on the phone with his network of U-control speed buddies finally paid off with a (refused) \$200 purchase offer.

**Steve Remington** showed his backup engine for the O&R 23 he has had trouble with at recent TOFFF sessions. The backup is a Bantam modified with adapters to fit the O&R mount. He has not yet run the Bantam so is uncertain as to its backup role in a Megow *Ranger*.



## RAFFLE RESULTS

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

### RAFFLE PRIZE / DONOR

### WINNER

|   |                 |
|---|-----------------|
| EAA calendar / Joe Meere                          | Dick Irwin      |
| Cox 049 Texaco Engine / SAM 27                    | Don Bekins      |
| Glow Plug Clip / SAM 27                           | Ray McGowan     |
| FF Fuse Cord / SAM 27                             | Bill Vanderbeek |
| Epoxy (Pump Bottles) / Anchor Products Promo      | Bert Flack      |
| Spritzer (2) / Hangar One                         | Bert Flack &    |
| Remo Galeazzi                                     |                 |
| Bucher <i>Jungmeister</i> Model / Bill Vanderbeek | Trevor Shi-     |
| raishi  |                 |
| Silly Putty Timer / Jerry Rocha                   | Ray McGowan     |
| HL Glider / Fred Terzian                          | Bill Vanderbeek |
| Coffee Cup / Fred Terzian                         | Steve Remington |
| Glue Syringe / SAM 27                             | Fred Wardenberg |
| Fuel tank / ???                                   | John Hlebcar    |

SAM 27 Costs \$30

Collected \$56

## SCRAP BOX

**T**he transistorized ignition trigger is commonly used in old timers; the systems are sold by several vendors, including Blackburn Aero Engineering and Larry Davidson, amongst others. This simple device seems foolproof, however I managed to discover a "hidden" problem which tripped me up recently. Be advised that each of the vendors may wire their units with a different color code. This can be confusing because the units look alike if you just pull one out of your scrapbox to use for your new project. For example, the Blackburn unit uses a **red** wire to the points while Larry uses a **white** wire. I plan on marking any spares that I have to prevent errors in wiring. I think the point wire always comes off the same area of the transistor, so check it out before soldering! If you've had any interesting experiences with any of the solid state ignition systems, please let your editor know.

**Joe Wagner**, 927 Pine Ave., Ozark, AL 36360-2217, has complete plans for the **Dakota**; the plans package includes full-size plans with all patterns, a copy of the original Veco assembly plan, along with 5 pages of miscellaneous information such as fuel tank, electric conversions, further flight adjustment data, and more. You can get these plans from Joe for only \$12, postpaid.

**Ed Hamler**, after encountering an APC prop, came away with a **single** severe fingertip cut. He then figured out that the interval of tip passage at 11,000 rpm is only about **3 thousands of a second**. How did he escape with one cut?

### Materials:

- 1/16 x 2 x 36" balsa sheet (makes 4 wings)
- 1/32 x 2 x 36" balsa sheet (makes 13 stabs, 26 rudders)
- 1/8 x 1/4 x 36" hard balsa or straight-grained spruce (makes 3 fuselages)

### Construction:

Cut wing blanks to dimensions shown. Score or partially cut wing at dihedral locations. With center panel flat, "crack" or "break" wing tips up, then prop up tips 1" each and glue.

Fuselage is 10" long and bottom should be cut or sanded from wing trailing edge to tail by (4-1/8" from nose) 1/16" (negative incidence).

Shape stab and rudder to dimensions. Glue stab to bottom of fuselage and rudder to top.

Hook can be made from music wire or hard scrap balsa. It can be placed as far back as 3" from nose of glider.

### Launching Rubber

One 8-inch loop of 3mm or 1/8" wide rubber strip.

