



# Antique Flyer



AMA Chapter #108

June 1999

Issue 202

## May Chapter Meeting

by John Hlebcar

20 members and visitors came to celebrate the evening before the 72nd Anniversary of Lindbergh's Flight across the Atlantic - an event responsible for many of you being at this meeting in the first place. I would have been there because some of you were typical of the "big kids" that got me interested, but I was laid low with a bout of trigeminal neuralgia - look that up in your Funk and Wagnels! One of those gathered was prospective member Mike Huges, a Chevron retiree from San Rafael. Mike did a lot of globe-hopping to places like Saudi Arabia, China, and Australia during his employment. He gave up modeling to raise his family and started again in China with unsuccessful attempts to fly RC helicopters. He went back to airplanes, considers himself an old-timer and therefore has enlisted in SAM 27. Welcome Mike! Also, the following were enlisted and re-enlisted at the recent NorCal RC Show - add these members to your club roster:

Tim Eriksen  
18 San Marin Dr.  
Novato, CA 94945 415-897-2944

Mike Hughes  
240 Linden Lane  
San Rafael, CA 94901 415-453-7147  
< mthughe@ibm.net >

Bill Stubbs  
927 Middle Rincon Rd.  
Santa Rosa, CA 95409 707-537-0346

Long as you're working on your roster, late news in from St. Augustine, FL. Change Charlie Reich's address from PO Box 861007 to 3376 Kings Rd. S. Zip code remains 32086. John Carlson was back, hip-hopping around with and without his cane. Dick O'Brien appeared after a long absence. Long distance members Bill Vanderbeek and Bud Romak were there and brought Fred Terzian with them.

## 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.

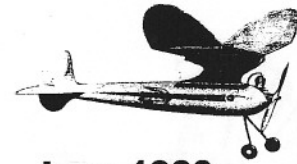
The May issue of your newsletter featured a Mystery Modeler and Model. The Modeler on page 3 turned out to be Don Bekins, taken at college. The Mystery Model was a float-equipped unknown, built by Don Bekins for a traveling exhibit inside a trailer. The exhibit was titled "On The Go". It will have to remain unidentified until Don gets back from Italy next month.

The last two 20 cc glass fuel syringes have been sold or spoken for. Dave Lewis from SAM 21 has some 30 cc syringes for sale for \$33 in the last M.E.C.A. Swap Sheet.

Ed Hamler reported on the recent SAM 30 contest where Ned Nevels won the Grand Prize, a big Lanzo Record Breaker with a .40 Irvine diesel formerly belonging to Terry Welden - complete with radio, servos, etc. They only had two prizes and Ed got the second one, a commercial metal launcher similar to the one that Pete Samuelsen designed



*Phobi Long is pictured at Lakeville holding one of her many successful rubber powered models. Your editor hopes that this photo will both add class to the A-F and make up for some of the photos used in the past!*



# Antique Flyer

June 1999

for the use of our club members. About 17 turned out for the contest. Extremely windy on Friday, Saturday not bad, and Sunday was perfect. Dinner was sirloin and was so good you can look for a repeat at the Crash and Bash (for C&B planning, see New Business later in this newsletter). Upcoming events list currently ends in June which ushers in NCCFFC #3 at Waegell Field on the 6th, SAM Howard 21's meet in Newark on the 12th, and the SAM 8 Annual Meet at Hart's Lake Prairie, WA on the 19th & 20th. Contact Ed for more information or points of Contact. Don't forget to look ahead to several local Air Shows; "Wings over Moffett" on June 19-20, Travis AFB Air Expo on June 26-27 and Pacific Coast Air Museum "Wings Over Wine Country" at Sonoma County Airport on August 21-22. I have phone numbers and e-mail addresses for these events, call if you're interested.

☐ Fred Terzian reported on the Norcal Free Flight Champs held 1-2 May. Pretty good contest and participation considering the amount of wind, Sunday was better than Saturday. Jerry Rocha placed in Large Rubber Stick, came in third in .020 Old Timer Replica and Bud Romak flew in Rubber ROW, Ignition Old timer (placed first), Nick Bruschi placed second and lost his RC/FF Zipper as reported in the last AF. Contact Fred or Bill Vanderbeek if you are interested in any of the other events. Fred thanked all who came up to participate, help, or just watch. Thanks Fred!

☐ I noted on the agenda that I had received a note from member Woodie Owen from Charleston, SC, but I wasn't there to say what it was about. Unfortunately, Woodie suffered a stroke and physical collapse during a craft show on April 25th. During treatment it was found that he had several tumors of the lungs and brain for which he is now being treated on an out-patient basis. He will keep us informed. In the meantime, lets all keep him in our thoughts and hearts.

☐ 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

We haven't heard from Trevor or Rocco since last month and have no report.

