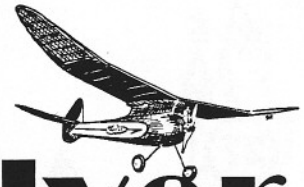




Antique Flyer



AMA Chapter #108

May 1999

Issue 201

April Chapter Meeting

by John Hlebcar

25 folks showed up to celebrate Secretary's Day - or was it the only one? Four of those gathered were visitors. They included member Nick Bruschi and guest Giorgio Colla, both here from Italy as guests of Don Bekins, who is ushering them around to various west coast contests. Rocco Ferrario also came by and brought his son Anthony and past junior member Jake Engelskirger. Jake and Giorgio joined up so add the following to your "new" rosters:

Giorgio Colla
Via Seletti 6
43012 Fontanellato (PR)
Italy

Jake Engelskirger
2916 Devita Drive
Napa, CA 94558 phone: 707-226-5645

Also, Change Bob Munn's telephone area code to "530" and add his e-mail as, whozis@jps.net.

Conspicuous by his absence was John Carlson, who elected to stay home and prepare himself to face hip replacement surgery Friday morning following the meeting. Joanne and I dropped by to see him on Saturday and we're glad to report he was doing well. He spent one week in the hospital and is now home and doing well. Threw his cane away as a matter of fact - and is using a walker for the time being.

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, member's shop photos are wanted. Send them, along with a short write-up, to Steve Remington.
- The April issue featured a Mystery Engine and a Model with a Model! The engine after some discussion was identified as a Gwin Aero Mighty Midget (0.488) and/or a Tom Thumb by Bunch for Cleveland Models.

Remo Galeazzi favored the Mighty Midget as he owned one in 1938. This was a surprise to your editor who lifted the photo from an old 1937 French modeling magazine. The model on the cover photo turned out to be a class A Zeke with a K&B 19 built by Bob May about 1952. The other model was named Linda and was a friend of a friend from San Leandro back then.

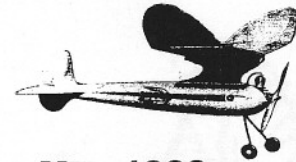
The club only has two of the 20 cc glass fuel syringes for sale to members at cost. See me with \$16 if you want one.

Upcoming events include the SAM 30 Spring Annual at the Schmidt Ranch, the 4th Annual RC Show in Santa Rosa, and the SAM 8 Memorial Meet at Hart's Lake Prairie in Washington - all on 15-16 May, take your pick. 29-30 May will see the U.S. Free Flight Championships at Lost Hills, CA. June ushers in NCCFFC #3 at Waegell Field on the 6th, SAM 21's Howard Osegueda meet in Newark on the 12th, and the SAM 8 Annual Meet at Hart's Lake Prairie, WA on the 19th & 20th. Contact Ed Hamler for more information or points of Contact.

Our Italian visitors have been doing well. Giorgio won the SAM Concours at the SCAMPS Texaco meet in Taft last month with his BM.3 vintage Italian model (see Show and Tell) and Nick Bruschi won the 1/2A Texaco event at Loren's at the SAM 1849 meet. He also got a 3rd in Class B ignition. All the entry fees were returned to contestants as prizes rather than merchandise or plaques. Good show! A lot of engines there for sale. Giorgio bought 10 engines! Mainly Ohlssons in various states of repair which he is working on at Don's bench repairing them and putting them in running condition. Don took them to RC Country in Sacramento and they went wild buying stuff - mainly props. Giorgio also bought a 1.6 cu.in. OS four cycle twin. Reminds me of when I was in to model railroading I always wished I could go to Italy and buy some of the brass rolling stock manufactured there.

If you have any items for the SAM 27 Web Page contact Ned Nevels at his e-mail address: nedn@napanet.net





JR O/T REPORT

Rocco reported that the AMA had recently sent him to Boston to an educational convention to cover model aviation as an aid to science programs which we know he has been doing for many years with great success. While there they distributed over 900 lesson guides. They will be sending him out again May 21-22 for the Boy Scout's Aviation Field Day in the Sepulvida Basin where in conjunction with the Airline Pilots Association they hope to get 2,200 scouts their Aviation Merit Badges. He will also be taking part in a control line and free flight display at Oshkosh in July. Good work Rocco! Rocco also has a mug shot in the current Model Aviation (June) on page 29 in conjunction with his AMA Education Committee position.

TOFFF GUY REPORT

The rain has quit (I hope) but the wind has started. In between these two phenomenon though, we picked up another TOFFF member when Bob Wakerly showed up one day and got some stick time courtesy of Jerry Rocha. Dick O'Brien lost his 1/2A *Coronet* one day when the xmtr and rcvr decided to quit talking to each other. Later that day Gunnar Anderson found it and Dick gets another chance to see if things are patched up between Mr. T & Mrs. R. Steve Remington also entertained us with a spin into the (soft) ground with his *Buzzard Bombshell* (Transmitter has been returned to JR for work!). Plus a few infamous launches by Park Abbott and Ray McGowan (known as the Hlebcar butterfly hand launch). All in all no one really hurt their airplanes too seriously for as many crashes as there were. Thursday following the meeting our Italian air force came out to earn their TOFFF badges. Gusts were estimated at 25-30 mph so they were awarded badges for bravery and a promise to return the following Thursday to try again.