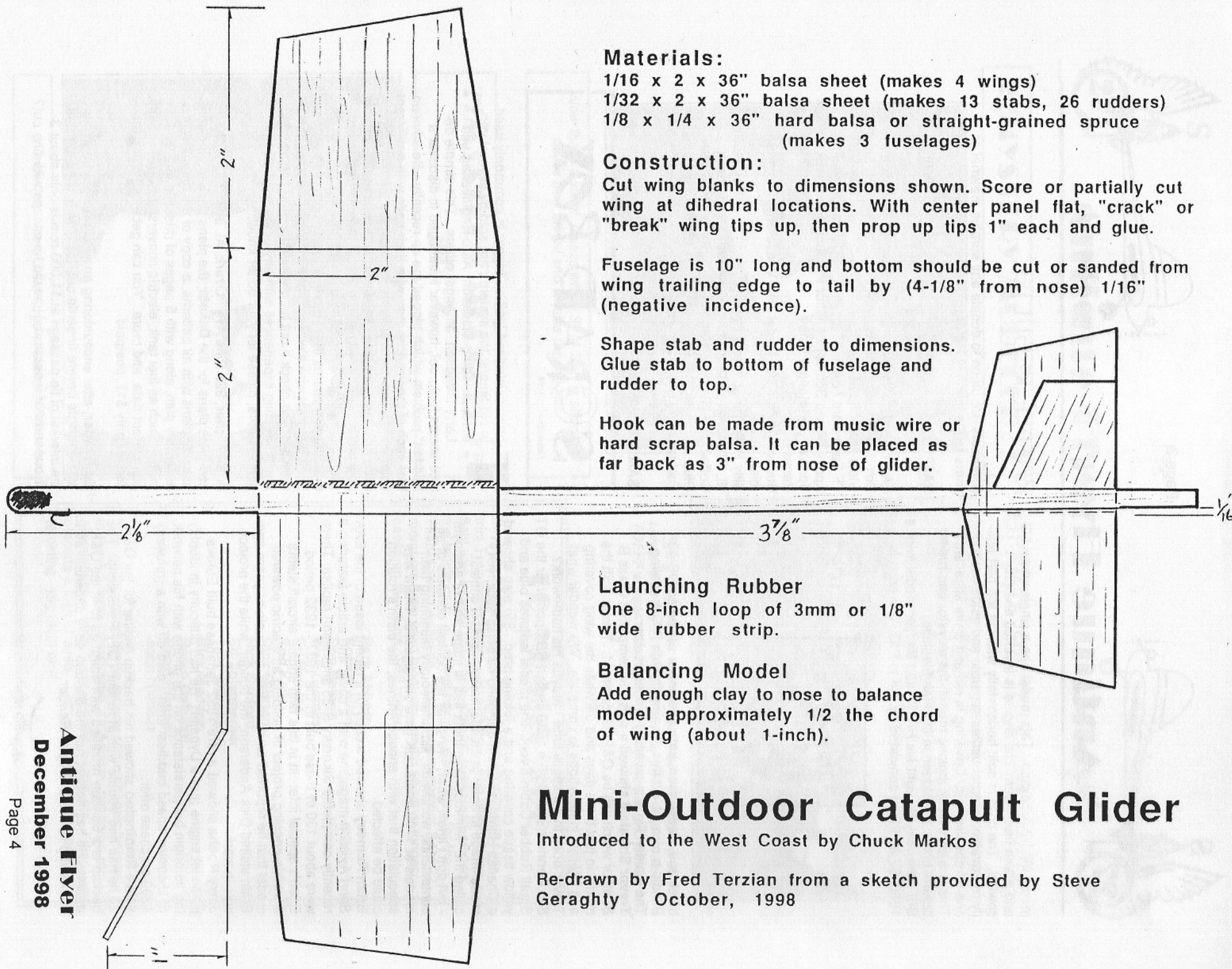
### Balancing Model

Add enough clay to nose to balance model approximately 1/2 the chord of wing (about 1-inch).