## TOFFF GUY REPORT

The past three weeks have been too windy to fly. Correction - on May 13th a handful of us showed up, after early-bird Steve Remington had come and gone, cursing the wind. Larry Kramer had brought along his friend Willie Epidendio. Willie is 82 and regularly flies gliders off the slopes at four corners on Mt. Tamalpais. He was the only one with intestinal fortitude to give it a try at our field so Rod made several attempts to hand launch Willie's *Gentle Lady*, but to no avail as old mister wind just wasn't having any of it. Late report is that it was a really nice day at the field on the morning following the meeting but it was blowing hard in Napa which kept some of us from going out. Dick Irwin went, new member Mike Huges showed up with a couple of

planes and Willie Epidendio was back. Dick Irwin thought he lost control of his New Ruler, but Bert Flack told him he was trying to fly Mike Huges' Powerhouse - Scratch one New Ruler - It came down just the other side of Lake McGowan which is not very soft anymore and getting harder every day.

## OLD BUSINESS

☐ Rod reported about 20 sets of the Dakota plans are out, all of the engines are gone, no date has been set but John Dammuler will be announcing something soon. The event will be timed as the closest to 2 minutes plus or minus, so any .049 engine is eligible if you feel like using a Cox Tee-Dee and tearing the wings off yours. Ed Solenberger came in for his annual visit and brought his Dakota project with him. He suggested several things when building the Dakota. First, follow the building sequence shown in the instructions - if you get ahead of yourself you will have problems. If you are building from the kit or copying your patterns from the kit, note that the leading edges were supplied as one long piece and can very easily swap tips and roots when cut, winding up with unusable wings forcing a start over with a close eye as to what the real building sequence tells you to do. READ THE INSTRUCTIONS! Ed also emphasized using fuel with at least 20% castor oil in the old engines shown on the Dakota drawings. These engines used the oil as a coolant as well as a lubricant. That four cycle fuel may work in some modern .049s, but it is not recommended here. As an aside, Ed's kit for the OK Cub that was shown at a recent Show and Tell contained a brochure showing all of the engines made in 1945 and Ed realized he had them all and brought them in for all to see. Thanks Ed! I pulled the following on Cub needle valves from a freeflight e-mail newsletter in response to the request for information about the Cub needle valve assembly. The Cub needle valve assembly is not useful and needs to be replaced with one that meters the fuel more precisely. Nearly any off the shelf replacement assembly that fits will do the trick. Commercially available sources include the following: Doug Galbreath, who makes and sells a 3mm NVA for the Stels and AME engines has them. They sell for \$15 each. Doug can be reached at: The Printer, 2810 Cowell Blvd., Davis, CA 95616. Kustom Kraftsmanship, which advertises in the AMA magazine and many others. Their assembly is less expensive but bulkier. Ace R/C. Ace produces a replacement needle valve assembly for the Cox engines, which can be modified to fit the Cub. It retails at most hobby shops (who can also order it for you) for around \$7 or so. I hope this is helpful. Bob Stalick, NFFS President

☐ Rod Persons gave a report on the 4th Annual NorCal RC Show in Santa Rosa and thanked all who came by and participated. The show was well attended and resulted in several member signups and several more prospects we should be seeing soon. John Hlebcar will look into getting a large banner made for next year. Rod suggested that we have model-building demonstrations going on at our booth next year and we have been promised a larger space if we do so. Steve suggested Bud Romak come up and build



# Antique Flyer

June 1999

two or three models one day. Maybe a *Sailplane!*

## NEW BUSINESS

□ Jerry Rocha reported on the SAM 27 Rubber Contest scheduled for 24 July. Brochures have been printed and distributed to prior participants and handed out to interested parties at recent contests and the NorCal show. Just a matter of waiting for the date and hoping the wind will die down. Lets also not forget the grass-cutting party sometime before then! Jerry also reported a lot of interest from across the country and outside on the Jimmie Allen Postal. He received a letter from the group in Canada who took third place and discovered one of their team members is someone he flies speed with - it's a small world! SAM 27 will fly this event on 28 August.

□ Ed Hamler has started the planning for this year's annual contest, the SAM 27 Crash and Bash at the Schmidt Ranch in Elk Grove. As mentioned earlier, the evening meals will be sirloin - easier to manage and tasty too! The contest is scheduled for the week after Labor Day, 10-11-12 September. Mark your calendars now so they don't get cluttered up with weddings or other stuff. At Ed's suggestion and without objections, it was decided to add two new events - Class A Texaco and Spirit of SAM Electric. Also this year if there are less than 5 entries in any event it will be flown anyway instead being canceled like last year. This was done at the SAM 30 meet without any complaints all entrants had fun with it.