OLD BUSINESS

☐ *Dakota Club Project.* Rod Persons had another batch of .049 Cubs and most of them were sold to members, leaving two for tonight's raffle. Remember, they should be disassembled and cleaned before running. I had also ordered a dozen Perfect #1 1/4 oz fuel tanks from Robert Stricker in Illinois. A few were sold, one was put up for a door prize, and Rod has the rest if you want one for your *Dakota* (\$3 each). Remember we are going to fly to a two minute limit (plus or minus). No date has been picked yet. When I mentioned *Dakota* to Bob Stricker, he told me he had built one as a kid and his brother had recently built one for him for old time's sake except he trimmed it with sandwich wrap (Jerry's name for Monokote). I asked him if he might send a photo along and he did so. It was passed around at the meeting.

☐ Jerry Rocha had received the 30 "Badge" timers from Wheels and Wings in Lafayette. They are available for club

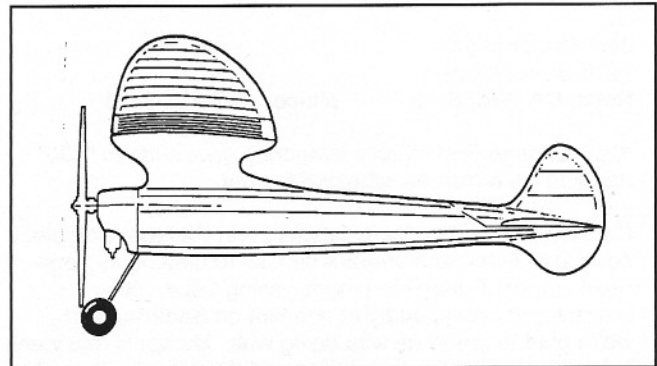
member projects. Contact him if you are interested.

☐ We will again participate in the Annual (4th) NorCal R/C Show in Santa Rosa on the 15th and 16th of May. Rod has arranged to get in one of the center isles. Contact him if you have time to participate in our booth on Saturday or Sunday and he will arrange for an exhibitors badge (no admission charge) for you at the EAST entrance. We also need models to display. We do not have another meeting before this event so please contact Rod sometime before the last minute!

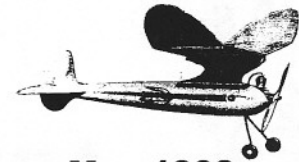
TECHNICAL REPORT

(No scheduled speaker for next month - I will prepare a new set of "Name Bombs" for use at future meetings)

Seeking technical data, Bill Dempsey brought in his 40 powered *Badger* fuselage and questioned the group about whether it had too little vertical stab area. He tried to fly it several times and couldn't control it. Don Bekins suggested it may have been designed to do a spiral climb in free flight, similar to the *Zipper* and offered to check-fly it when they could get together.



Nick Bruschi volunteered to discuss his *Zipper* model and the way they fly in Italy. Everyone was eager to hear that so he became our default technical presenter for the evening. He pointed out the very small elevator he used on the *Zipper*. This he uses primarily as a trim because his models are set up to fly free flight. In Italy, the flying fields are extremely small. For instance, 60 meters wide by 200 meters long (approximately 197' x 656'). Out of that area, you cannot land without damaging your models. To fly free flight from a field this size, they switch the radio on and lay it on the ground. From this point on, no one can touch it! The engine is started and the model is flown free flight. If anyone touches the radio, the timekeeper stops the watch. Once the aircraft has maxed, if you are lucky enough for it to do so, the timer stops the watch and the modeler picks up the radio and proceeds to direct the model back for a landing on the small strip. If the model starts to drift away to where it could become lost, pick up the radio and retrieve the model. This of course stops the clock, but saving the model is more important than winning the contest. If I



Antique Flyer

understood him correctly, he did compete with his model that way in Taft, with the included weight penalty of the on board radio equipment.

He expressed his gratitude for our letting him become a member of our club. He brought some items with him to distribute to members he had corresponded with. As Vice President of SAM Italy he distributed hats to our President and others. Shirts to Jerry Rocha for his help in repairing an engine after Nick failed to check rudder direction before a launch, John Hlebcar for recent correspondence carried out in the name of the club, Steve Remington for correspondence and being so nice as to always write about him in the *Antique Flyer*, John Carlson for previously corresponding with him, and a SAM Italia pin for Ed Hamler who became a good friend and does not wear polo shirts or caps. He then passed around for all some stickers from his club GRUPPO AERODELLISTICO SAMMARINESE, or the San Marino Aeromodellers Group of which he is President. Add to that various patches and stickers from SAM Italia for the raffle and everyone went away happy.

Thank you very much Nick!

