



Antique Flyer



AMA Chapter #108

March 1999

Issue 199

February Chapter Meeting

by John Hlebcar

21 faithful and two guests showed up to welcome prexy pro tem Bert Flack preside over his first SAM 27 meeting. His first official act was to welcome our guests and in abstentia, new member David A. Colwick from Yucca Valley, CA (Got a call from Don Barrick on Thursday after the meeting. Turns out the check was sent in for his renewal which he had forgotten he had already done. Dave keeps Don's mail up to date when the family is away. We discussed it and Don elected to apply the \$15 to next years dues - John H).

One guest was Trevor Shiraishi's mom Diane who brought along a cake for all to enjoy in celebration of Trevor's 15th birthday. Happy birthday Trevor!

Frank Ketcham from Sausalito was our other guest, kindly directed our way by the e-mail magic of Ned Nevels, Don Bekins and yours truly. Frank wants to get back into the rubber powered old timer arena - see Show and Tell.

Another update since the meeting - Talked to Brian Ramsey who took a nasty fall the other morning while out for his morning walk. May have separated his knee. No broken bones but painful nonetheless. He will be working from home for a while and hopes to get in some model airplane shop time. Also could use a ride to the next meeting if someone is passing his way that night.

ANNOUNCEMENTS

- SAMSPAN is available. Contact Steve.
- The PolySpan video is available. Contact Ed Hamler if you wish to borrow it.
- Videos and other club's newsletters are available for review. See Ray McGowan.
- Mystery Photos and Scrap Box Items are still wanted for inclusion in the A-F. Also, members shop photos are wanted. Send them, along with a short write-up, to Steve Remington.
- There were no Mystery Modelers in the last issue of the A-F but there was a picture of SAM 27 at the Muncie SAM Champs which contained two interlopers for the

membership to try and pick out of the crowd. One was Eut Tileston but no one at the meeting could identify the "man in black".

The club only has two of the 20 cc glass fuel syringes for sale to members at cost. See me with \$16 if you want one.

Dues for 1999 are still payable. **THIS WILL BE YOUR LAST ISSUE OF THE A-F IF YOU HAVEN'T RENEWED YET!** All yet to commit or their answering machines or e-mail have been contacted save one person for whom I have neither. An updated club roster will be published in the next issue - deadline for inclusion will be Friday, 12 March.

Ed Hamler announced the following upcoming events for the near future:

6 Mar - SAM 21 sponsored MECA Collecto at the Campbell Community Center, Campbell, CA. Sellers setup 08:30 - open from 9AM until noon. Contact Frank Womak at



Buzz Passarino is shown receiving a contest trophy, featuring a Martin B-26, in 1946 from General "Hap" Arnold, Chief of the Army Air Forces. This photo is from one of Buzz's great photo albums covering model flying in the 1940s. See inside this A-F for an article on Buzz and his amazing shop.

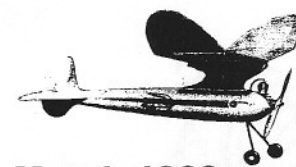
(408) 353-1507.

20,21 Mar - SAM 26 sponsored contest at Taft, CA.

1 Apr - New Zealand 1/2 A Texaco Postal (will be flown at TOFFF)

17,18 Apr - SAM 49 sponsored contest at Taft, CA.

Ed will have a calendar for the rest of the year for distribution at the next meeting on 17 March.



□ Jerry Rocha suggested the following dates for planning purposes:

24 Jul - SAM 27 Rubber contest

28 Aug - Jimmie Allen Postal

□ Jerry Rocha and I made a trip to Sacramento and while there checked into a new hobby shop - Airborne Hobbies and Aviation Specialties, 5049 College Oak Drive - near American River College. The shop is run by Jeff Weiss and family and is also the home of Air-Kill Products, a line of 1/12 scale sport scale laser cut kits of WW2 combat models. It's a nice shop and worth a look see the next time you are in the neighborhood.

□ We received a letter from the United States F3A Aerobatic team seeking donations in support of their attendance at the 21st F3A World Championships in Pensacola, Florida, September 10-19, 1999. If you are so inclined send your contribution to: USA F3A Team Fund; Reeves Lippincott; 4400 Grey Wolf Drive; Wasilla, Alaska 99654.

JR O/T REPORT

Things have been pretty quite on this front in favor of active school schedules this time of year. Trevor still manages to balance both of these areas pretty well - see Show and Tell later.

TOFFF GUY REPORT

The "Side-of-the-Road Gang" still shows up and a few hearty souls are putting up flights over the water soaked ground at our flying site. Rod Persons, Dick O'Brien, and Dick Irwin are usually there and Rod will even fly his .020 FF when conditions are just right (for him - scares the devil out of me). He gets away with it and hasn't ended up in "Lake McGowan" - yet. A lot of the rest of us show up to drink coffee, eat cookies, and kibitz.

OLD BUSINESS

□ As was mentioned earlier, Bert Flack stepped up to the podium to assume the office of SAM 27 President. Let's all lend him our support and encouragement for the next few months as he is discovering that his is the best job to have in the club.