## TECHNICAL REPORT

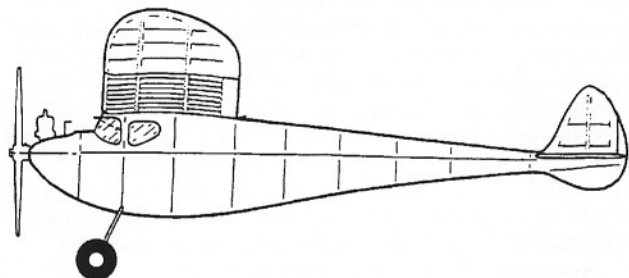
(I had prepared a bag of member names to draw from for technical presentations. It contains all local area names except those who have given a presentation within the last two years. Rod Persons did the drawing in my absence - Bill Pearson's name was drawn but he declined as he is still a "new" member, having not attended many meetings since joining. I took the liberty of inviting an ex-member who had stopped by our booth at the RC Show with a really different old-timer. Our next technical presentation will be given by Thayer Syme - and you're not going to want to miss it!)

Fred Terzian brought a "digital video", which I am sorry I didn't get to see, if only for the technology itself. Since my audio cassette did nothing for me, here are Fred's own words: "I had the opportunity to do some videotaping using a DIGITAL Sony 8mm camcorder. Basically, the technology that they are using is similar to what they have offered in the music business. The primary benefit is that you do not have to "upgrade" to an entirely different tape or cartridge format, meaning that you can use existing 8mm tapes although they recommend using the High 8 cassettes for improved quality. What the system does is record 1s and 0s (digital) as opposed the analog format that VHS, Beta, and existing VHS-C and 8mm employ. Those camcorders are being reduced in price since the digital revolution will eventually make them obsolete. The picture quality is

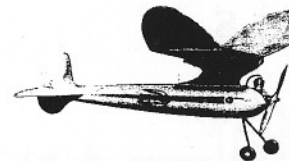
unbelievable! Plus you can capture photo images for computer downloading or putting on a website. The caveat is that you have to have a PC system that can accept this new format. The beauty is that you can make multiple copies of the original and they will always be as good as the original master. Plus you can make standard copies on existing analog VCRs of any format. You can also fast zoom or slow zoom electronically. The only difficulty I had was with telephoto where it was difficult to hold the camera steady but it has a stabilizing system as well which I have not tried using yet. The video that I took and showed to SAM 27 was an indoor session at Moffett Hangar One with Earl Hoffman and Remo plus Joe Foster and others well known in the Bay Area. I also showed some footage of the GeeBee R2 flown by Delmar Benjamin. It is currently hangared down at Morgan Hill's South County Airport museum with plans for flying at the June 18th and 19th (Father's Day) airshow at Moffett. I was able to walk around the airplane and get close up angles and detail of this fascinating airplane. The colors came out awesome! - Thanks Fred!

## SHOW AND TELL

**Bud Romak** brought some really neat stuff. First of all he showed everyone the Perpetual Jaguar Trophy he had won at Middle Wallop, flying in the special Jaguar event at the European SAM Champs. This beautiful trophy was carved by Jaguar out of the same wood they use in their automobiles. As an aside, Bud claims Jaguar uses the best pieces of wood for their dashboards and sells what's left over to BMW and Mercedes for theirs. The event is a one design 1948 Wakefield winner by Ted Evans who was considered one of the better Wake designers in Britain. For more on this event and Bud winning this resurrected event, see **SAM SPEAKS** for Nov/Dec 1998. Bud's second show and tell was a freshly built Jaguar to replace the one he lost during this event. He also brought his completed *Retracto*, built from Ray MaGowans plans passed out a few months back - Bud hadn't flown it yet. He also brought a modern twin rudder Moffet model, 36" span, 3" chord, and employed a moveable pylon which will be glued down after glide tests for proper CG. Last, but not least, Bud started building a 1937 *Folly* on Monday and completed it at 5PM Wednesday before he left for this meeting! I didn't see it but they tell me it looked good too!