SHOW AND TELL

□ Nick stayed at the podium to talk about Giorgio Colla's example of an early Italian BM.3 gas model. About 95% of their contest models are the same ones we use because pre 1942 Italian models were not very competitive plus no engines were available there until after the war. Also due to the war their cutoff date for old models is 1950 instead of 1942. The Italian models thru 1950 are about the same as ours through 1942. Giorgio assembled the model which had plug-in wings and landing gear, while Don and Nick unrolled the plans for all to view. The plans carried a certification by SAM Italia that allowed it to be built with modifications in the structure to allow it to be flown under SAM rules and to use more modern materials such as balsa. Ribs of plywood and strips of spruce and similar building materials were the order of the day during the war years - same as here. Italian models during this period were pretty much designed after sailplanes which had the nose cut off and a bulkhead added to accept an engine. The first time this model was shown in the US was at Taft the previous week where it won the *concourse d'elegance*. He flew it there and Don flew it a little bit, but it had Mode one controls, with the throttle on the right stick so he didn't fly it for long. A round of applause went to Giorgio for his beautiful model.

Nick's and Giorgio's models were transported here in a large plywood box made for the purpose. When they arrived at the airport, the customs agent asked Nick what they had in the box. Nick replied "The body of a beautiful lady!" The agent didn't want to see anything after that statement and waived them through.

At this time, Don Bekins stepped up and introduced Giorgio as a new member of SAM 27 and presented both Nick and

Giorgio with one of our SAM 27 "O&R Powered" tee shirts.

□ John Hlebcar showed a 6 in 1 combination "DEL Tool" screwdriver that consisted of two double-ended screwdriver bits, each of which fitted into one or the other end of a double-ended shaft, one end a 1/4" hex drive, and the other end a 5/16" hex drive, the whole mess fitting into a plastic handle. The significance of all this is he was making the rounds of auto supply places looking for a 5/16", thin-walled socket to use on the difficult-to-get-at glow plugs in the OK cub .049 engines. The 5/16" socket on this tool did the job so well that he bought two and donated one as a raffle prize.

□ Ed Hamler brought along his *Footie Westerner* old timer project to show how he has utilized a cross-grained strip of SAMSPAN as a hinge on the elevator. The elevator and stab are covered as usual, then the strip (about 1/2" wide with the grain running fore and aft is doped to the top surface of both to form the hinge. It appears to be plenty strong and we await a test flight report when the model is completed. This might take an extra hour or two since the wing tip got crunched slightly by a tool box in his van.

□ Don Bekins rolled in a case designed to ship two golf bags (free as part of your luggage) when husband and wife are traveling by air. It appeared to be extremely strong, light, and had a waterproof aluminum edge with three latches to hold the case closed. As a demonstration he opened it up and easily resting inside was the wooden box that Giorgio has transported his model in. The case was manufactured by SKB from Orange, CA. Don plans to use it to hold two models and support equipment (no batteries or fuel) on his trip to San Marino this year.

□ Trevor Shiraishi showed his 1/2A Texaco *Fox* project, a 1940 Joe Bashar design. He said his reason for building another 1/2A Texaco project is because his *Playboy* is no longer fit for competition, since the garage door shut on it when his controller inadvertently activated and closed the door on the model. This is his second *Fox*, the first having been given him by Sean Crowley, one of our former junior old-timers. Treavor now uses that model to teach others to fly.





May 1999

Antique Flyer

RAFFLE RESULTS

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

RAFFLE PRIZE/DONOR	WINNER
SAM Italia Decals/patches/Nick Bruschi & lots of other guys	Buzz Passarino
OK Cub Engines/SAM 27	Buzz Passarino & Don Bekins
Fuel Tank for Dakota/SAM 27	Bob May
Rubber Bands/SAM 27	Jake Engelskirger & Nick Bruschi
Wrench-Screwdriver/John Hlebcar	Steve Remington
Indoor Flying Models Book/Bert Flack	Nick Bruschi
Button Timer/SAM 27	Jerry Rocha
White Glue/SAM 27	Bob Wakerly
Single Edge Blades/SAM 27	Ray McGowan
Perry Carburator/Rick Madden	Ron Keil
UHU Glue/SAM 27	Bob May
Balsa Stacks/Rocco Ferrario	Rick Madden & Ray McGowan
Book-Free Flight Symposium/Dick Irwin	Giorgio Colla

SAM 27 Costs \$50 Collected \$88

MORE?

Usually, the raffle concludes our meeting but this evening was to be an exception. Remo Galeazzi requested that if Nick Bruschi was willing, could he tell us about his home, the Republic of San Marino. Nick certainly was willing and I think most of us were only glad to listen. The only problem I had was I had already put away my recorder and other materials. What follows is a small collection of items that I picked off the internet about this amazing and beautiful place...

San Marino by Cleo Paskal

There isn't a single McDonald's in the Republic of San Marino. There's no Burger King. There's no Gap. What there is, is a population of 25,000 Sammarinese passionately devoted to the perpetuation of the world's oldest Republic and, not coincidentally, an awful lot of crossbows.

A few facts. Yes, San Marino is a completely independent nation, member of the U.N. and everything. According to tradition, it has been independent, more or less, since 301 A. D. when a Christian stonemason called Marinus the Dalmatian hid from the anti-Christian Roman Emperor Diocletian on the peak of the beautiful, foreboding and easily defended Mount Titano. The total land mass of the country is 61km². It is completely surrounded by Italy. The citizens speak Italian. No, the San Marino Grand Prix is not actually held in the country itself. The rights have been farmed out to a nearby Italian town (*Imola*). They celebrate their founding day, September 3rd, with -- among other things -- a

world renowned crossbow competition and a nation-wide bingo game.

San Marino is also stunningly picturesque. Out of the center of the country juts the mediievally majestic Mount Titano, itself crowned by the three defensive forts that have made independence possible. Spectacular cliffs face the Adriatic while the Old City tumbles like a veil down the back of Titano, towards the Apennines.

The country's major industry is its past. Most of the three MILLION tourists who visit each year come to see a seeming historical anomaly. They drive straight through the undulating Romagna country side to Borgo Maggiore, a traditional market town at the foot of the Titano cliffs. Then it's right up the cable car to the San Marino city itself.

The Sammarinese have pragmatically complied with fiscal demands and abandoned much of the lovely Old Town to the tourists. Very few local residents remain in the car-less labyrinth of flagstone paths that winds through ancient limestone buildings, quarried from the mountain beneath it.

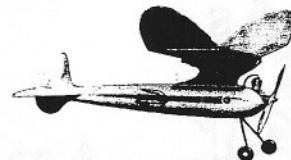
In the town, there are an abundant number of museums to cover the span of Sammarinese history. Geographically, the most fun of these are the forts. Up, past the castle-like government building, an architectural range of churches and ubiquitous but non aggressive souvenir stands, the path leads inexorably to the three forts perched along the edge of the cliffs.

The first two forts house museums, one an impressive collection of ancient weapons that include, yes, a plethora of crossbows. As an added bonus, you get to roam around parapets, up stone steps, down metal ladders and along sentinel paths that border the cliff's edge. Potentially sole destroying, the rugged ramble is a medieval-themed jungle gym for adults punctuated by pauses to absorb the spectacular views down the coast to the Adriatic. On a clear day you can see Croatia.

If you are looking for a Ye Olde Country, San Marino is for you. There is even a sunken crossbow pitch where week long Medieval celebrations are held, complete with flag throwing acrobats, authentic food and a full tights-for-the-boys dress code.

But the hit-and-run bus loads of tourists who pose next to the plummed Council Guards and buy a souvenir pocket crossbow for the kids are missing the point. The most fascinating thing about San Marino isn't its past, it is its present.

The historical obsession with independence has produced a nation which, according to one Sammarinese, "breathes politics". Away from the pageantry of the Old City, in the restaurants and cafes and market at the foothills of Mount Titano, citizens talk, argue and occasionally yell about politics. Domestic voter turn out is near 99%. Political structures are amazingly inclusive and self-monitoring. For example, the official Heads of State are two co-Regents



Antique Flyer

chosen from among the 60 members of the popularly elected Great and General Council. The Regents are from opposing political parties. There are two so that they can keep an eye on each other. If that wasn't enough, they only serve six month terms so that they won't be tempted to build up a personal power base. And, once the term is over, there are three days of hearings in which any citizen can come forward with complaints about the conduct of the Regent while in office. If the complaints warrant it, all out judicial proceedings are launched. It's enough to make you seriously jealous.

The result is a citizenry that is deeply involved in the running of its country. They know that it is worth their while to get involved because their input will be taken seriously. Socially, they have one of the most comprehensive free health care and education systems in the world.

Most tourists come to take pictures not talk to the locals. But if you even casually ask about local politics, the flood-gates will open. At lunch one day I met a Sammarinese doctor who was setting up an immunity research department at the nearby hospital. He was also a member of the Great and General Council. And San Marino's representative at an upcoming meeting of the European security council. He talked openly and casually about affairs of State before running off to see a patient. You have to admire a country where the politicians actually work for a living. San Marino has one of the most vibrant political and social cultures in Europe. And if that isn't worth protecting with an armament of crossbows, what is?

Keep 'em Flying - John H

MYSTERY MODEL

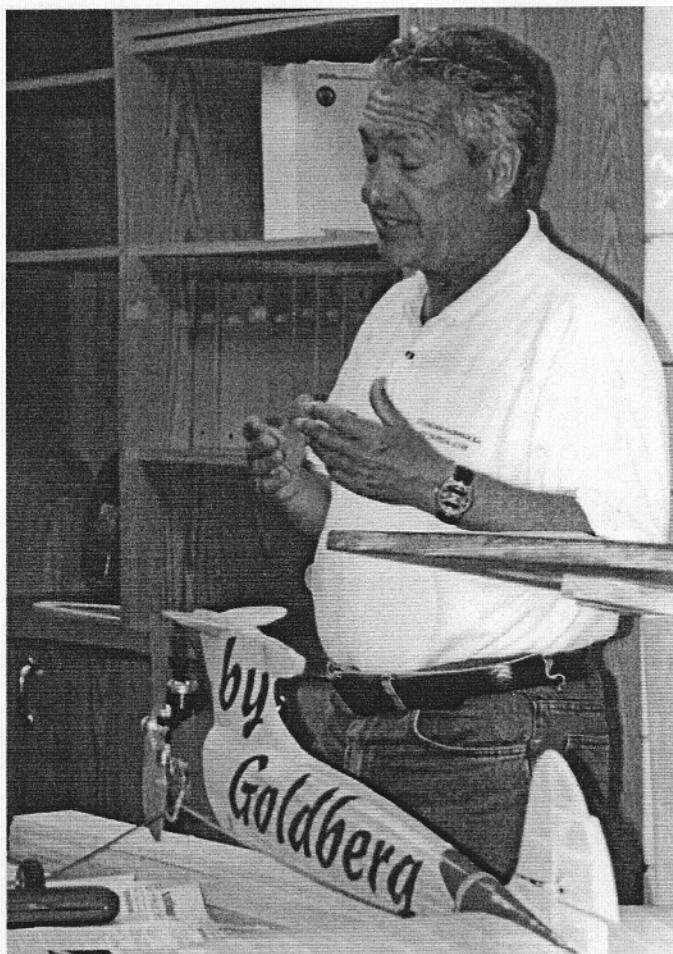
Sorry gang about the poor quality of our mystery model and modeler photos but these shots are from an old and faded newspaper and a magazine, both of which have been previously halftoned.



OK, name the model in the upper left-hand corner, where this exhibit was displayed and which SAM 27er made the model. Clue: the floatplane is radio controlled. Can you spot the "Spirit of St. Louis"? Who ever said that this was easy?

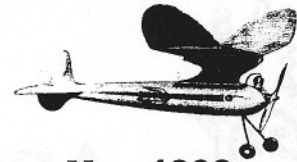
LATE BREAKING NEWS

At the NORCAL FF Champs at Waegell Field, Nick Bruschi placed second with his *Zipper*, but lost the model in a monster thermal. Gone! OOS! When someone finds it they will be amazed. Return address: Republic of San Marino, Nick Bruschi. The local hobby shops have been notified to look for the model if someone brings it in. It had SAM 27 written on it in bold letters. *Editor: Guess Nick's small elevator and rudder for trimming weren't big enough to break out of a monster thermal.*



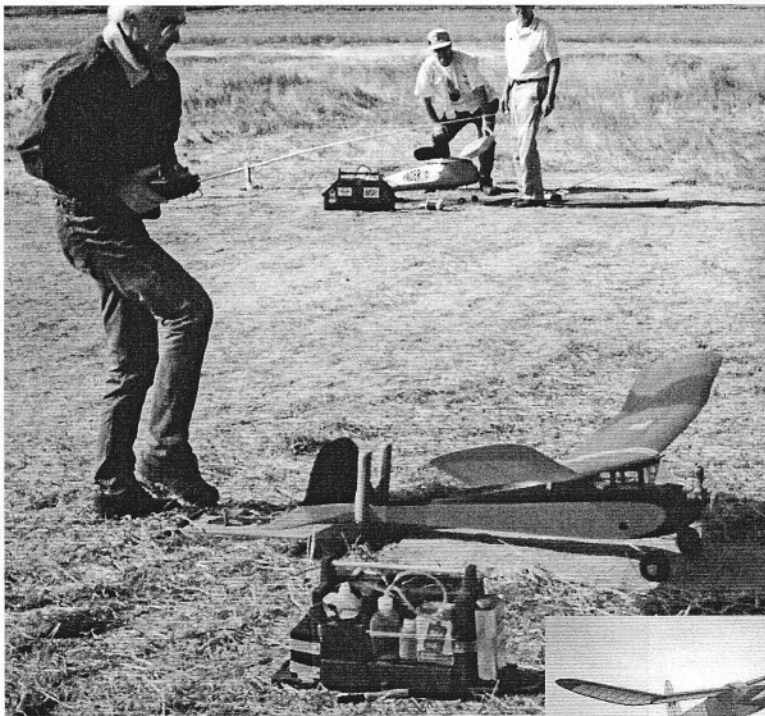
Nick Bruschi shows off his beautiful Free Flight/RC, "dual mode" Zipper at the April SAM 27 meeting. This is the model that succumbed to a thermal

Our wishes Nick that you get your model back!



Antique Flyer

SAM 27 TOFFF Sessions



The fall season saw lots of TOFFF activity at the Lakeville site prior to the rains - winter and spring flying has been off the road. Brian Ramsey, above and below, holds his Cleveland VIKING powered by a Vivell 35. He is knighted as Sir Brian of TOFFF by Don Bekins. At left, your editor demonstrates the self-launcher designed by Pete Samuelson as a Buzzard Bombshell, powered by a Super Cyclone, is about to be released. At center, Dick Irwin shows off his new Lanzo E Record Holder in a more recent photo. Bill Kast checks out his transmitter in the lower left. TOFFFers gather every Thursday morning, weather permitting, to fly, test, and gab.





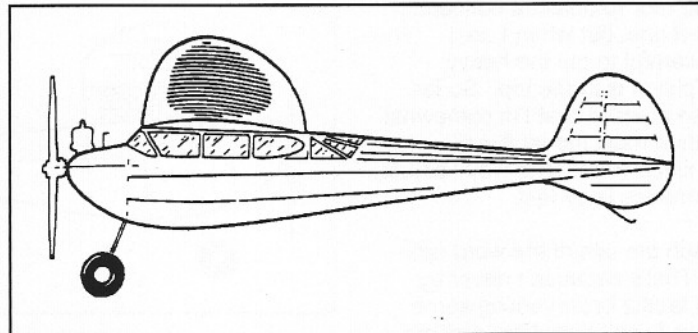
Antique Flyer

SCRAP BOX

Thanks to the SAM 26 Newsletter for the following tip about a nifty CA dispenser. "It looks like a small hypodermic syringe with a thumbwheel on top. To dispense, you turn the thumbwheel and a threaded shaft pushes a piston down the barrel of the syringe with microscopic control. When you stop turning the wheel, the flow stops. The piston does not retract, so there is never any air sucked back into the dispenser. If you haven't used your CA for some time, you just pop off the hardened drop on the end of the applicator tube and you are back in business." You can call 800-270-0606 and order a "CA 4000 LIGHT" and a kicker is also available. Cost is \$12.50 for CA with syringe plus tax. Shipping is free and they take cards.

You know you've landed with the wheels up when it takes full power to taxi.

Also from SAM 26: "PUSHROD MATERIAL: Don Bishop uses a different pushrod setup that's very effective, and which I may adapt. He uses yellow inner ny-rod as the outer sheath and runs a piece of .045" music wire inside it. Slip-over brass ferrules are soldered to each end, or a Z bend can be used on one end. Unfortunately this captures the inner wire so that it isn't field removable. The resulting small diameter assembly has plenty of stiffness so it doesn't need any extra support and the steel wire doesn't change enough with temperature to affect control adjustment."



The current SAM 26 Newsletter has a write-up on the SAM 49 Spring Annual at Taft and mentions SAM 27 as follows: "Don Bekins brought along a couple of guests from Italy who were greeted warmly. They'd brought ships, and they did well with them. One different and very nice looking design won the Spirit of SAM Concours hands down over a high quality and fairly large collection of entries."

SAM 27 member Jack Albrecht received a short bio in a side-bar "Pioneers" section in the current AMA Museum's newsletter, [Cloud 9](#).

Thanks SAM 86: The Detroit Symphony was performing Beethoven's Ninth and there's a 20-minute passage during which the bass violinists have nothing to do, so rather than sit around looking stupid, they decided to sneak offstage and go next door for a quick one. After slamming several beers (as bass violinists are wont to do), one of them

checked his watch and said, "Hey! We need to get back!"

"Don't worry," said a fellow bassist, "I thought we might need some extra time, so I tied the last few pages of the conductor's score together with a string. It'll take him a few minutes to get it untangled!"

A few moments later, they staggered back to the concert hall. About this time, a member of the audience noticed the conductor seemed a bit edgy. "Well, of course," said her companion. "Don't you see? It's the bottom of the Ninth, the score is tied, and the bassists are loaded."

Free Flighters can reach Gene Wallock, the FF Contest Director for the Muskogee SAM Champs, at his e-mail address, Velinak@aol.com. He is using Precision 2 minutes for fly-offs for all rubber events.

Joe Wagner had the following Prop Balancing article in the West Jersey R/C Flyers newsletter. "There was a time in my modeling career when I meticulously balanced all my props to the milligram. Then a friend rescued me from that drudgery by demonstrating that for props used on single-

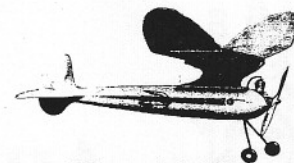
cylinder engines, careful prop balancing was a largely wasted effort. Don Garry, of Cocoa, Florida used deliberately unbalanced propellers to enhance the performance of some of his engines.

"The fact is that it is impossible to dynamically balance a single-cylinder engine. The best that can be done is a compromise.

Generally, that takes the form of counter-balancing the crankshaft such that it would sit motionless on a 'frictionless balance stand' with all the weight of the lower half of the connecting rod plus half the weight of the piston, wrist pin, and upper half of the connecting rod suspended from the crank pin.

"The idea is to transfer half of the up-and-down unbalance of a one cylinder engine into side-to-side vibration. The 'dynamic result' of that should reduce the total vibration by about one third. However, the realm of dynamics isn't quite that simple. When my friend Herb Wahl was developing his replica of the Bunch Tiger Aero engine, he discovered, to his amazement, that the engine ran more smoothly with no shaft counterbalancing at all! Yet John Brodbeck, Sr. of K&B found that an extra lead alloy counterweight (driven from the rear of the crank pin) made the Greenhead R/C.45 a far smoother runner.

"Why the variability? It seems that nothing in any mechanical system is truly rigid. Everything can distort, compress, or vibrate like a tuning fork if given the opportunity. In model engines, these distortions, compressions, or vibra-



Antique Flyer

SCRAP BOX Continued:

tions can prove beneficial in canceling out some or all of the dynamic imbalance effects.

"This is what Don Garry found he could take advantage of by installing an out-of-balance prop on some of his engines. With the heavier blade pointing down while the crank pin was at top dead center, Don obtained noticeably smoother running and enhanced performance!

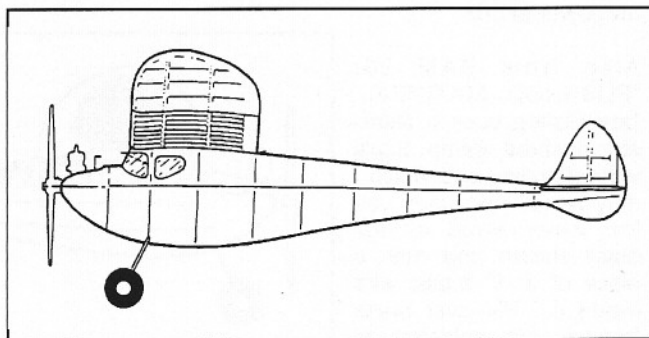
"One more negative aspect of today's sophisticated prop balancing devices is that every one is a static balance machine. Would you want your car wheels balanced that way? Dynamic balance is all that counts. There's no way you can adjust that conveniently on a single-cylinder model engine. Trial and error under operating conditions is the only way to go about it.

"What I do instead of using a 'precision prop balancer' is to install a new prop (after removing all its sharp edges and smoothing its leading edge and tips into a neat radius) and slip a loose-fitting steel dowel through the hub hole and use that rough-and-ready 'balancing tool' to detect a noticeably heavy blade. Usually I don't find one, but when I do, I install the prop anyway, being careful to put the heavy blade on the bottom when the piston is at the top. So far, I've had no regrets. I might also mention that I'm somewhat more alert to engine vibration than most model flyers because I've been totally deaf since 1959. The way I adjust my engines for optimum performance is by feel.

"Note in the preceding paragraph the use of the word optimum to refer to performance. That's because I never try for peak power output. That is tactful in preventing some well-wishing modeler who knows I can't hear from rushing over when I'm about to fly and leaning out my needle setting. He obviously thinks I can't tell the mixture's on the rich side, and is blissfully unaware of the benefits of running model engines that way."

From Scale Staffel Newsletter by Bill McCombs: "Nitrate dope has 3 to 4 times the peeling strength of butyrate dope, so it is best for any concave region, such as wing fillets, where the tissue tends to pull away from the structure as it shrinks. Butyrate can then be applied over the nitrate if needed for fuel proofing. Nitrate dope is not compatible as an overcoat on butyrate or on 'Aerogloss'. That's a fact!"

Drilling through Aluminum by Durber Allen, EAA 55914: "After reading your Craftsman's Corner construction tips on drilling holes in thin aluminum in the February 1998 issue, I just had to send my procedure for drilling holes. The procedure you show no doubt drills a nice hole. It could be costly buying all the different size drills. My method was passed on to me by fellow EAA member and long time machinist, Vern Flacksbarth. What you do is use just a standard size drill bit of your desire, cut a 1" square piece of cloth, place it on top of your aluminum and using the desired size drill bit, you will drill your hole every time. This can be accomplished with a drill motor or drill press. Try it, you'll be surprised how well it works."



Rod Persons' "Ways to say a modeler is not all there":
 #25. "Transmitter on, receiver off." (Editor: That's me!)
 #32. "Plans are blank."
 #9. "Engine running in reverse."

Dick Irwin shows off his new Spirit of SAM model, the Lanzo E Record Holder which was featured in the August 1942 issue of Air Trails. Dick's beautiful model is powered by a Graupner 400, 4 to 1 geared motor, turning a 10-6 Sonictronics folding prop, energized by 6 Sanyo 500AR batteries. weighs a little over 19 Oz. Dick has made consistent max flights with this floater.

Photo by Dick O'Brien





Antique Flyer

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.

FRED EMMERT

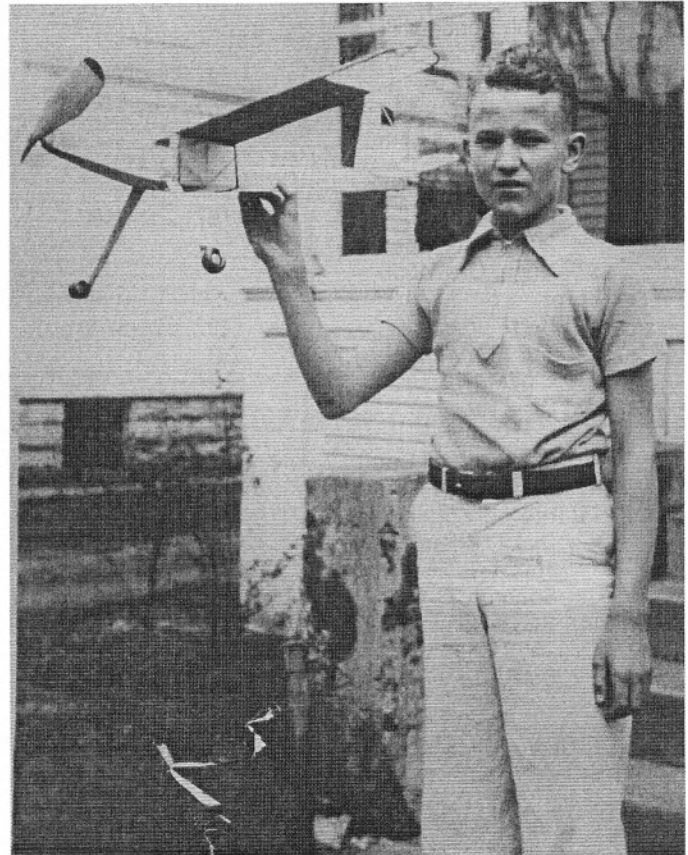
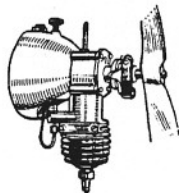
Fred Emmert is a retired general contractor and aeronautical engineer. Fred reports that his first model airplane was one of his own design constructed from bamboo strips from his folk's front porch roll down shade and covered with wrapping paper. He doesn't mention how it flew! Fred's all-time favorite model was the Goldberg *Sailplane*, one which many of SAM 27ers would agree with. Fred writes:

"I became interested in modeling from reading boy oriented magazines. I began modeling at age 9 and am now 75. Fortunately I had a very supportive family. My mother really didn't mind having the basement 'up to your knees in balsa chips.' My first real model was a rubber powered Douglas *Space Conquerer*. Living in the land of 10,000 lakes, I was fascinated with the fact that it had optional pontoons and skis.

"I modeled through the 1930s to the early 50s when I took on raising a family. Returned to modeling in the early 1960s and have continued to the present. I have an Aeronautical Engineering degree from the University of Minnesota. My best flying buddy was Creighton Trapp, now a retired 747 Captain. I built models down in his basement until I found out that he had a goodlooking sister. Married her in 1947 and she has been a super wife and mother of three and attends all contests with me.

"My first contest was a Jimmie Allen meet in which I flew a *Blue Bird* and placed third. I owned and flew a Cessna 182 from 1960 through 1968. Worked in the late 1940s and early 50s for Minneapolis Honeywell Aeronautical Division where I designed the main gyro for their auto pilot that was used in the B-36. Was a founder of the Minneapolis Model Aero Club in 1937 and am still a member. I also belong to the Oakland Cloud Dusters, San Valeers, SAM 32, NFFS, SAM and, of course, SAM 27.

"I have lived in the Bay Area since 1968 and owned and operated a general construction business until 1988. I now spend my spare time as a Docent in the new Hiller Museum in San Carlos."



Fred Emmert at age 10 holds his very nice Douglas *Space Conquerer*. Appears to be equipped with M&M air wheels.

TEN YEARS AGO

The March 1989 *Antique Flyer* was edited by Ned Nevels who was also vice-president. The issue contains info on the 1/2A Postal Meet, the '88 Crash & Bash, a tribute to John Drobshoff who passed away in October 1988, thanks to many who worked on the Crash & Bash, info on SAM Champs, and a story about Elroy from SAM 49. The following was borrowed from SAM 49 and is appropriate for our current Scrap Box;

Silk Repair - Made Easy. Ralph Prey of the San Valeers says "give credit to Sal Taibi for this." Ralph had an L-shaped tear in the silk of his model and Sal said, "That's no problem." He cut out some Saran Wrap about an inch or so bigger all around than the tear, coated the edges of the "L" with Ambroid, and placed the Saran Wrap on top of the tear. Ralph says, "The part of the tear that usually curls sucked right up against the Saran Wrap and the glue spread out evenly over the two sides of the tear." Sal pulled the Saran Wrap gently so that it was tight in all directions and said to pull it off after the glue was dry. Ralph said that when he did remove the plastic, "You could hardly see that it was torn." And Sal said, "Don't throw the Saran Wrap away, you can use it again."



**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

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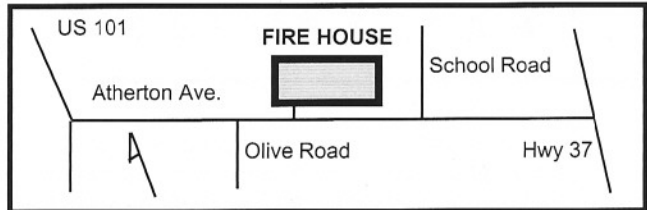
MEMBERSHIP

Membership is \$15 for the calendar year for both full and associate members. After February, the dues for a new member will be prorated.

Full membership requires proof of current AMA membership to be presented at the time of joining or renewal by means of photocopy or presentation to the treasurer.

Associate members will receive the newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

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



**Next Meeting: Wednesday,
May 19, 1999, 7:30 P.M. at the Novato
Fire Department Training Room**

Antique Flyer
201 Foster Road, Napa, CA
94558

May 1999



Don Bekins with his Ethy.

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