□ Dakota plans are now available and between recent TOFFF sessions and this meeting, twenty have been given out gratis to interested members. John Carlson has his parts all cut out and brought his templates for others to use. A discussion was held about rules (which even included a mass launch) and wound up centering on a "Timed Target" event to the closest match to a predetermined time from launch to touchdown. Rod Persons was nice enough to volunteer John Dammuller to be our CD. Thanks John! John Carlson wondered if anyone knew what "Veco V700" mentioned on the finishing instructions was. Consensus was that it was a fuel proofer sold in the 50's. John Carlson also reported that Brodak was out of OK .049B engines.

Ray McGowan had a recent letter from the manufacturer, Ted Brebeck, which stated engines are available from them. Contact: OK ENGINE Co.; P.O. Box 355; Mohawk, NY 13407 - (315) 866-1807.

□ Jerry Rocha reported that he has sent a letter off to inquire on pricing for a lot of Badge Timers for resale to club members and has not received a reply as of yet.

NEW BUSINESS

□ Ron Keil asked if anyone had heard or checked into a company named Critter Bits by Karlton Spindle who is offering two different single conversion, 4 channel FM Rx's:

\$25.95 for the 20g, 3000-ft range CB-4FM and \$29.95 for the 6gr, 750-foot range CB-4FM Micro. No one at the meeting had any knowledge. Check page 37 of your Flying Models for more data. Ron later called me and said he had talked to Karlton who said he has 400 units on backorder.

□ John Carlson inquired that it is about time to publish a current membership roster. I have just about figured out how to pull one of the club data base and as mentioned earlier will provide copies to Steve Remington for inclusion in next months A/F.

TECHNICAL REPORT

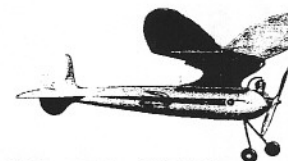
(Don Bekins was on travel and will be March's Presenter)

□ John Carlson had the following personal story and show and tell pertaining to last month's visitor Tom Stanton's interest in the *Norge* dirigible: "In the 1920's my father was Captain of the *Sierra*, a large steam schooner (1286T, 225') converted to diesel power and outfitted with a refrigeration system. The owners intended making a killing shipping reindeer or caribou carcasses from Alaska to the States and selling like beef. The saying in Alaska was that one could trade one pork chop for a caribou. After several trips the venture was unprofitable and abandoned. One of the trips to Nome in 1926 was about the time the dirigible *Norge* landed in Teller, Alaska, about 75 miles north of Nome after crossing the North Pole. It was badly damaged during the landing and scrapped on site. My Dad obtained as a souvenir an 8" x 10" piece of the gas bag which was made of oiled silk and on which someone (possibly my Dad) had marked as follows:

Dr. Norge		
Hrs. Rome to London	33	2350 KM
London to Oslo	18	1150
Oslo to Leningrad	21	1400
Leningrad to Vaiso	20	1250
Vaiso to Spitzbergen	15	1050
Spitzbergen to Teller	72	5200
Hrs. 179		12400 KM

7750 Miles
Average 43.3 MPH"

While this interesting item was passed around the room,



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John related the following historical data re the *Norge* which he obtained from the internet: Norwegian Polar explorer Roald Amundsen (1872-1928) was first to reach the South Pole in December, 1911, and he then tried to reach the North Pole by airplane. Not succeeding he went for (an) airship, raising money to buy an Italian airship. The main sponsor was the American pilot and polar explorer Lincoln Ellsworth (1880-1951), who was himself on board in 1926 on the first Polar Expedition by airship - *Norge*. It was built by colonel Umberto Nobile (1885-1978), who was well-known for his semi-rigid designs, like the *Roma* which crashed in the U.S. Nobile was also appointed commander of *Norge*, which got a mixed crew. The famous Norwegian pilot Hjalmar Riiser-Larsen took part, and the Swedish meteorologist Finn Malmgren (1895-1928) was the navigator. *Norge* was 106 metres long, had a diameter of 19 metres, the gas volume was 19,000 m³, and the power output from three engines between 750 and 1,000 HP. The route from Rome took the airship via England, Oslo and Leningrad (Sweden was overflowed at nighttime and in fog) to King's Bay on Svalbard. On May 11 *Norge* took off northwards. Owing to the low temperatures and the lack of space within the small gondola it was almost impossible to get any sleep on board. The Nobile fox terrier Titina was also on board. On May 12, 1926, the North Pole was overflowed, only three days after the first transpolar which was flown by airplane by Richard Byrd and Floyd Bennett. (Recent research has cast some doubt as to whether Byrd and Bennett actually made the Pole, in which case Amundsen would be the first). On May 15 *Norge* landed north of Nome, Alaska, at the trading post Teller. It was damaged so badly that it was scrapped on site (This data was translated and contained several grammatical errors which I took the liberty to attempt fixing - hope I didn't change the meaning of anything - John H). Good presentation John!

SHOW AND TELL

- Nick Sanford showed a section of electrical "ladder" or track which is designed to mount to the ceiling and provide power to a shop or other work environment via a trolley or slider type outlet. When Nick worked for the phone company they had these mounted by the phone racks so work lights or soldering irons could be left plugged in and moved from connection to connection within the racks. He recently installed some of this surplus track in his work shop.
- Ed Solenberger provided Nick Sanford with a couple of show and tell related to the *Dakota*. One was a Veco kit of the *Dakota* which is virtually identical to my Dumas kit which was manufactured later (I think). The other item was an OK .049B engine provided as a kit to be assembled by the purchaser.
- Bill Vanderbeek brought in two *Dakotas* from his past. One he acquired? about twenty years ago was almost complete except for finish and he donated it to the evening's raffle. The other was his original, built about 40 years ago and recently rescued from his parent's attic - to be spruced up for participation in the club project. He also showed a

German model of a Bugatti 300 race car built from a "Trix" kit. The all metal car appeared to have been made from erector set type parts and was quite unusual. The kit came in a beautiful wooden box that was used to store the completed model and had an instruction book completely written in German. The kit included the necessary tools, some specifically designed to aid assembly. It took Bill about 30 hours to assemble in spite of the fact he doesn't speak a lick of German and did have to fabricate a few erector set looking girders which were missing from the kit. Great job!

□ Ray McGowan brought in his 1/2 A Texaco scale Messerschmitt which had recently given birth (if only it were that easy) to a peanut size version. The wing was quite long as the tiny bird was built to the Miami rule of the fuselage not exceeding nine inches in length. No flight test data yet. Ray also showed his recently completed 1941 Class A *Jersey Javelin* designed by Walt Schroeder. Ray's *Javelin* is Bantam powered, silk covered, and ignition controlled by a Hotspot unit from Bob Holman.

□ Ron Keil picked up a completed but well used Midwest *Bird Dog* a year or two ago at a sale in Benicia. He has refurbished the craft, scrapped the yellow and recovered it in WW2 Army OD as a military observation plane. I think I heard him say he has outfitted it with one of the Norwegian engines.

□ Trevor Shiraishi showed a recently refurbished Enya .29 powered control line model. The model had been a Rocco Ferrario design called "Injun Joe". Rocco, who was at the meeting, said that over a period of 10 years he had thrown it away 3 times but retrieved it. If you leave an airplane laying around, Trevor will get it and restore it! An unusual feature was a demountable wing held on with rubber bands for ease of transportation and repair. Rocco built it when he was a student and Mike Dirkson was his science teacher. What goes around comes around.

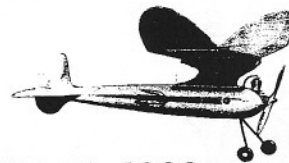
□ Rocco Ferrario showed a Super Tiger G15 engine. This was the result of a box of parts he acquired from member John Gomez. Jerry Rocha was looking through the parts and thought he could do something with them. He did - with what was there and a prop driver washer he had to make, Rocco now has a contender - great compression. Thanks guys - sorry John.

□ Ed Hamler showed an adjustable work stand that belongs to ex member Jack White and is for sale by Jack. Don't know if anyone picked this up or not. If you are interested contact Ed.

□ Frank Ketcham, prospective member, showed a 1936 *Convertible* rubber model that he had built a couple of years ago. Nice work Frank! He had brought it along tonight to pick up some tips from any members that could help. I saw him talking to some of the right guys.



Buzz Passarino shows one of his two air compressors - a spare is always ready in case one goes out while spray painting. See page 7 for article on Buzz's shop.



SCRAP BOX

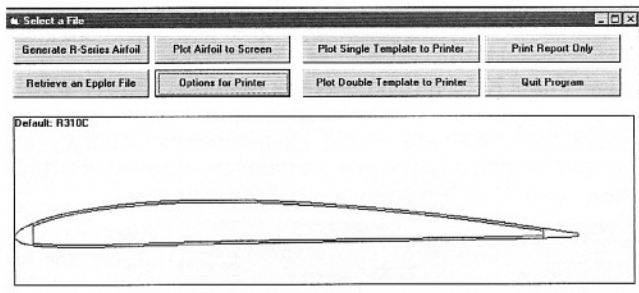
This edition of the A-F is filling up fast! When there isn't enough room to do justice to good material, your editor waits for the next issue rather than short change a subject.

Bill Vanderbeek got his picture in the *Aero Modeler* with a SAM Champs shot.

Want something? It's probably on the web. A complete listing of all plans, 3-views and how-to-articles from the complete run of the *American Aircraft Modeler* is available on the web. The plans are broken down into types such as Rubber Scale, Peanut Scale, Free Flight Gas Scale etc. For this listing, go to:
www.ameritech.net/users/dlivesay/aam.html

Thanks to the Feb. '99 Scale Staffel newsletter for the above item and for the following by Bill McCombs: Soldering music wire is often troublesome (or impossible) due to the oxide coating which has formed on the wire. So, clean it with thinner, sand it with fine sandpaper or steel wool to remove the oxide and quickly apply soldering flux before the oxide rapidly forms again. Then solder the joint. Music wire joints can be strengthened (and held in place) by wrapping neatly with a strand of very fine copper wire (from a multistrand extension cord wire) before soldering.

Lockheed Martin, under a Defense Advanced Research Projects Agency contract, is developing a micro airvehicle the length of a pencil which is supposed to carry payloads ranging from day imaging sensors to radar jammers to signal intelligence or communications relay systems. Total weight of 85 grams, fully loaded. Speed of 30 knots, endurance of 20 minutes and a ceiling of 300 feet. Electric motor powered and an estimated cost of \$3,000 to \$5,000. Maybe we should invite Lockheed Martin to a TOFFF session.



The above printout is from a real cool program called AIRFOIL1.EXE which can be downloaded from a site devoted to airfoils. Maintained by the University of Illinois, the UIUC Airfoil Data Site is worth a visit - has a number of low Reynolds Number airfoils for UAVs and model aircraft. Go to: <http://amber.aae.uiuc.edu/~m-selig/ads.html>

CORRESPONDENCE

Your editor has an excellent 1-page description of how to make "Home Made Propellers" from the Scale Staffel - small balsa props for rubber models; the diagram includes a neat pitch setter. Diagram needs enlarging. I may have some full-size copies at the March meeting.

New member Steve Henderson writes from Idaho Falls, ID, "Please whack off 30 ft. of SAMSPAN for this half-frozen O/T builder. I will put it to good use right away on a *Super Buccaneer* project. Say hi to all the SAM 27 guys for me."

Wes Funk wrote to Jerry Rocha, "Also enclosed is a picture of the snow in our front yard, here in Taft. It was on Monday, January 25th. Great way to start the week. We had about four inches which stayed on the ground all day. There was still snow in the park across the street the next day. It was strange to drive down the streets of Taft and see snowmen in the front yards."



Photo by Wes Funk taken in St. Paul, Minnesota - no, no, it's in Taft, California. Wonder if Wes put skis on any of his models?

Don Bekins is currently in Palau doing some diving. Noticed in the paper today that Palau just announced a stamp honoring ALGORE as an environmentalist - if he is, why doesn't he clean up D.C.?

Don sent your editor a whole bunch of photos of his new project for the '99 Sam Champs, the *Ethy*. Designed to be shipped in a box, the *Ethy*, a Dick Schumacher design from the 1938 Zaic Yearbook, will be powered by both a Brown Jr. and an Ohlsson Sideport. Can then be entered in eight events: Brown Jr., Ohlsson Sideport, Texaco, Pure Ig. Texaco, C Ig. LER, C Glow LER, Antique and Pure Antique. Next month's A-F will feature an article showing the building details of Don's air shipable *Ethy*. Watch for it!

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.

BOB MUNN

Bob Munn lives in Yuba City and is a retired Foreign Service (Diplomatic) Officer formerly employed by the U.S. Department of State. Bob has been modeling since 1933. His first model was a solid Boeing F4B-4, a rather ambitious first undertaking. His first flying model was an ROG stick, Phantom Flash. Bob lists his all-time favorite models as the Powerhouse, Tri-Square, Astro Hog, Zlin 50 LS and the Playboy Sr. A low number modeler, Bob holds AMA 926 and SAM 474.

Bob describes his modeling career as follows, "As a boy in Kansas, I was swept up in the enthusiasm for aviation of those days: air racing, new designs, long distance races, barnstorming, all added to the mystique. A neighbor boy several years my senior helped me in getting started at the age of 7 or 8 and I ruined many a solid model before actually finishing one. Had many failures before getting my Phantom Flash to fly reliably, but after a few years was able to compete successfully with rubber models and small flying scale.

"I couldn't afford gas engines but helped friends build a Sailplane, a Powerhouse and a Buccaneer before going into military service during WWII. After 10 years in service, I completed by university studies at USC in Los Angeles. During that period I built display models for a downtown hobby shop/window dressing firm, enabling me to finally get a Babcock radio and my first RC model, a Kenhi BUZZER'D. Also began flying some of the early DeBolt designs with small diesels and participated often in free flight meets with various designs of the day.

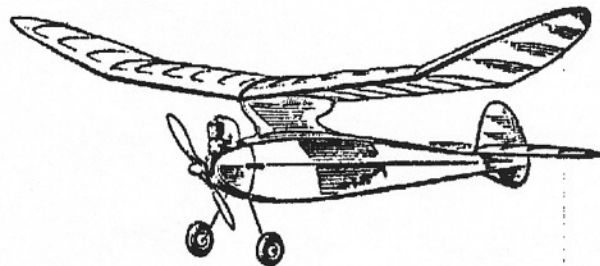
"There was little opportunity for modeling during my service as a diplomatic officer in the Middle East and Africa until assigned to South Africa in 1975. There was a large and enthusiastic modeling community which afforded me an outstanding chance to participate, flying various intermediate pattern and sport type RC models.

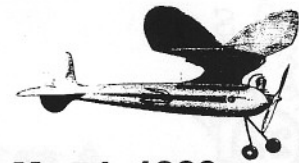
"After retiring in 1977, I began modeling in earnest and contributed a number of articles to model magazines on subjects of building, finishing and fun-fly events. I did kit reviews for RCM for several years and participated in many contests, gradually drifting toward Old Timers.

"After establishing residence in Utah after retiring, and later in southern California, most of my efforts went to Old Timers and their related events. I was a fairly active competitor for a number of years in the SAM circuit and had good luck with a series of Playboys, with a Powerhouse or two and some Buccaneers as well. John Pond, a long time friend, encouraged us to visit Australia and its modeling community. The resulting fond memories and strong friendships have taken us back there several times.

"My wife and I have often marveled at the fact that model airplanes have provided us with a substantial majority of our close and long-term friendships. Although medical problems have slowed me down in recent years, modeling is still my number one hobby and interest and I am most grateful to have so many good souls to share that with."

Thanks, Bob for your excellent profile.





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MORE CORRESPONDENCE

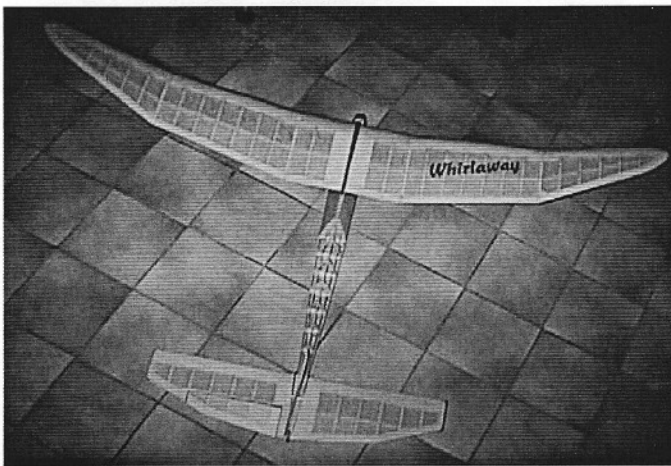
Nick Bruschi of San Marino, Italy sent the following letter to Don Bekins. Nick will soon be Don's guest and is expected to at our SAM 27 April meeting and TOFFF.

"Dear Don, Here are a couple of pics of my Whirlaway. (editor: Don thinks that it is probably a Nostalgia class). The model has to be painted (fuselage) and fuel proofed. But must wait for warmer weather. Ramrod is about to be finished. No painting. Covered fuse with black tissue and rest with SAMSPAN. Power will be O.S. 35 Max I (1953).

"...I'm adapting my very rare OSAM GB-18 (a 1948 2.82 cc. diesel produced by Garofali of SuperTigre fame) to my Zipper 54; this way it can be flown both F/F (non-scale model) and Ignition (pre-1950 diesel). It won't be a winner but should be interesting. I'm now looking for the extra-long balsa strips for the Civy Boy F4 fuselage. There might be some friend who could cut me some. Better than gluing together stringers for a total length of 58 inches.

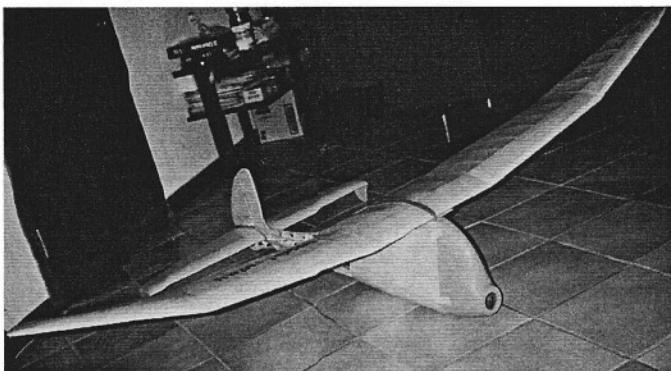
"I'm longing to go flying - last time was 20th September. Temperatures are now well below 0 degree C - too cold for flying!"

Mystery Modeler



Nick's Whirlaway has a mono gear and fiberglass cowling, made in one piece. Still to be cutout for exhaust and controls. The wingspan is 81.5 inches and powered by an ORR 65. Nick plans on using the ship in LER. SAMSPAN covered.

BUZZ PASSARINO AND FRIENDS





SHOPS OF SAM 27

The featured SAM 27 shop this month belongs to Buzz Passarino in Healdsburg. This is the sort of shop that all of us wish we had although I must confess that I wouldn't know what to do with all of the equipment! You editor had the distinct privilege of being shown through Buzz's shop recently and being humbled by Buzz's extraordinary talents. I was able to take a number of pictures with a Sony digital camera, many of which I've used in this newsletter; included are snapshots taken of b&w pictures in some of Buzz's great photo albums of modeling in the 1940s. Remo Galeazzi has been a friend of Buzz and a fellow modeler since their teenage years. The following article about Buzz's shop was contributed by Remo. The A-F can use info and pictures of your shop or work area.

BUZZ PASSARINO

by Remo Galeazzi

I want to do a bit on Buzz Passarino's shop, but I've decided that before I can do that, I really must tell you something about the man himself. I want you to know that I feel qualified to do so because I've known Buzz since we were in our middle teens, when by chance, he walked into my brother's store holding a Spook. Matter of fact I know so much about Buzz that he may be shuddering a bit as he reads this. For instance, many of you may have wondered why he always wears suspenders. Well, he's worn them ever since he was a kid because he just simply doesn't have enough butt to hold his pants up. If he were to chase a model with just a belt holding up his knickers, he'd soon be mooning the entire field! And I'll bet that most of you don't know that Buzz has had monocular vision since he was just a kid due to an

unfortunate accident. I mention the last because it makes his myriad accomplishments all the more remarkable. If there ever was a Renaissance Man, this guy has got to be it!

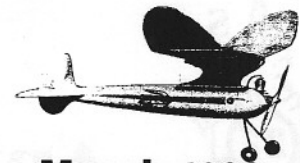
As far as is known, Wiley Post was the only person with a pilot's license in the thirties who had only one eye. The C.A.A. (that's what they called it then) was reluctant to even consider a license for Buzz in the early forties even though he had trained in a J-2 and had been pronounced ready by his instructor. They finally sent up a big shot to give Buzz his check ride, but everyone knew that the C.A.A. was already predisposed to shoot him down. They made a big thing about "depth perception" in those days because one-eyed people weren't supposed to have any. Well, the big-shot tried everything in the book to prove that 'ole Buzz was incapable but he finally had to admit that the kid could do everything good and better. He got his license - probably the first issued of that type since Wiley Post. Incidentally, years later Buzz was a company pilot flying a Helio.

I'm going to mention many of Buzz's talents, but not all, because I'd be sure to miss some; the reason being that when you do walk around his shop you'll be better equipped to appreciate what you see.



For one thing, most people don't know that Buzz is an accomplished archer. He's also a crack rifleman, although I've often pointed out that it's no big deal since he doesn't have to close an eye like the rest of us. He is an excellent trap and skeet shooter who still wins tournaments and loads his own ammo. He's a tournament golfer (ask him how he lines up the ball when putting). When go-carts were the rage, he built one of those. He built a quarter midget racer that when driven by his son Pryor, on dirt tracks, was bettering the times of the regular cars! He built a street rod that swept every meet up and down the coast, competing against as many as 2500 cars! They hated to see him coming.

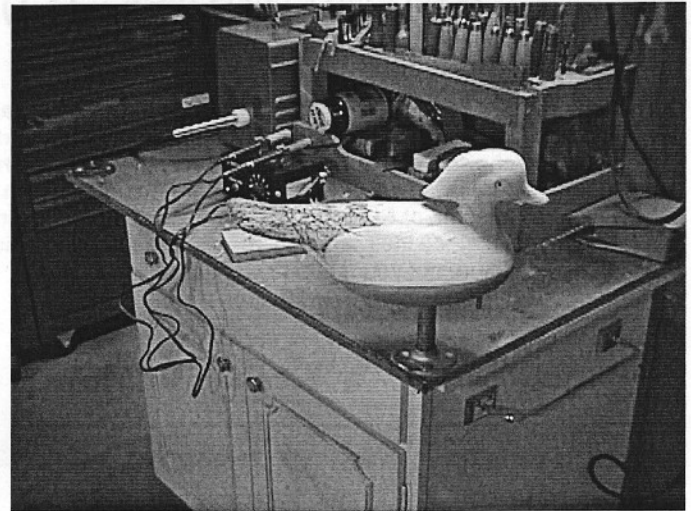
He was (and is) an avid builder of model racing boats, competing



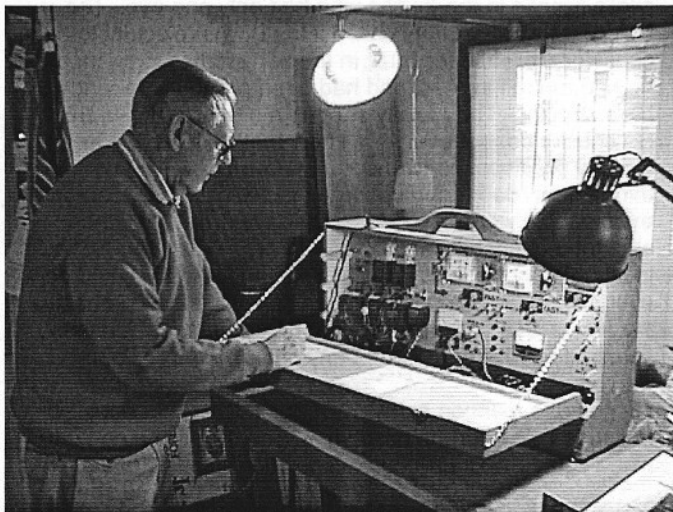
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with his own designs so well that he is enshrined in the model power boating hall of fame. In earlier years he raced model cars and designed and cast his own bodies creating his own "specials." And what a fly fisherman! Years ago I was standing in my waders downstream of Buzz, fishing for shad, while upstream a few yards from Buzz stood the then world's champion distance fly caster. I watched Buzz consistently out-shoot the champion by at least 20 feet. I'll bet he can still do it! And he's a pretty good decoy carver, too. What I've been telling you is that here's a man that completely throws himself at his interest off the moment and keeps at it 'till he can do it as well and usually better than anyone else.

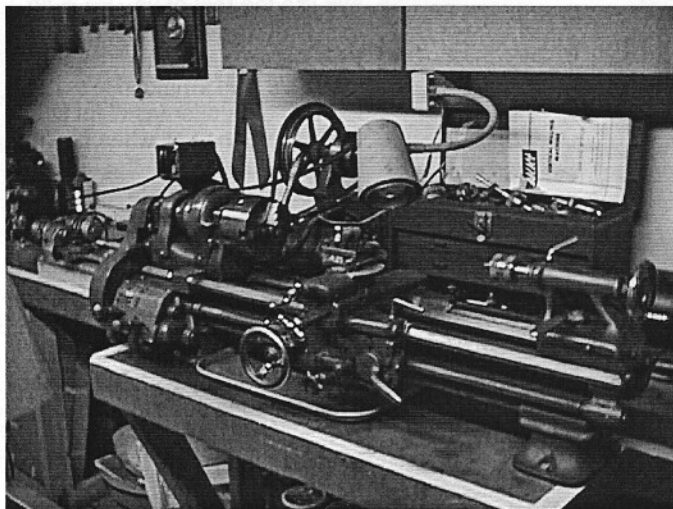
Now you know what to expect when you walk into his shop. When you walk through the first door, to the right, amongst



Buzz's carving bench with duck (Mark I?) in progress. Wood burners and power chisel behind the hollow decoy.



Buzz showing his electrical box which can be used for charging and power supply for multiple radios and systems - a masterpiece! The picture below shows Buzz's metal lathe equipped with enough attachments to do practically any metal turning operation with great precision.



various tools and equipment, sits his street rod that Buzz has been working on for several years. On a workbench is the engine, a flat-head V-8 that looks as though it's been sculpted out of a silver ingot, that's receiving the Passarino treatment. The rest of the car is going together a bit at a time with each part being fitted as one might put together a watch. This is the quality of car that one puts a mirror under because it will be just as pretty upside down as it is right side up. The distant wall is replete with an unbelievable amount of trophies that Buzz won with his last "rod."

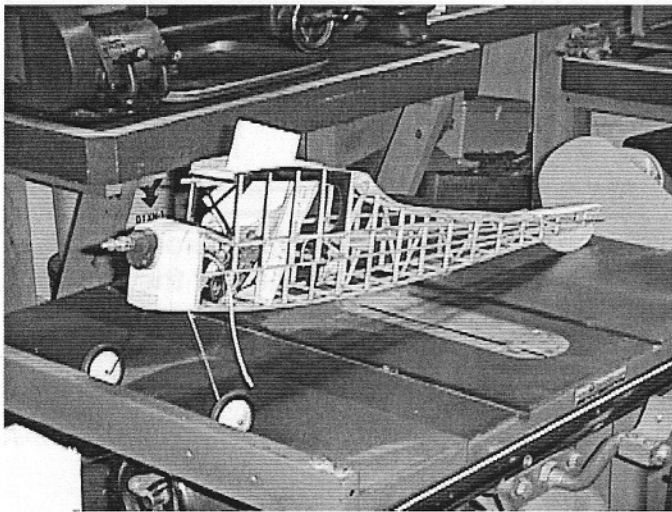
You go through the door into his shop proper and are surrounded by all kinds of neat stuff. It's not a big room, and appears even smaller because of the machine tools that are snuggled about the periphery. A small passageway is available to meander about as even the center of the room is taken up by various pieces of equipment. Anything that Buzz wants to make is possible because he has the ability and the tools with which to do it. Drill presses, sanders, grinders, lathes, milling machines, you name it. There are the usual models hung about and an overhead bin that holds more balsa than any hobby shop. But what the casual observer doesn't realize is that all of those cabinets are a veritable treasure trove! Motors, from a Thermite to a big old Forster, and even an early Ohlsson 23 that I gave his years ago that I had when I was 16 or 17. He has drawers of special tools that are a complete mystery to me but that he uses easily. There is a WWII vintage drone engine with contra-rotating props. If you look atop one of the cabinets you'll see an almost completed original design racing boat. Another cabinet is full of vintage model magazines. If you are nice to him he'll show you a photo of General Arnold, former Chief of the Army Air Forces, presenting Buzz with a trophy back in '46. You see, Buzz has been proficient in all facets of modeldom; hand-launched and catapult glider, indoor scale, pure indoor, outdoor rubber, Wakefield, Coupe D'Hiver, U-control, free flight, radio control, radio assisted free flight - he's done it all.



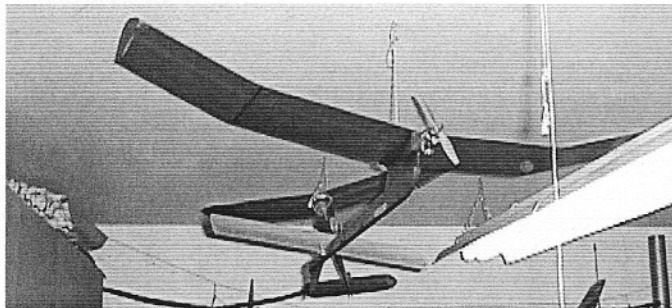
Antique Flyer

When you do visit his shop, be nice to him, for the nicer you are, the more cabinets he'll open up. Buzz is an inventor, so if you're really nice to him, he might show you the machine he made to manufacture wooden toys that's all operated by vacuum and he'll show you the various things he's designed such as a cute little adjustable motor mount that should be on the market.

To sum up the whole magilla, our Renaissance Man really has done it all, and then some, and a trip through his shop is indeed a joy and a memorable occasion. Just don't all go at once!



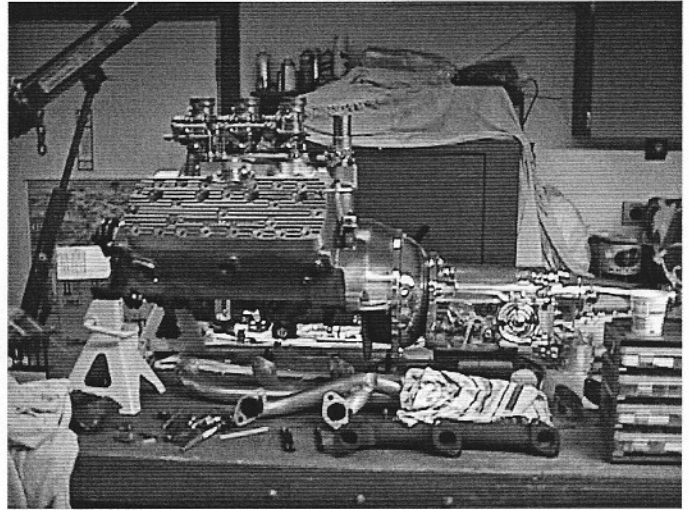
The bones of Buzz's electric Playboy Cabin, nicely built.



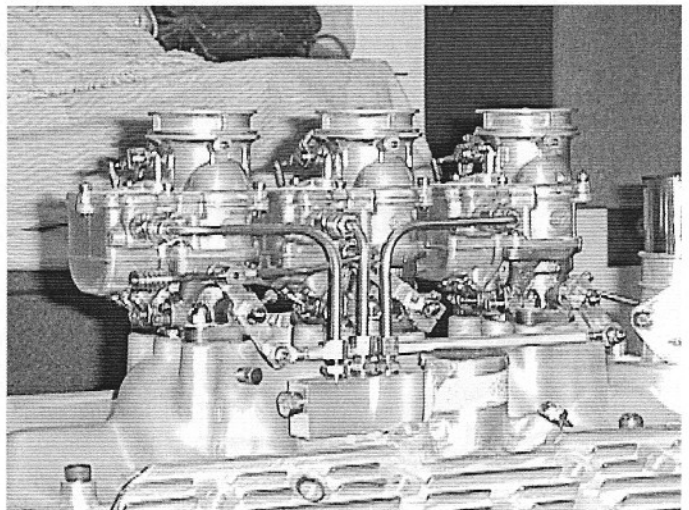
One of many Stardusters that Buzz has constructed.



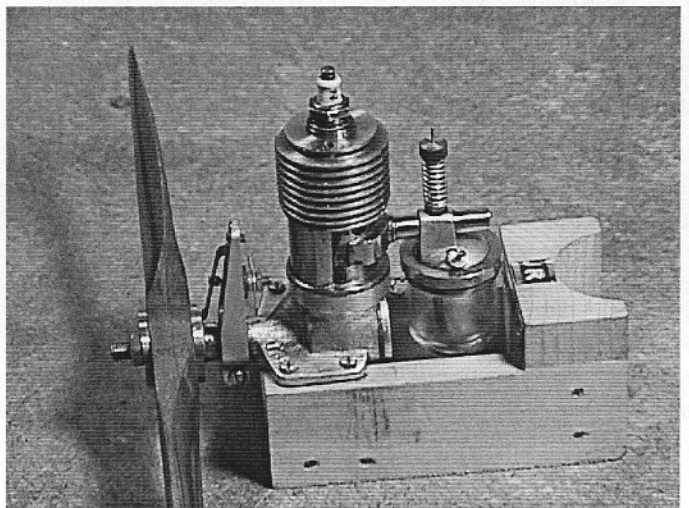
A Ringmaster orbiting Buzz's shop ceiling. The skylight above is one of several that help illuminate the shop areas.



A symphony of flathead parts that all fit like a watch. Below is the Stromberg carburetor setup, all tubes and throttle arm mechanisms designed and constructed by Buzz.



Below: A Brown Junior .19 constructed by Buzz.





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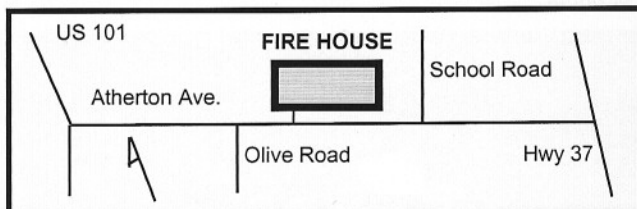
MEMBERSHIP

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 photo copy 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 Rod Persons, Treasurer. Make checks payable to SAM 27.



**Next Meeting: Wednesday,
March 17, 1999, 7:30 P.M. at the Nova-
to Fire Department Training Room**

Antique Flyer 201 Foster Road, Napa, CA 94558

March 1999



Mystery Model of the month. This picture was taken in August 1942. Now, you may know what it is, and you may know who built it, but the real test is: What was the approximate best flight time for this bird....and, what color was it?

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