## Mini-Outdoor Catapult Glider

Introduced to the West Coast by Chuck Markos

Re-drawn by Fred Terzian from a sketch provided by Steve Geraghty October, 1998





## SAM 27 Member Profile

Thanks to all the members who have sent in their profiles for future printing in the *Antique Flyer*. Feel free to add to your profile at any time. Photographs are particularly desired, especially of early modeling activities.

### LOREN SCHMIDT

Loren and Miriam Schmidt are featured this month as they deserve special regard as perennial hosts of SAM 27's annual Crash & Bash Contest at their Elk Grove ranch. Don Bekins wrote a tribute to this exceptional couple in the 1997 May-June issue of *Sam Speaks*. Entitled "A Fairy Tale", the article has some fine pictures of the Schmidts and the ranch flying site.

Loren lists his current occupation as an aircraft mechanic, working for Clarksburg Air Repair; Loren is also an aircraft restorer, doing the 1:1 scale along with his numerous models. We don't see the Schmidts very often at SAM 27 meetings because of the distance involved but Loren actively keeps the "Hayshakers", SAM 30 going as editor, as well as acting as CD for SAM 1849's 1st annual contest at the ranch. He states that he has been modeling since 1945 and that his first model airplane was a wind-up rubber which he received from his mother's cousin. Loren's all-time favorite model is the *Playboy*, a choice shared by many SAMers.

Loren writes, "When I was about six, my mother's cousin gave me a rubber powered model and I was hooked. We had a model club in grammar school and high school.

"Modeling has brought us to know a lot of swell people. When I first started flying Old Timers, to beat John Pond was the best I could do! The *Playboy* is just a good model.

"I have been in the full scale aircraft business for 39 years. When I was a youngster, I would stay with my grandparents in Sacramento and she would take me to the 5&10 cents store so I could get a 10-cent kit.

"I have been in SAM since about 1973 and was an early SAM 21 member. Nick Nickolau, Harold Cullins and I started SAM 30 about 1979. Then in 1997, I helped start SAM 1849 in Elk Grove.

"What I would like to see in SAM is a Junior Division so the kids do not have to compete with all us "hot shots". SAM will poop out if we do not get kids to join and they will not join if they have to fly against all the hot competitors."

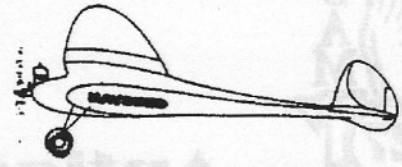
Watch out SAM contestors, Miriam is becoming a serious contender. Loren recently wrote about the Crash & Bash in the SAM 30 newsletter and said, "On a happy note, Miriam flew my *Firebird* after I took it off and trimmed it. No bad results. Now off to Taft for the Pond Commemorative. The weather was great on Saturday. Rain on Saturday evening. Cloudy and a slight breeze on Sunday. The Pond Commemorative had one of the best turnouts in a long time. 36



flyers and the master himself. With the help of Bob VonKonsky, Miriam flew in her first ever SAM contest with an *Elect Bomber* set up for LMR. She flew in a Texaco event and got a time of 7:47. On Sunday she flew in LMR and her best time was 9:31 (a max in 10:00). Not bad for a newcomer. Good times both days."



Loren Schmidt runs his Matt Kania designed, 1940 Megow Ranger in his Elk Grove "backyard".

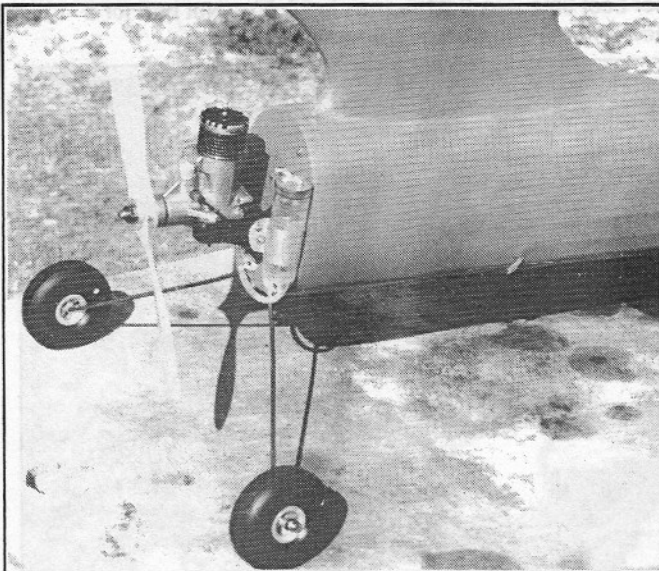


## Correspondence

**Bucky Walter** wrote from Ohio, "The free flight models for the Joe Elgin Commemorative Events at the 1999 SAM Champs in Muskogee, OK are the *Playboy* (gas) and the *Cleveland Gull* (rubber)." Bucky also sent along the schedule for these 1999 events at Muskogee which he received from Bob Laybourne. The Joe Elgin free flight events will both be flown on Monday, October 4th.

**Nick Bruschi** wrote to Don Bekins (Don had sent him an old Torp greenhead), "Thanks for the beautiful pictures of your *Pacer* and great Sal himself signing it. By the way, is the *Pacer's* cowling made with balsa or is it G/F? I've looked at the Torp 35 and it does actually look like it has been through some 'use', not yours, but previous owners. It's outlook is not comparable to the Johnson which is almost immaculate.

"Unfortunately I'm still in very bad condition, my left leg still hurts and I can't put any weight on it. Therefore I am not in 'standing' condition and well far from 'walking' condition. I have my next visit with my doctor, the American lady, within an hour from now. I hope the news is good and that



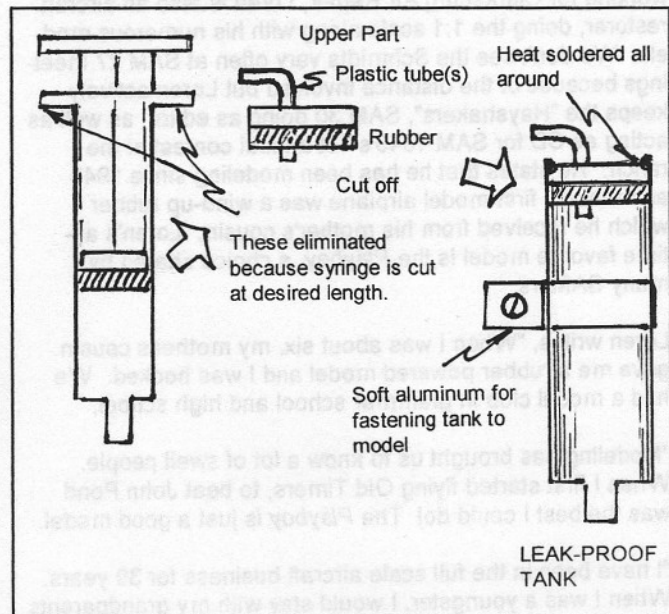
Nick's Zipper 66, Johnson 35, with syringe fuel tank.

she can put me back to normal soon. Last time I saw her she said, 'I promise you will be back to normal soon.' But I do have a doubt: she never saw me in 'normal' condition!! This, of course, means I cannot test the Torp for some time.

Nick writes that an old article on the Torp 35 states that the composition gasket between the crankcase and base flange should be renewed in the event of dismantling and that he plans on cleaning only to avoid needing a new gasket.

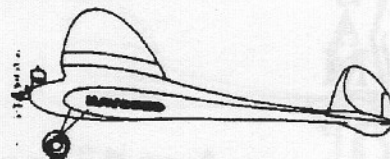
Nick also supplied info on a syringe fuel tank. He wrote, "First I started using a plastic syringe cut down in order to have the exact capacity for Texaco. Being transparent, it is very easily checked for correct amount of fuel. If more fuel is injected, it just comes out. Now many others have copied the idea. I then went on and used the same syringe tank in other models also. It is ideal as one can change its height for best carburetion according to engine used very simply. The plastic syringes come in different capacities from 5, 10, 15, 20 and 30cc. Some have a central outlet while others have an offset one. What I do is cut the syringe the length and capacity I wish. Cut the piston but leave the rubber. Make two holes and insert plastic tubes. Put piston into syringe and heat the plastic edge which becomes permanently 'soldered'."

The following sketches were provided by Nick:



"The tank may be used with any sort of fuel and the fuel tubes just sort of 'stick' to outlet. Use soft aluminum for fastening the syringe tank to the model (height adjustable)."

Note in the *Zipper* photo to the left that the fuel tube runs to the right side of the engine; Nick uses a simple shutoff device by looping the fuel tube at the firewall and wrapping a loop of thin plastic covered cable around the fuel line and running the cable to a servo which pulls the cable, thereby folding the line and squeezing it shut. Thanks Nick for your excellent suggestions.



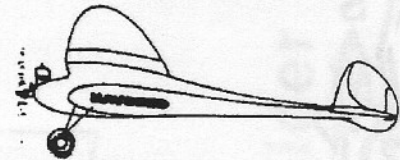
# Antique Flyer

## DON BEKINS' PACER "C" SHOWN ON TEST FLIGHTS JUST PRIOR TO THE SAM CHAMPS



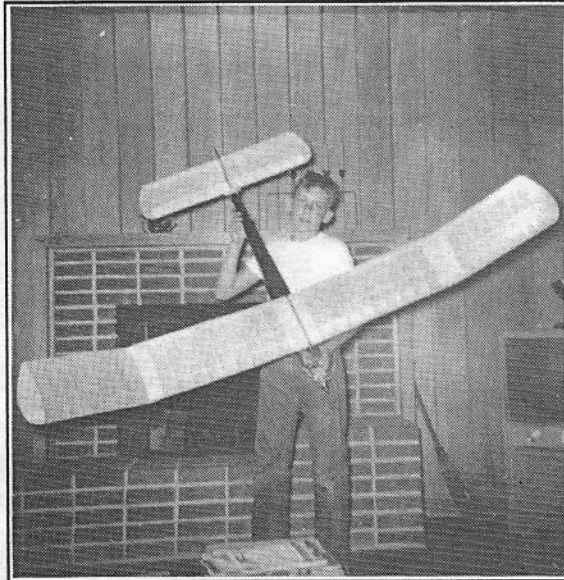
**Don Bekins** brought his new Pacer C out to Lakeville for TOFF to make it's first flights and to trim for the September SAM Champs. From Upper Left, clockwise: Don is shown with the slick looking but yet "untested" ship; The Pacer C making it's first takeoff; **Ed Hamler**, **Don Bekins** at the controls, **Trevor Shiraishi**, **Rod Persons** (hiding), **Dick O'Brien** and **Jerry Rocha** provide test flight "support"; Don preparing the Pacer; The underwing black tips aid greatly in spotting the bird at its apogee following the rocket-like climb; **Dick O'Brien** and **Rod Persons** watch the Pacer zoom.

Photos by Larry Kramer (I think!)



# Antique Flyer

## ??MYSTERY MODELER??



Now that's a wing! Guess which SAM 27er is showing off his new model and what is the model?

Photo Credit Anon

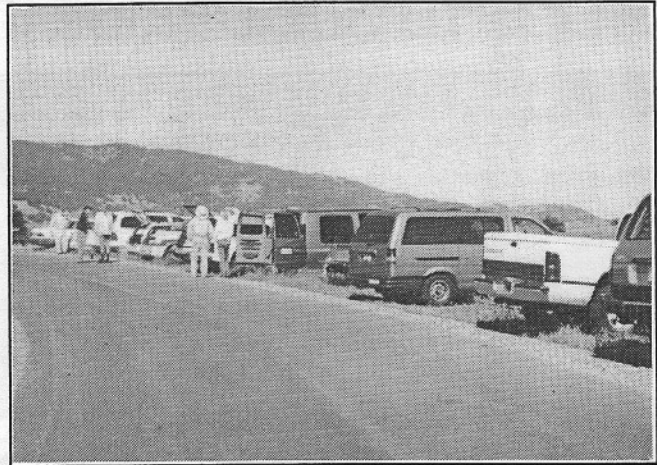
## ??MYSTERY MODELER??

### No. 2



Which flyer wears SAM Logo underwear?

## SPRING '98 TOFFF SESSION



Flying off the road was popular last winter/spring at Lakeville as the usual field was a bog after heavy rains. TOFFF is year round flying fun so come out and join in.



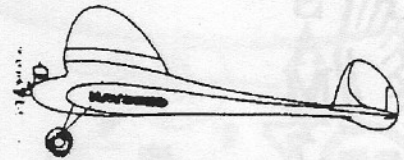
## 10 YEARS AGO

In 1988, SAM 27 was meeting at the Novato Fire District Training Building, same as now. The club's flying field was located directly across Atherton Road next to the tennis club. A Turkey Fly was scheduled for the Thanksgiving weekend. The following current SAM 27 members have been members for ten years or longer based on the club's 1988 roster:

- Park Abbott
- Robert Allen
- Don Bekins
- Walt Gunning
- Ed Hamler
- Ron Keil
- Dick O'Brien
- Nick Sanford
- Ed Solenberger
- Tom Wernholm
- Rick Madden
- Remo Galeazzi
- Brian Ramsey
- John Hlebar

Your editor would like to include some chapter history in the A-F from time to time, so if you've got some old newsletters or bulletins or contest results, etc., I'd appreciate a loan of them. Old photos are particularly interesting - dig them out!





December 1998

# Antique Flyer

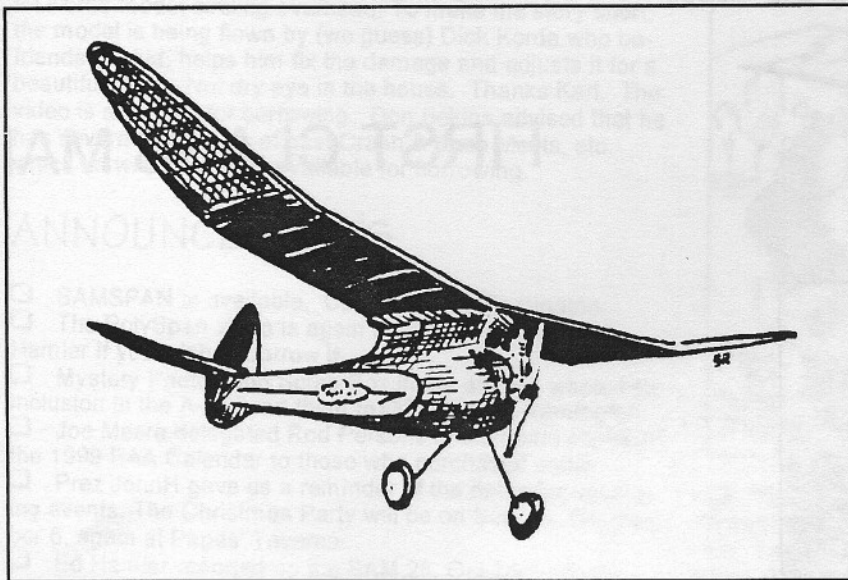
## YEAR END GRAND RAFFLE PRIZE

*The Ensign model pictured in the April A-F has won both Flight and Concours awards. Covered in yellow, red and orange silk and is powered by an O&R 29, the Ensign includes the ignition system but no servos or receiver. Recently test flown, the model will be raffled during the December meeting. Extra tickets may be purchased.*



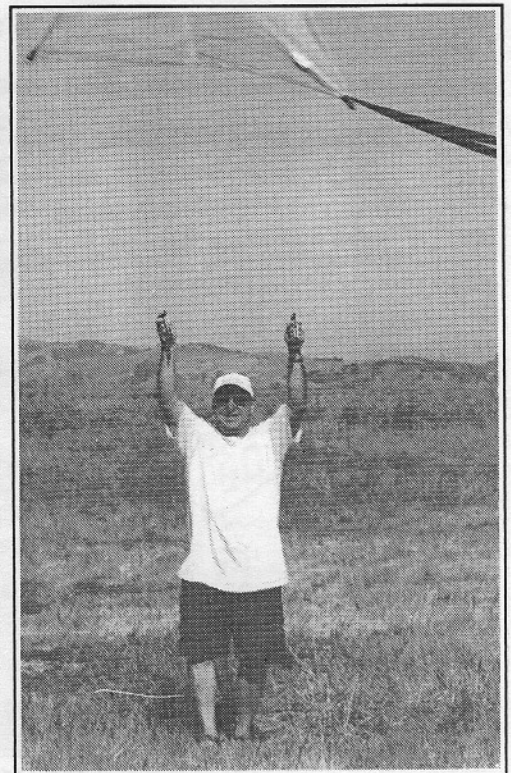
1998 Prez John Hlebcar shows off his nifty Monocoupe

## ??MYSTERY MODEL??



## FAMOUS SHOPS OF SAM 27ers

Your editor has dreamed up yet another column-to-be if some members will only cooperate and submit some photos and descriptions of their personal model building work areas. Take some shots now for the winter A-F issues.



Wind Guru, Rod Persons, doing his test of conditions at TOFFF.



## AMA Chapter #108

### OFFICERS

**President**

John Hlebcar (707) 252-8482  
201 Foster Road  
Napa, CA 94558

**Vice President**

Pete Samuelsen (707) 224-1023  
1023 Roundhill Court  
Napa, CA 94558

**Secretary/Treasurer**

John Carlson (707) 996-8820  
353 Las Casitas Court  
Sonoma, CA 95476

**Contest Director**

Ed Hamler (707) 255-3547  
3379 Crystal Court  
Napa, CA 94558

**Official Photographer**

Dick O'Brien (707) 938-5210  
16954 Schiller Court  
Sonoma, CA 95476

**Editor**

Steve Remington (510) 523-3618  
1034 Melrose Ave.  
Alameda, CA 94502

PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

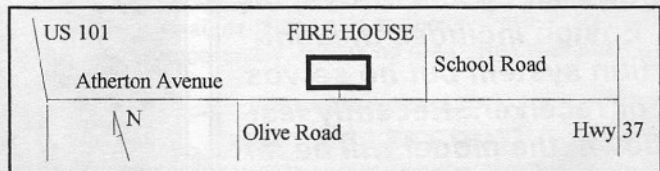
### MEMBERSHIP

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.

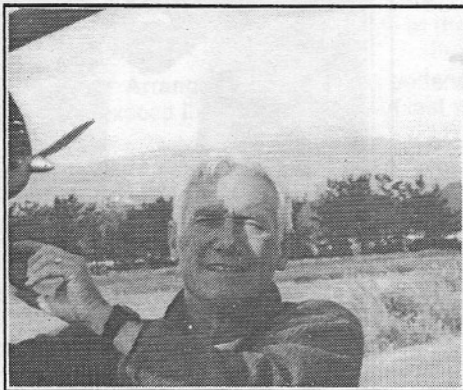


**Next Meeting: Wednesday, Dec. 16, 1998  
7:30 P.M. at the Novato Fire Department  
Training Room**

## Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476

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# FIRST CLASS MAIL

TO:

See Page 7 to see what Don Bekins is holding.  
Hint: It took 5th place at the SAM Champs  
in the Sal Taibi Special Event