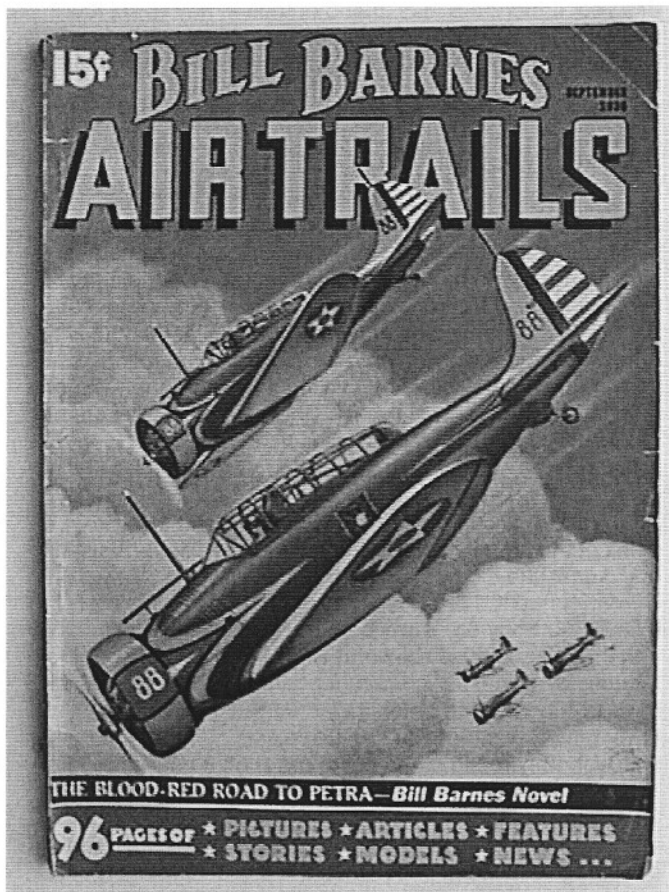
# Antique Flyer

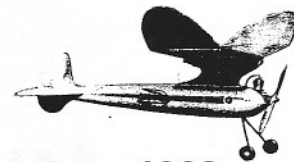
**Bill Vanderbeek** showed a 1941 Class A *Ascender* designed by Bill Fletcher who also made a Class B version. Power on Bill's ship was a new design .19 by Larry Jenno. Engine shut-off and DT are controlled by a Texas timer. SAMSPAN covered with red Aerogloss sprayed over nitrate dope with the forward part of the fuselage scheduled to receive a coat of Hobby Pox. Bill replaced the forward windshield with 1/64ö plywood for serviceability. Nice looking plane, Bill! He also referenced a 1947 *Air Trails* article by Hank Cole on calculating CG which was reprinted in a recent NFFS Symposium. It determines the point of neutral stability. Then Hank says to come 25% forward and that's where the model ought to fly. Through experimentation, Joe Foster has determined you can come 10-11% forward and be OK, leaving a range of about 15% for test flying - too far forward and you are going to require excessive downthrust for the model to fly. Move further back and you can reduce the decalage and the model will fly a little better. Bill also showed a plan that Jack Bolton had sent him for a rubber powered plane called the *Paratrooper*. Designed by Don Garafalow. It will drop 4 parachutes in flight. It was kitted by the United States Model Company. Don Designed a number of models for Scientific Models. These were the rubber powered *Miss America*, *Valkyrie*, *Flea* and *Firefly* to name a few. Bob Holman will do a CAD drawing and I assume laser cut parts and produce a plastic canopy and prop spinner for it.

**Steve Remington** showed the *Anderson Pylon* he won as our last year-end raffle prize. He had stripped the wing of Monocoat and replaced it with SAMSPAN. Next winter's project will be to do the same to the tail. He replaced the engine with a new Veco, repaired the fuel shutoff, and replaced the gas tank with a 3/4 oz because the 1/2 oz "virtually didn't allow enough time to walk around and launch the airplane!" The airplane is now quite strong and has survived a run into the famous high tension lines south of our field. Steve still hasn't been able to overcome the Anderson's designed in ability to break a prop on every landing.

**Fred Terzian** showed his 1938 Hervat straight-winged hand launched glider. Fred doesn't like cutting the groove for the dihedral so he offsets the wing to the left panel. He throws to the right on launch so heavier wing is on the left for a left hand circle in the glide. He also uses an idea that Stu Bennet came up with - styrene plastic rod available at model train shops as leading edges on the wings and stab. This material is much stronger than bass or pine for this purpose, and will bend like Christmas ribbon with your thumb nail to fit around the tip edge. Push the rod into the leading edges to form a trough for the CA to run into when attaching the rod. Another clever idea is instead of using sand paper grips, Fred slightly reams out the spots where his fingers and thumb grab the glider for launching. These little "wells" never wear out like the sandpaper grips eventually do - very clever, Fred. Last year he flew an international postal contest with Sweden on the internet and beat all the modern ships with a '38 Hervat!

**Rod Persons** showed off the little "Butterfly" indoor ARF that he (and a few of our others) bought from Peck Polymers at the RC Show. It is a real cutie built by a company in the Czech Republic run by Jerry Colina, indoor world champ and a friend of Bud Romak. All it takes is \$16.50 and three minutes and you're ready to go. Somehow the thread of this talk led into when Rod and myself went to lunch on Sunday at the show and I asked him if he thought one of our members had forgotten to bathe as there was a foul odor in the building. When we left the restaurant we ran into it again when we stepped outside. Turns out there was a pig farm to the east of us. This prompted a story by Ed Solenberger where he and Henry Smith were stationed at the Sacramento Signal Depot back in the 60's and each built an A2 Nordic glider from Henry's design. Ed and Henry traded wins that season and Ed wound up competing to go to internationals in Europe and Henry was away on special assignment. Ed had four perfect rounds, but on the fourth the model had come down in a pig pen. The farmer returned the model but it had been sorely trod upon while there. Ed was not allowed to use Henry's model, so he set about to repair his with pieces of twigs, cartons and covered with newspaper, then towed it up into the air and came within 22 seconds of going to the international competitions that year.





June 1999

# Antique Flyer

## SCRAP BOX

John Hlebcar reports that the Raffle result sheet disappeared into the "ether" this month, but thanks to the generosity of our members supplementing a few prizes to add to the club's collection, the results turned out just fine with \$83 collected for a club cost of \$34.

John also sent, "I took the following from one of the free flight e-mail subscription magazines. Reminded me of Nick Sanford and his story of using these for wheels on his Sac Tex. It was written by Gene Wallock."

"Paul Gilliam and I were building *Civy Boy 84s* in his garage in the summer of '53. It was time to buy the wheels. Paul sent me to Green Street Pharmacy in Pasadena with instructions to buy a couple of pessaries.

"I walked up to the man behind the counter and said I'd like to buy a couple of pessaries. I should have known that something was wrong from the way he looked but what the heck. He asked if I had any particular style in mind and I said, 'Like donuts.'

"any particular color he asked and I asked what the selection was. Black and Orange. I chose orange because they blended with the model colors.

"Any particular size he asked. What do they come in I retorted. 2 1/2 to 3 1/2 inch in diameter in 1/4 inch increments. I told him I better take two of the big ones. At this point I noticed a couple of employees peeking at me around the back room door opening.

"Well, the man got the pessaries and asked me what I was going to use them for. Model airplane wheels I answered and the whole place erupted in laughter.

"I figured Gilliam had set me up so I asked what they were normally used for. The man said they were used to straighten a deviated uterus. I looked at those 3 1/2 inch monsters and all I could say was, 'You've got to be kidding! You mean ladies....'

"Needless to say the next time I bought wheels, I brought a hub mounted one along to show them what I was doing.

"Years later, Dubro came out with a series of light weight wheels, mounted on spoked hubs. Yup, black pessaries."

Rod Persons' "Ways to Say a Modeler is Not All There" Elevator works, rudder disconnected. One flap down. A few seconds short of a max. Stringer not attached.

From the Thermal Thumbers of Metro Atlanta's newsletter, "The Thumb Print." If SAM covers the old stuff, then the Flying Aces Club covers the stuff that looks like stuff, namely scale models. FAC has long since usurped the mantle of scale modeling flying and competition in free flight. Probably the AMA Nats is the only contest which uses the AMA rules for running a scale free flight contest. (Do they even do it there anymore?)

FAC has, in fact, morphed de facto into the sole arena for scale free flight fun and frolic. They accomplished this by starting afresh with their rules and encouraging flying over building to scale-like fidelity. If you're looking to build and fly rubber or power scale, FAC is the way to go.

This is a good outfit and worth joining if you're a scale free flight nut. Send Generalissimo Lin reichel a check, payable to "Flying Aces", for \$15 to FAC/GHQ, 3301 Cindy Lane, Erie, PA 16506. The newsletter, "FAC News", is one of the best and runs many good articles and tons of plans as a matter or course. Money well spent, my friends. *Editor: As a FAC member, I'll second that endorsement.*

Congratulations to Bud Romak for his article, "Salt Mine Saga", in the June 1999 edition of *Model Aviation*, pages 76-81. The lead, "Bud Romak was Team Manager for the 1998 Indoor World Championships, held at the famous underground Romanian salt mine in Slanic." Also, Bud is quoted as saying that the salt mine site is the, "Third-best in the world." Wonder how the "guests of Romania" that dug it rated it?

From "Scale Staffel", May 1999 newsletter: Interesting Facts by Bill McCombs. Real airplanes and scale models have relatively small tails and thus need a relatively forward c.g. for adequate pitching stability. Because of this, their tail loads act downward in steady flight REGARDLESS of the tail airfoil's shape. Flying wings have a downward load on their upward-slanting trailing edge regions. Nonscale contest models have large tails requiring a relatively aft c.g. to avoid excessive pitching stability. This results in an upward tail load in gliding, cruising and moderate climbing flight. Consequently, scale models should not have a cambered tail airfoil, but nonscale contest models should. Many real airplanes have used a slightly negative-cambered ("upside down") horizontal tail airfoil because of this downward tail load. AND THAT'S A FACT!

From Bob Angel, Editor of SAM 26 newsletter: After-run Treatment: It finally dawned on me that the alcohol fuelsmanry of use are now using in ignition engines could cause rusting problems just like the modern glows. Especially with ball bearing engines such as McCoys. An all castor oil lube will prevent most of the problem, but since I've been watching for it, I seem to notice some of my bearings becoming less than perfect.

So, I've startede following Clarence Lee's standard advice, i.e.; run the engine dry at the end of the day, pull the plug, squirt in after run oil and spin the engine over with a starter



# Antique Flyer

while holding a rag over the exhaust and plug hole. I know some don't consider it good policy to mix different oils and fuels, but I feel the stuff will run right out when next started and the gas/oil base is probably the best preservative since it protects aluminum from corrosion as well as steel and doesn't congeal like castor oil.

"Modelin Planes." by Silas Weatherby 1933

A feller isn't thinkin mean, modelin planes;  
His thoughts are mostly good and clean, modelin planes;  
He doesn't knock his fellow man or harbor any grudges then;  
A feller's at his finest when he's modelin planes.

The rich are comrade to the poor, modelin planes;  
All brothers of a common lure, modelin planes;  
The boy, the joy models bring, can chum with millionaire and king;  
Vain pride is a forgotten thing, modelin planes.

A feller's glad to be a friend, modelin planes;  
A helping hand he'll always lend, modelin planes;  
This brotherhood of prop and struts and wing is simply fine;  
Boy's come real close to God's design, modelin planes.

A feller isn't plotting schemes, modelin planes;  
He's only busy with his dreams, modelin planes;  
His livery is a lacquer pan, his creed--to do the best he can;  
A feller's always mostly man, modelin planes.

End.

Although this is from a time long ago, the spirit presented is just as relevant today as then. Best wishes to all and be careful.  
Albert Locker <alwings98@yahoo.com>

Keep 'em Flying - John Hlebar

Notice: Al Heinrich's Aerodyne hobby business is moving to Hesperia in June. Jim Adams, SAM 13, says that, "Al and Charlotte are also moving to a new home. They tell me that themove is the best for them since Al will be getting a much larger shop for less money and they will be getting a new, much larger home than their present apartment. Charlotte should have lots of fun redcorating her own place. Has anyone told Al that when you buy your own place, the yard and all the weeds are yours also..."

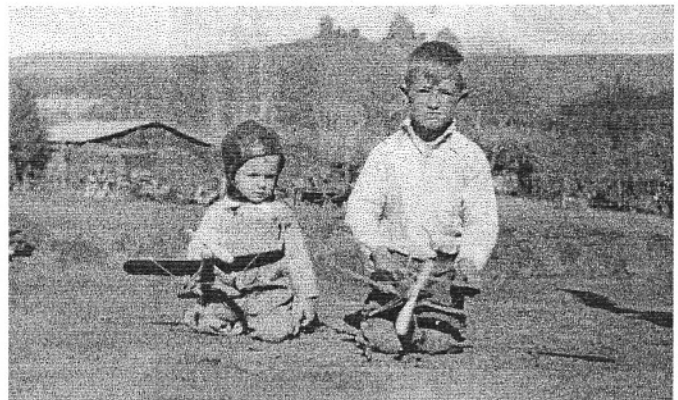
From SMALLnet: Andy Weitowicz, Canada. "This reminds me of a malldisplay the club put on once. I had, on display, a rubber powered Aeronca done up in orange, white and blue Japanese tissue. A small voice piped up behind me, and a young lady not more than four years old, innocently thinking this some sort of selling function, presented me with a dollar for my Aeronca. I responded with "Gosh, I'm sorry honey, these aren't for sale." Her mother impatiently

yanked her away before I had a chance to re-consider what I had said. Her disappointment was clear and heart breaking. That was twenty years ago and to this day it bothers me intensely that I didn't do the right thing and give her the airplane for her dollar. I wonder where she is today...."

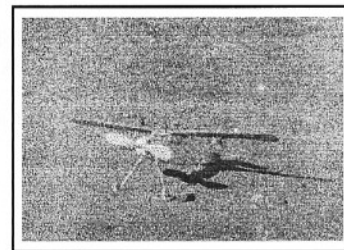
More SMALLnet. Windshields: My procedure is to cut the windshield to shape and tape it in place. Then I put 1/8" masking tape on the body right next to the windshield as an outline. Remove the plastic and put down a small bead of the Zappa Dappa Goo using the masking tape as a guide. Then tape the windshield back in place and hope for the best. I have even glued in fuel tanks with the stuff. Ted Maciag, Largo FL. *Editor: Has anyone used the Zappa...? This sounds like a solution for the Dakota windshield that I have been putting off.*

## MYSTERY MODELER

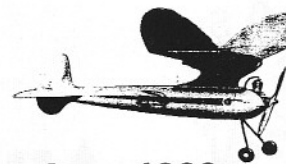
This month I'm even throwing in a write-up by the "Mystery Modeler" that he sent in along with the photos. Note that the photos are scanned from ink jet prints of previously scanned old photos so the quality is poor. He said, "Here are a couple of ancient pictures from my mother's album. These were taken at Sedona, AZ in 1934-35. I am the older of the two XXX brothers. The models Dad made are (I think) from Comet kits. The monoplane was red, the biplane brown and yellow, both flew well as I recall. My first model did not fly as well."



*How could anyone resist this pair of modelers?  
The Mystery Modeler is the older brother.*



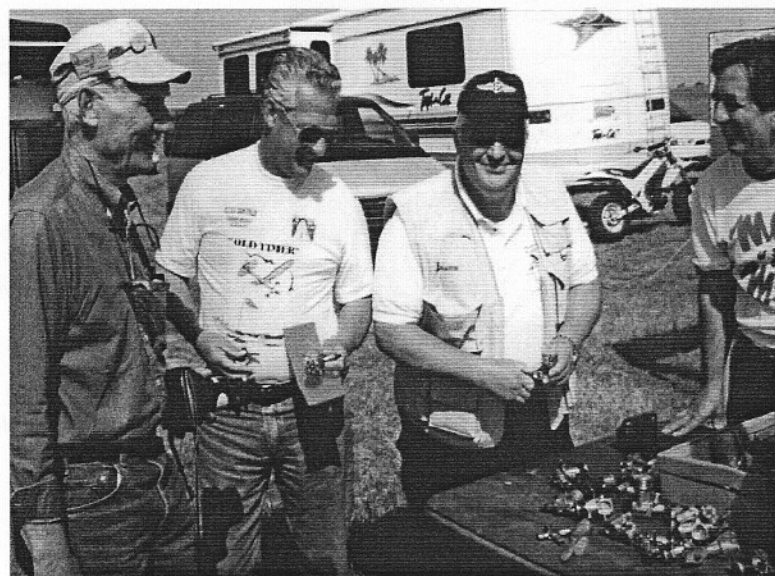




# Antique Flyer

## SAM 27 at NORCAL FF

Italian members Nick Bruschi and Giorgio Colla, along with Don Bekins and Fred Terzian, are featured in these photos taken at Waegell Field at the NORCAL FF contest. Nick lost his Zipper OOS so enjoy this "last launch" shot Nick.

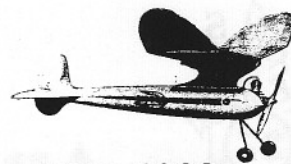


(Above) Note that classic throwing form as Nick launches his Zipper.

(Top) Giorgio Colla poses at Waegell Field.

(Left) Don Bekins, Nick Bruschi, and Giorgio check out engines as Fred Terzian observes.

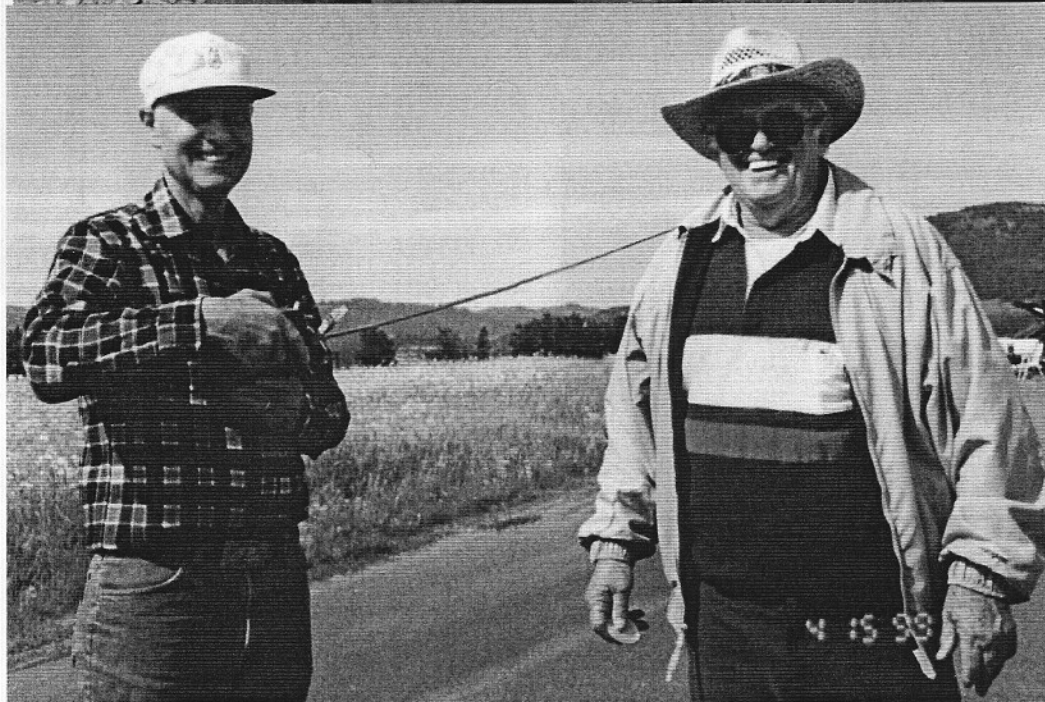
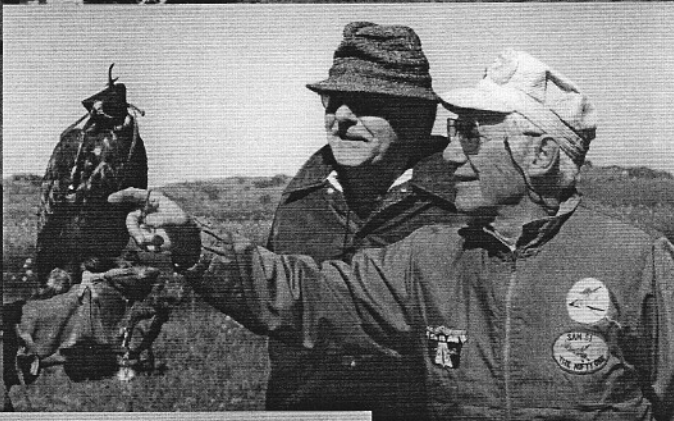
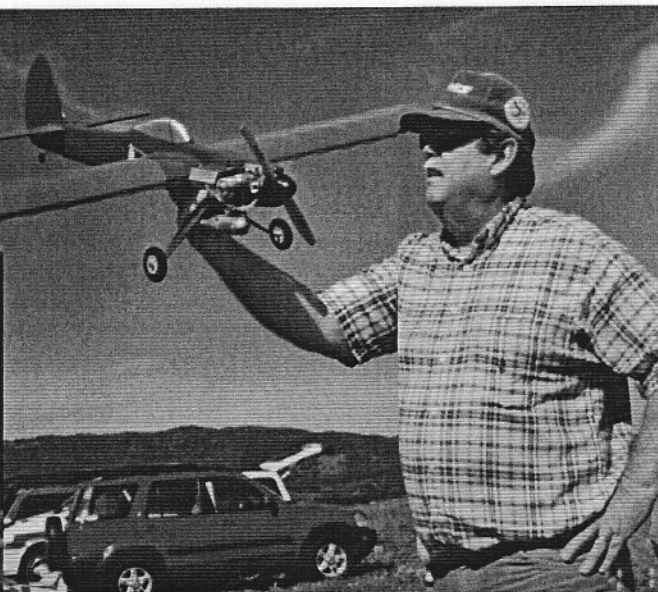
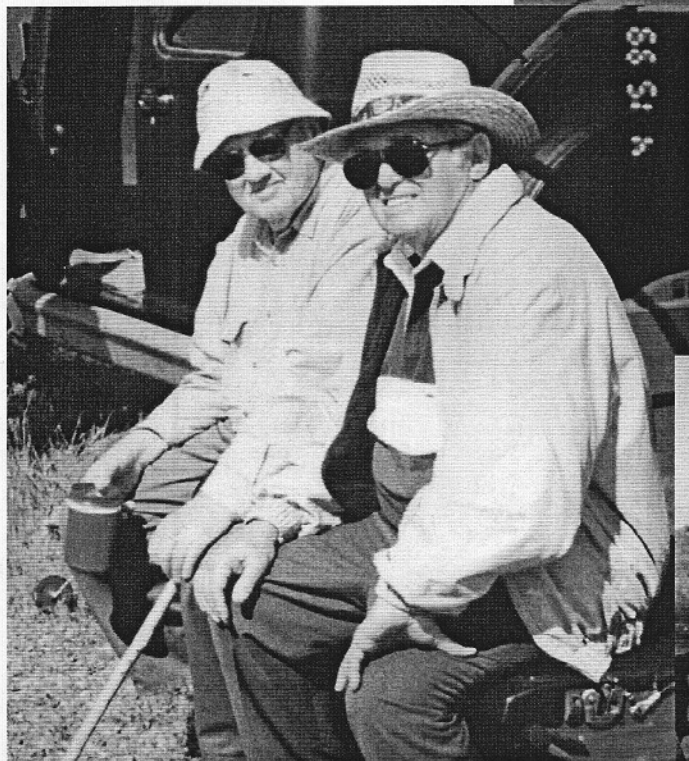
(Top, Left) Nick prepares his Zipper at the NORCAL FF contest.



# