



Antique Flyer



AMA Chapter #108

April 1999

Issue 200

March Chapter Meeting

by John Hlebcar

17 members showed up on the 17th for our own version of Saint Patrick's Day - no green beer but a good gathering nonetheless. That count included new member Frank Ketcham who was a guest last time and signed up tonight. Frank is a pilot with Northwest Airlines. Welcome aboard Frank!

Frank Ketcham
1313 Bridgeway phone: 415-331-3947
Sausalito, CA 94965 e-mail:
frankketcham@compuserve.com

Also limping in was our walking wounded Brian Ramsey, complete with cane, who caught a ride with Don Bekins. Had we been thinking, we could have asked Brian to lead us in a round of "Danny Boy" or some other flying song.

ANNOUNCEMENTS

- SAMSPAN is available. Contact Steve Remington
- The PolySpan video is available. Contact Ed Hamler if you wish to borrow it.
- Videos and other club's newsletters are available for review. Contact 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 two mystery photos to be dealt with in the last month's A-F. The eager young modeler kneeling in front of the battered fender on page 6 turned out to be Dan Carpenter, our member from Manhattan Beach, CA. The mystery model on the cover page was Buzz Passarino's red *Sailplane* with which he won this event at the 1942 NorCal Champs with 5 min maxes across the board. Thanks for submitting the photos guys!
- 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.
- The dues drive for 1999 is over and an updated roster is being included as a part of this issue. After I got home I discovered an error. Change Rocco Ferrario's phone number to 707-258-1705. Sorry Rocco. Also while you're changing things, add Frank Ketcham's information from above.
- Ed Hamler distributed a list of upcoming contests for the first half of the year. By the time this issue of the A-F hits your doorstep the season will have already started in earnest. Starting with the middle of April watch for the

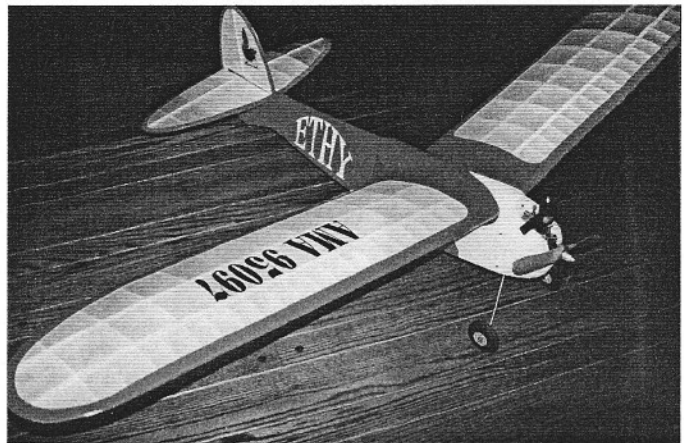
SAM 49 Spring Annual in Taft or the SAM 8 SpringOpener in Washington, both scheduled for 17-18, followed by SAM 1849's contest on the 24th at Schmidt Ranch or the SCAMPS Texaco on 24-25 at Taft. May opens with the NORCAL FF Champs on 1-2 at Waegell Field, followed on 15-16 by either the SAM 30 Spring Annual at the Schmidt Ranch or the SAM 8 Memorial meet in Washington. May wraps up with the US Free Flight Championships at Lost Hills on 29-30. Check the table located elsewhere herein or contact Ed for more information or points of contact.

Park Abbott has asked me to mention that he has an HP-500 Ink Jet printer for sale at a very reasonable price. Does anyone know of a youngster that needs one? Check out your new roster and give Park a call.

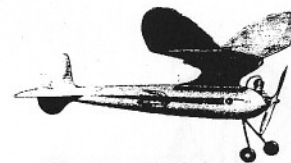
SAM 27 Web Page - Ned Nevels is open to ANY content anyone would like to send him to be added to our web site. Our roster shows approximately 42% of our members are computer active to some degree. Contact Ned at his e-mail address: <nedn@napanet.net >.

Our member from Italy, Nick Bruschi, will be visiting in April-May and making the rounds of several contests. Don Bekins will be his host and will bring Nick to one of our meetings. Nick has recently had some angioplasty repair work done and the members elected to send him a get well card - done.

During the above, Bill Vanderbeek reported that the Oakland Cloud Dusters will also be hosting an old timer rubber group from England who will be attending the NORCAL Free Flight Champs in Sacramento on 1-2 May. Should be fun.



Don Bekins' brand new Ethy prior to it's first flight. The finer points of the model's construction are discussed in this month's Technical Report and some bones pictures are shown on page 6. The model is constructed so that it can be "easily" transported by air to contests in the U.S. and Europe. Don first flew the Ethy at TOFFF on 25 March - turned out that he was the only one to show up and enjoy flying, the jack rabbits and the mallards. He reports that he is overjoyed with the performance and that it may give the Bomber a run for its money. "The Ethy will be a winner."



Antique Flyer

April 1999

TOFFF GUY REPORT

Rain has really held things to a minimum at the field, but two intrepid members ventured out on a non-TOFFF day to do a little flying. Hatch opened - pulled battery out - wing snapped - Enya 25 powered Playboy fuselage buried itself a foot into the mud - story over (except for retrieval - which was even more fun).

OLD BUSINESS

❑ Dakota Club Project. Rod Persons had ordered a small handful of .049 Cubs from Ted Brebeck at OK ENGINE Co. and most of them were sold to members before the meeting, leaving one for tonight's raffle. He will order more and suggests these "new" engines be disassembled and cleaned before running. I ran one of these "out of the bag" and agree - very pretty exhaust oil - silver and black. I also showed a Perfect #1 midget 1/4 oz fuel tank which is very close to the Froom 17-A shown on the plans. Some are currently available from Robert Stricker in Illinois. He has a periodic list of modeling collectibles to which he will add your name if you just send him your address - no money. His address is: ROBERT STRICKER, 924 JAIPUR AVE, NAPERVILLE, IL 60540. After a brief discussion, a motion was made and seconded to order 12 fuel tanks for availability to club members for the Dakota project.

❑ Jerry Rocha was not available but a motion was made and seconded to have him order 30 "Badge" timers to be available for club member projects.

❑ Rod Persons gave an impromptu Treasurer's report and allowed as to how John Carlson had a perfect record over the past eight years. Thanks again John!

NEW BUSINESS

❑ 4th Annual NorCal R/C Show in Santa Rosa will be held May 15th & 16th. After a brief discussion it was moved and seconded to participate in this show again. Contact Rod if you would like to lend a hand at the booth or display a model.

TECHNICAL REPORT

(No scheduled speaker for next month - those wishing to volunteer may call me to be added to the agenda - JH)

Don Bekins had brought several 8mm movie films of local and SAM Champs contests from about 20 years ago. But before he showed them he gave a short presentation about his new old timer model, a 1938 *Ethy* by Dick Schumacher. with various engine changes, this model will be able to participate in eight different events. It also breaks down to fit into a 12" x 12" x 50" box for carrying along to different contests when traveling. According to Don, this is about the inside size of a fiberglass golf bag container which is

shipped free as luggage when traveling by airline.

Don brought the model in disassembled and proceeded to put it together as he discussed various bits of engineering he used to make it "portable". The only plans Don had to start with was a page in 1938 Zaic yearbook and a redrawn set by John Pond's son. Nick Sanford mentioned that he had seen the original fly!

Don's wing is built in three pieces, each wing half plugs into a center section with internal set screws, allowing the wing to be attached in the traditional manner. The fin and rudder is separate from the stab and elevator for shipping but becomes a unit when attached to the fuselage. Don made the cowl of fiberglass using the double balloon method which provided a really slick job. The model is covered in SAMSPAN with five coats of thinned dope and a final coat of FullerPlast two part epoxy paint (not available in California). See page 6 for detailed pictures of the *Ethy* bones.

He planned to fly it for the first time at the TOFFF session on the following day. I was unable to make it but understand that all went spectacularly well according to Don. He flew the airplane with a Brown Jr. (90 sec run time w/5 cc left in tank - 14 minutes), Ohlsson Sideport (45 sec eng run - 12 minutes), Ohlsson Front Rotor (35 sec eng run - 11 minutes), and an Ohlsson Goldseal (16cc for Texaco fuel allotment - 17min., w/5 cc left in tank - had to shut down to avoid OOS). Don reports approximately 5 minutes change time for each engine.

Thanks for the great report Don!

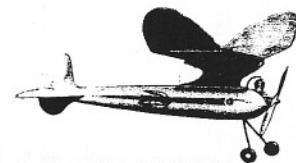
SHOW AND TELL

❑ Rick Madden demonstrated the trick of finding the right and wrong side of SAMSPAN by using a small piece of Velcro, which will stick to the wrong side. Someone suggested writing "smooth" on the right side to mark it once found.

❑ Brian Ramsey discussed the Volz "Zip" servos he had recently ordered from R/C Direct. It has a completely new case design with detachable lug mounts and a snap in frame for wing installations. This little jewel only weighs 11 grams and is available with or without ball bearings. Brian passed out info sheets to all.

❑ Dick Irwin showed his recently completed Spirit of SAM entry, a *Lanzo E Record Holder* (Air Trails, August 1942). Of the original, Lanzo said the model had made 63 flights of over 30 minutes. For Spirit of SAM, Dick's version is powered by a Graupner 400, 4 to 1 geared motor, turning a 10-6 Sonictronics folding prop, power provided by 6 Sanyo 500AR batteries. The entire setup weighs a little over 19 oz. Dick also brought this good looking model to TOFFF the following day and had several very satisfying flights.

❑ Ron Keil brought a 1/2 A Texaco scale Piper *Cruiser*. He told an interesting story of pulling a plastic cowl for this model. He used a built up, sheeted cowl as a form and



Antique Flyer

and found out you need something much stronger to pull a cowl when this form shattered to bits during the pull. He started over with a carved cowl and had much better results. We all learn from each other with adventures like this! Ron also showed a plan for the YOGI which is a post-SAM 1/2 A pusher that had taken his fancy.

☐ Yours truly passed around a *Dragonfly 14* inch ROG model recently picked up at the last Collecto. This flyer was manufactured by the Western Aircraft Mfg. Co. in 1932. I couldn't pass this one up because everything including the box was in mint condition except for the rubber bands which were getting a little dry. All surfaces were built up and covered leaving the builder to simply rubber band them together for flight. One word of caution in the instructions was to "avoid strong winds, water, excessive heat, and dogs" - Works for me.

☐ Bill Vanderbeek brought in a composite coupe wing to show the construction using a tubular carbon fiber spar and .001 carbon fiber cap strips over and under balsa ribs. He passed it around and it was very strong. Also, within the month, Bill is going to have his Madewell 49 modified ala Joe Foster. If you have one you would like done at the same time, contact Bill.

RAFFLE RESULTS

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

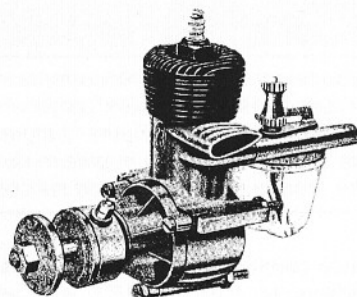
RAFFLE PRIZE/DONOR

Rubber Bands/SAM 27
 Model Digest/Bill Vanderbeek
 Hex Wrenches/Bill Vanderbeek
 Carving Knives/Bill Vanderbeek
 Remington
 Air Bulb/SAM 27
 TWA Pencils/Bert Flack
 Fuel Tank/John Hlebcar
 Golden Age Kit/Steve Remington
 Calendar/Joe Meere
 COX Texaco Engine/SAM 27
 Dumas Kit/SAM 27

WINNER

Don Bekins/Bill Vanderbeek
 Buzz Passarino
 Bill Vanderbeek
 Rod Persons/Steve
 Bert Flack
 Steve Remington
 Bob May
 John Hlebcar
 Bert Flack
 Don Bekins
 Ron Keil

SAM 27 Costs \$34.50 Collected \$62



Right: Don Bekins about to launch an Ohlsson 23 powered Foo-2-U-2 at Sam Champs with Ed Hamler assisting. This ship had the "Best Running Engine" award for Don.

CORRESPONDENCE

History of Supertigre by Nick Bruschi

Nick Bruschi wrote the following to John Hlebcar: "It looks like my coming to visit you fellows in April is becoming more and more sure. I'm counting in taking part in one of our meetings and, of course, join you on the SAM 27 flying field on a Thursday morning and be part of TOFFF.

"I'll have my Zipper 54 (original size) powered by a 1948 Italian diesel engine. The engine is extremely rare, name is OSAM GB 18, 2.82 cc., and was one of the very first engines produced by Mr. Supertigre (Garofali) himself. At that time



he was partner with Leonardo Boreani. So 'GB' stands for 'Garofali-Boreani' while OSAM stands for 'Officina Sperimentale Apparecchi Motori' (experimental engine factory). The real production started with the G 13 (Boreani wasn't partner yet) produced in very small numbers followed by the G 14, 300 were

produced, and finally in 1947 we find the GB 15 (a 6.28 cc. diesel) a few hundred of which were produced, and then the GB 16 (a 5.95 cc. diesel) produced in three series for a total of over 1,000 engines. The GB 17 was a 10 cc. diesel and the GB 18 was the last engine produced by the OSAM in the GB partnership. Garofali went on his own and started the 'Micromeccanica Saturno' which became 'Supertigre' and still is today.

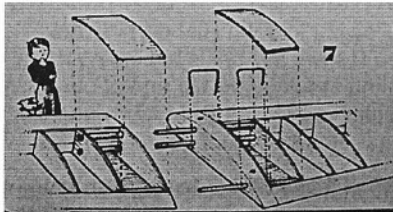
"I have a GB 16 which will power my Civy Boy 74 (haven't started construction as yet) which will fly with the sparkies in O.T. LER (SAM Italia limit is 1950 and Civy Boy 74 is 1949). Many happy landings."





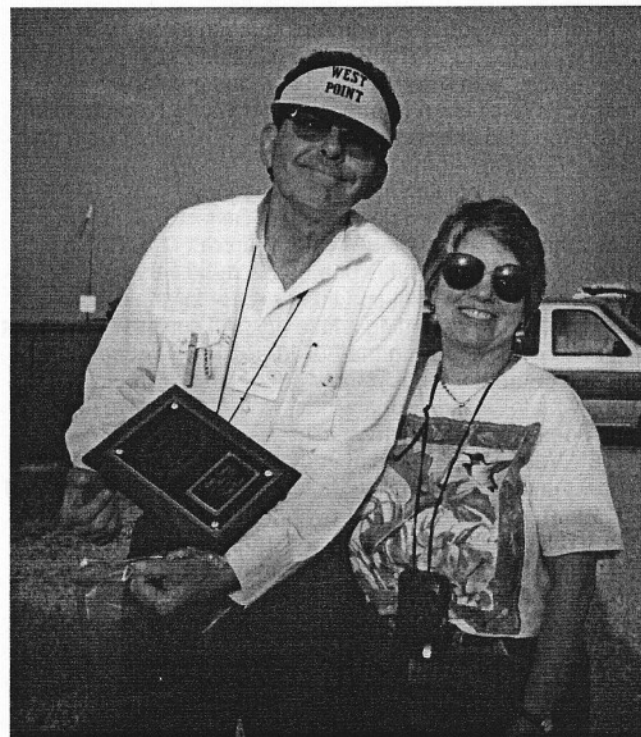
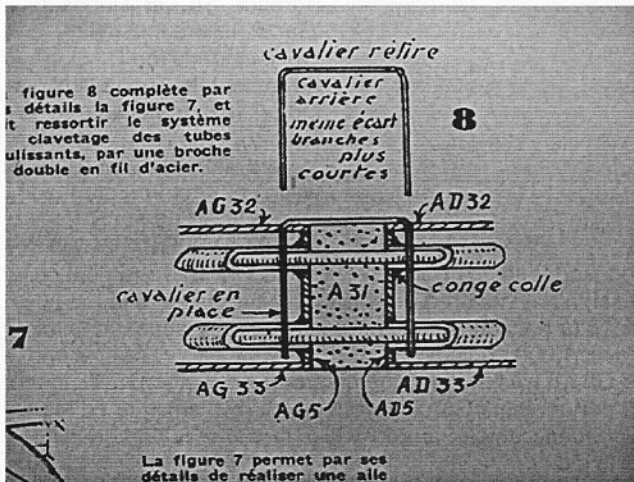
Antique Flyer

SCRAP BOX

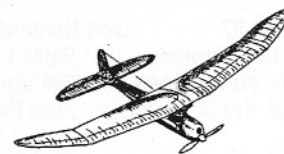


Don Bekins built his new *Ethy* with a removable wing structure featuring a pinned wing joint with concentric tubing. Shown here are several diagrams from a 1937

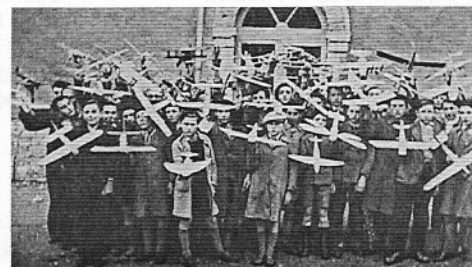
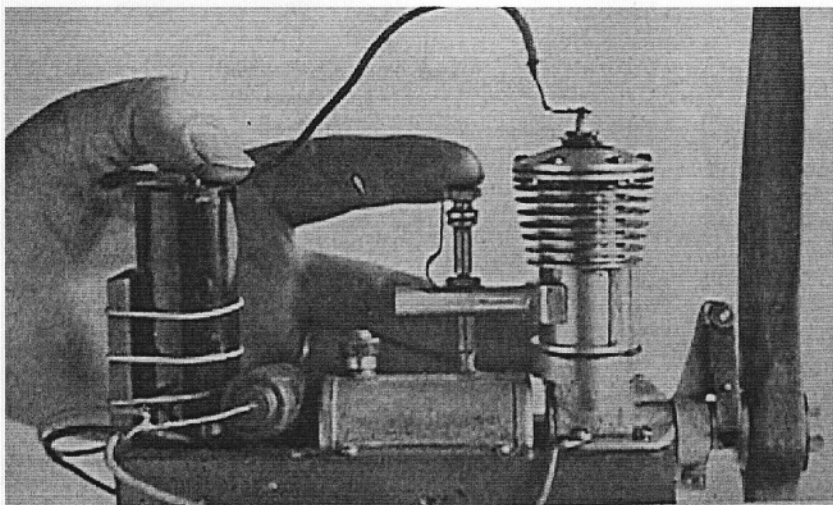
French tabloid, *la Vie Aérienne*, for a model named *Minavia Z-S-4* sporting a very similar arrangement. Is there nothing new?



Ed and Mary Hamler at 1998 SAM Champs after winning Pure Texaco.



MYSTERY ENGINE



Le groupe compact des concurrents du concours "Nos petites ailes", organise par la Federation des OEuvres Laiques et la section d'Aviation populaire de l'Indre, donne une idee de son succes.

The above captioned picture just shows that modeling in Europe in 1937 was active - these guys are the French equivalent of Jimmie Allen fans.



Antique Flyer



JOSEPH P. MEERE 1930 - 1999

by Rod Persons

This short memorial is to Joe Meere. Joseph P. Meere, SAM 27 member and rafflemiester, died Friday, March 19th with his son Patrick at his side. Joe would have us celebrate his life and passing at age 69.

Joseph spent 30 years as a mechanical engineer for GTE from which he retired. A graduate of Wentworth Institute and North Western University. He also served in the USAF during the Korean War. He is survived by his son Patrick of Chantilly, Virginia and daughter Frances Frisella of Peabody and now is reunited with his son Andrew Meere.

His interests were varied and many. He found great pleasure in hiking, bicycling, dancing, woodwork and modeling. His greatest pleasure came from spending time with his son and close friends and doing things for others. We used to kid Joe that he had a Boston accent with a British sense of humor. Rides with him, John Dammuller, and Buzz Passarino were a trip. Joe's dry sense of humor spiced up each trip.

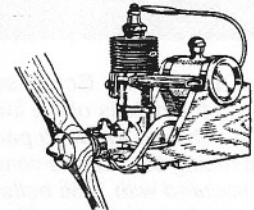
Joe started modeling as a child and continued throughout his life. His basic interest started with the stick and tissue models and expanded to radio control

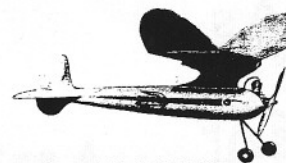
as an adult. In his latter years, he returned to building stick and tissue models and R/C gliders. Patrick remembers his dad taking him to the flying field on Saturdays when they lived in Boston. He always had a model under construction. His hobbies were sometimes set aside for family and work, but always there. When Joe retired he decided a move to Arizona would allow him more time to pursue his interests. Climate and allergies made him move to California. He first tried Stockton and the Central Valley. Again, the air, heat and allergies forced him to move. He selected Santa Rosa and found the climate and conditions ideal. In all these moves he joined model clubs in each area. In Santa Rosa he joined SAM 27 and the Marin Aero Club. He served SAM 27 as the raffle coordinator.

With all of his interest, he was always ready to go, especially when a club meeting or contest was scheduled. He would then volunteer to help anyone flying and set aside his own interests.

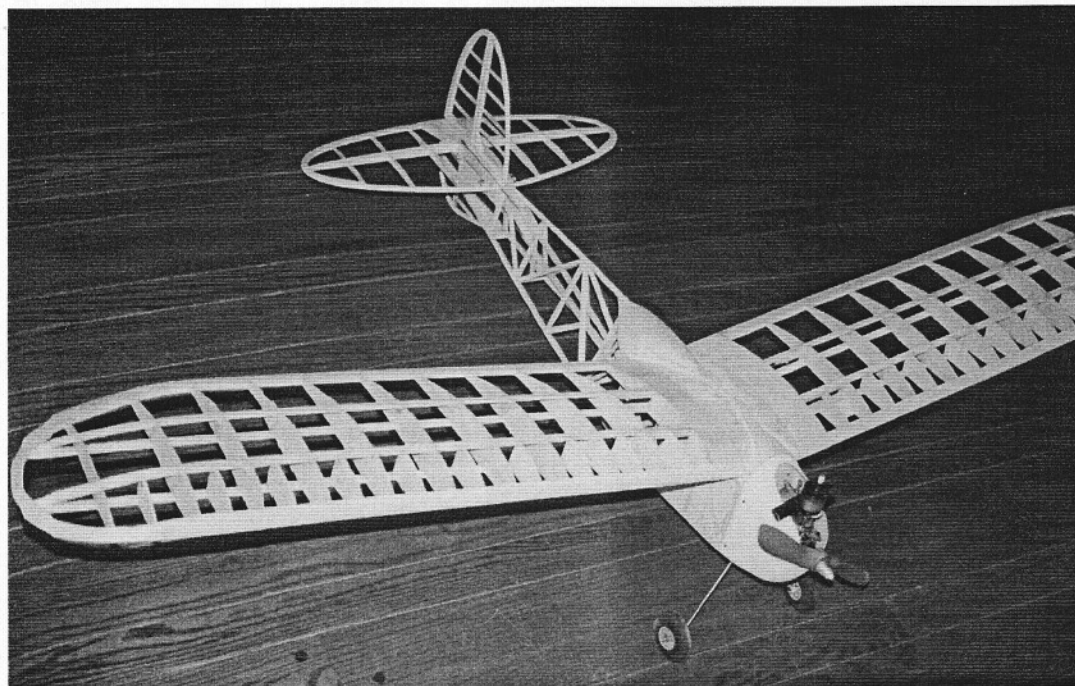
There is one thing that Joe left anyone that he was close to; beyond his love of friends, was his outright honesty. If Joe was anything, he was truthful and honest. Joe could be trusted with anything including your most private feelings, thoughts and actions. If he said he was going to do something, you could count on it.

I will, and I know our little group that traveled to so many different events, will miss Joe. Yet we know that Joe now swill be amongst friends and family with similar interest. Joe, your models and works will be as perfect as you always wanted them. Bless you and thank you for what you brought to all of us.



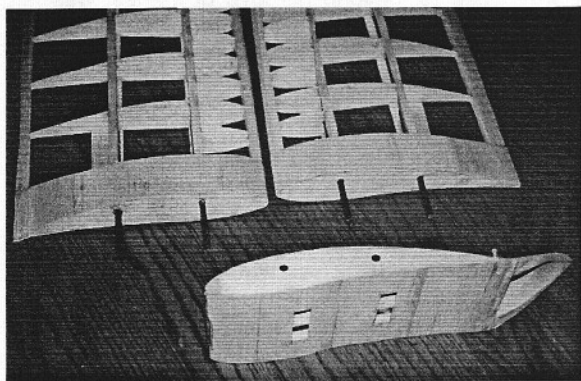


Antique Flyer

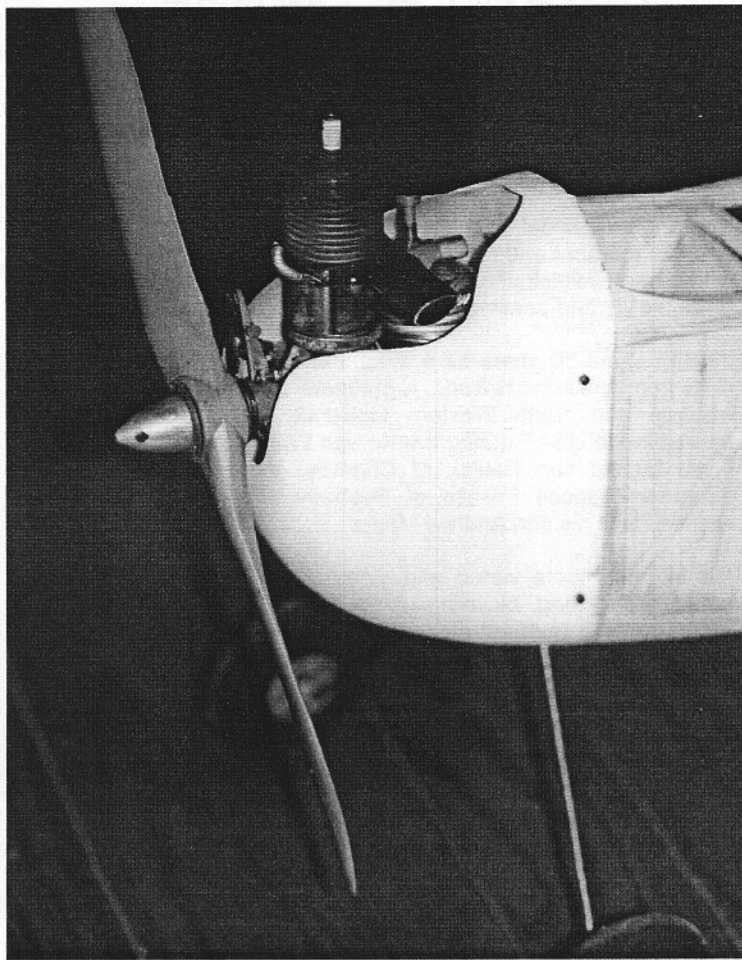
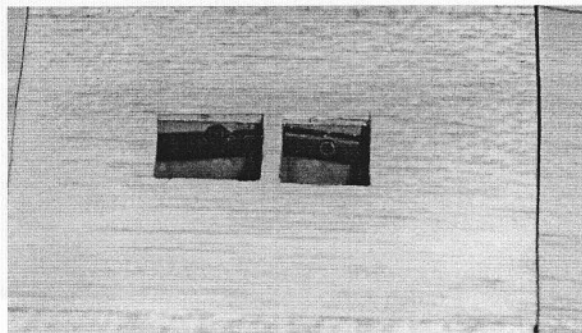


ETHY

Details of Don Bekins' new Ethy are shown in these terrific bones pics. The cowl was made over a male mold with an air (blow hole) hole in the top. A portion of a balloon stem was cut off and placed over mold. It was then painted with liquid mold release. Two layers of fiberglass were wrapped over mold, saturated with epoxy resin and a second balloon pulled over the fiberglass. After 24 hrs., the excess was cut off bottom and compressed air used to blow cowl off mold. Trimmed to fit the engine.



Above and Below: Center section of the Ethy wing showing the details of the intersecting carbon fiber rods which hold the wing panels together. The wing panel tubing fits into the wing platform; the tubes are then secured with 2-56 bolts, tapped through the male and female tubes. The wing is reinforced with double spruce spars and false ribs. Bekins photos.



SAM 27 Roster - 15-Mar-99

Last Name	First Name	Address	City,State	ZIP	Country	Telephone	e-mail Address
Abbott	Parker	2423 Jenes Lane	Santa Rosa, CA	95403-1817		707-546-2358	rcsam@aol.com
Albrecht	Jack R.	5607 Military Court, Paradise Valley	Fairfield, CA	94533-9702		707-426-9442	jrcmodeler@communityonline.net
Allen	Robert	75 Wembly Dr.	Daly City, CA	94015		415-992-2015	rall@worldnet.att.net
Anderson	Gunnar	4583 Belmont Ct.	Sonoma, CA	95476		707-996-8027	
Banks	Charlie	2050 Huckleberry Rd.	San Rafael, CA	94903		415-449-1736	
Barrick	Don	55138 Pipes Canyon Rd.	Yucca Valley, CA	92284		760-228-1170	
Bekins	Don	P.O.Box 722	Tiburon, CA	94920		415-435-4697	donbekins@earthlink.net
Benson	George	204 Benson Circle	Mill Valley, CA	94941		415-388-1809	
Brown	Derry	20 Greenlaw Crescent	Berwick, Victoria		Australia	0	gbrown@jeppsen.com.au
Bruce	Charlie	Rt. #1, Box 766	Milano, TX	76556		512-455-9543	
Bruschi	Nick	Via dei Boschetti 31	47893 Borgo, Rep. San Marino		Italy	0	fcastiglioni@omniway.sm
Carlson	John V.	353 Las Casitas Ct.	Sonoma, CA	95476		707-996-8820	JohnC914@aol.com
Carpenter	Daniel D.	1619 3rd ST.	Manhattan Beach, CA	90266		310-376-4080	
Cizek	Rado	27301 Kam. Zehrovice	Zilinska 160		Czech Republik		
Clancy	Mike	2018 El Dorado Court	Novato, CA	94947		415-897-2917	WB6ZHD@aol.com
Crocker	Arthur	1703 Ranier Avenue	Petaluma, CA	94954		707-778-8107	rakcro@pacbell.net
Dammuller	John	301 Empire Drive	Ukiah, CA	95482		707-462-1311	
Dann	David	9 Bennit Ave.	San Anselmo, CA	94960		415-457-9669	
Davidson	Larry	1 Salisbury Dr. North	East Northport, NY	11731		516-261-1265	larryd@pouch.com
Dempsey	Bill	390 West Napa St.	Sonoma, CA	95476		707-938-8575	
Emmert	Fred	2209 Hastings Dr. #42	Belmont, CA	94002		415-593-5704	fred@emmert.com
Facto	Robert & Elaine	21 Bergenia	Rancho Santa Margarita, CA	92688		949-858-1219	bfacto@aol.com
Ferrario	Rocco & Family	2471 Solano Ave #204	Napa, CA	94558		707-538-8216	siouxzq@community.net
Flack	Bert W.	3800 Shadowhill Dr.	Santa Rosa, CA	95404		707-538-8216	
Funk	Wes	220 E. Kern St.	Taft, CA	93268		805-763-3905	wfunk@lightspeed.net
Galeazzi	Remo	925 5th St.	Petaluma, CA	94952		707-762-8261	
Gies	Karl A.	P.O.Box 514	Lewiston, MT	59457-0514		406-538-8949	skyland@mcn.net
Gomez III	John	206 Escobar Place	San Ramon, CA	94583		510-828-6958	
Gunning	Walter	130 Garner Court	Novato, CA	94947		415-892-9257	
Hamler	Ed	3379 Crystal Court	Napa, CA	94558		707-255-3547	ehamler@aol.com
Henderson	Steven A	545 E 13th Street	Idaho Falls, ID	83404		208-523-4810	
Hlebcar	John	201 Foster Rd.	Napa, CA	94558-5926		707-252-8482	hlebcara@juno.com
Hoffman	Earl	489 Mission Blvd.	Santa Rosa, CA	95409		707-539-3241	wether1912@aol.com
Holman	Bob	1701 Garden Drive	San Bernardino, CA	92402		909-885-3959	bhplans@aol.com
Hughes	Speed	1964 Bridge St.	Yuba City, CA	95991		916-671-3776	
Irwin	Dick	2112 Seville Drive	Napa, CA	94559		707-224-5318	dickma@pacbell.net
Kane	Charles	8050 Oakmont Dr.	Santa Rosa, CA	95409		707-538-1683	



Antique Flyer

Last Name	First Name	Address	City,State	ZIP	Country	Telephone	e-mail Address
Kast	Bill	644 Goodhill Rd.	Kentfield, CA	94904		415-461-3562	
Keil	Ronald	10455 Windjammer Ct.	Kelseyville, CA	95451		707-277-9305	
Kramer	Larry	36 Olive Ave.	Larkspur, CA	94939		415-924-3068	labhak@augur.com
Langenberg	Bill	420 Bolla Pl.	Alamo, CA	94507		510-831-0626	
Long	Jerry	12 Scenic Rd.	Fairfax, CA	94930		415-453-0861	
Long	Phobi	12 Scenic Rd.	Fairfax, CA	94930		415-453-0861	
Madden	Rick	P.O.Box 1514	Sausalito, CA	94966		415-332-6686	
May	Bob	370 Pinewood Drive	San Rafael, CA	94903		415-479-1278	bobandwini@aol.com
McGowan	Bob	43051 Peachwood	Fremont, CA	94538		510-498-1042	
McGowan	Ray	2661 Adrian St.	Napa, CA	94558		707-224-2104	rtmcgowan@aol.com
Meere	Joe	5252 Old Redwood Hwy.#25	Santa Rosa, CA	95403		707-526-9914	
Mortensen	Albert E.	119 West Way	Camillus, NY	13031		315-488-4789	
Munn	Bob	1781 Bradley Estates Dr.	Yuba City, CA	95993		916-671-4452	
Nevels	Ned	1125 Westview Dr.	Napa, Ca	94558-4200		707-255-7047	nedn@napanet.net
O'Brien	Dick	16954 Schiller Court	Sonoma, CA	95476		707-938-5210	
Owen	Woodie	P.O.Box 32172	Charleston, SC	29417			
Passarino	Buzz	318 Piper St.	Healdsburg, CA	95448		707-433-3709	
Pearson	Bill	25 Rudnick	Novato, CA	94945		415-892-3144	
Persons	Rod	115 Kerry Lane	Cloverdale, CA	95425		707-894-5788	
Ramsey	Brian	2001 Van Ness Ave. #409A	San Francisco, CA	94109		415-474-5175	
Reich	Charlie	P.O. Box 861007	St. Augustine, FL	32086			reich@aug.com
Remington	Steve	1034 Melrose Ave.	Alameda, CA	94502		510-523-3618	72245.747@compuserve.com
Richmond	John Q.	918 Sudario Court	Camarillo, CA	93010		805-482-7301	
Rocha	Jerry	3583 Ruston Lane	Napa, CA	94558		707-255-0651	
Romak	Bud	85 Sullivan Dr.	Moraga, CA	94556		510-376-4624	
Rooman	Robert	4235 S. Deborah Rd.	Springfield, Mo	65810		417-886-2146	r.rooman@juno.com
Roselle	Steve	933 Barbra Ave.	Mountain View, CA	94040		415-969-1712	steveroselle@earthlink.net
Samuelson	Pete	43 Adam Way	Atherton, CA	94027		650-365-5560	mmoyer02@sprynet.com
Sanford	Nick	5320 Santa Terresa Ave.	Santa Rosa, CA	95409		707-539-4369	
Schmidt	Loren	11948 Franklin Blvd.	Elk Grove, CA	95758		916-684-2265	
Shiraishi	Trevor	5 Vin Court	Napa, CA	94558		707-226-6440	
Solenberger	Ed	1551 Lynn Ct.	Santa Rosa, CA	95405		707-542-1756	
Sullivan	Dick	251 Del Rio Paseo	Sonoma, CA	95476		707-996-0401	
Terzian	Fred	4858 Moorpark Ave.	San Jose, CA	95129		408-725-1065	fterzian@pacbell.net
Tulp	Karl	15 Laurelwood Court	San Rafael, CA	94901		415-456-1309	
Vanderbeek	Bill	13300 Simon Lane	Los Altos Hills, CA	94022		415-949-3366	bill@vander-bend.com
Wakerly	Bob	2333 Redwood	Napa, CA	94558		707-226-5863	
Walker	Tandy C.	3602 Lynnwood Drive	Arlington, TX	76013-1120		817-274-9600	tandyw@flash.net
Wardenburg	Fred	29 Coast Oak Way	San Rafael, CA	94903		415-479-4530	
Wernholm	Tom	32 Primrose Way	San Ramon, CA	94583		510-736-4111	



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.

JOHN CARLSON

John Carlson, who just this year "retired" from the job of secretary and treasurer of SAM 27, is a retired electrical engineer. John's career was with Bechtel. He started modeling around 1930 and then went into a 50-year hiatus, restarting the stick-and-tissue building in 1984. John relates the story of his modeling and flying career as follows:

"I was a kid during the "Golden Age" of aviation and was fascinated by the aircraft and pilots of that day; Lindbergh, Post, Doolittle, etc. My interest in modeling probably got started with articles in the magazines of the day, *American Boy* and *Boys Life*, but what really got me started were two, much older cousins who were building models while vacationing nearby.

"My first models were probably ROGs and then some kit scale models, the first of which was, as I remember, a Scientific Bellanca, none of which flew worth a damn. The first model that really flew was a *Monocoupe*; boy, was I thrilled!

"I joined the *Junior Birdmen* when it started in the early 30s and went most Sundays to the National Guard Armory at 14th & Valencia in San Francisco. Many of the SF Vultures club such as John Pond and Nick Sanford flew there regularly but my being a few years younger and pretty shy, never became one of the "in" crowd. I wasn't much of a competitor but did take a third place in a *Junior Birdmen* indoor HLG event and permanently ruined my right arm for heavy duty throwing.

"In about 1935 I built a "Gassie" with a Baby Cyclone engine. I don't remember what I used for plans. It may have been self designed. Anyway it flew pretty well, but having to rely on others for transportation, I managed only a few flights. About this time school work and other interests resulted in ceasing to model. I resumed in about 1984 with an R/C 40 Trainer and joined the Napa Valley R/C Club. I joined SAM 27 in 1990.

"I got my first Private Pilot's license in 1940 under the CPT Program while a Sophomore at U.C. Berkeley flying a J-3 Cub. I was called to active duty in the USNR in July of 1941. I applied for Naval Pilot training but, in hindsight, fortunately did not make it. After my retirement, I resumed flying and got my second Private Pilot's license in 1986 in a

Cessna 152. Shortly thereafter, I bought a 1/4 share in a Citabria and got in a couple of hundred hours before we sold the aircraft in 1991 and I decided to Cessna 152. Shortly thereafter, I bought a 1/4 share in a Citabria and got in a couple of hundred hours before we sold the aircraft in 1991 and I decided to quit while I was ahead.

"I guess my favorite model was my 1/2A Atomizer with which I took Fifth Place at the 1995 SAM CHAMPS in Colorado Springs and which I lost OOS a couple of months ago. (John previously flew his Atomizer at the Taft SAM CHAMPS and lost it OOS. About 2 hours later, Larry Davidson walked up with John's model. Larry had used a finder to locate one of his models and ran across John's also).

"Building and flying models, and my involvement with SAM 27, have given me much pleasure in my retirement. All those I have met in my modeling activities I count among my good friends."





**AMA Chapter #108
OFFICERS**

- President**
Bert Flack (707) 538-8216
3800 Shadowhill Dr.
Santa Rosa, CA 95404
- Vice President**
Park Abbott (707) 546-2358
2423 Jenes Lane
Santa Rosa, CA 95403
- Secretary**
John Hlebcar (707) 252-8482
201 Foster Road
Napa, CA 94558
- Treasurer**
Rod Persons (707) 894-5788
115 Kerry Lane
Cloverdale, CA 95425
- 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
2555 Robert Fowler Way #A (408) 259-3366
San Jose, CA 95148 1-888-803-9709

PLEASE ADVISE EDITOR OF
ANY CHANGE OF ADDRESS

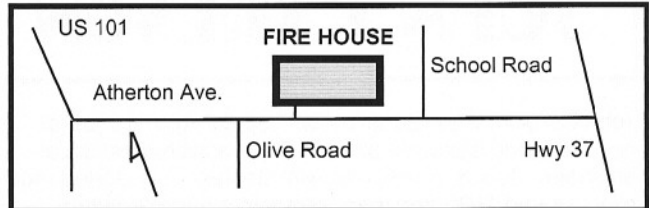
MEMBERSHIP

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



**Next Meeting: Wednesday,
Apr. 21, 1999, 7:30 P.M. at the Novato
Fire Department Training Room**

**Antique Flyer
201 Foster Road, Napa, CA
94558**

April 1999



Mystery Model(s). Note the landing gear, the well formed fuselage, the decorations. Name the airplane and be an expert.

FIRST CLASS MAIL

TO: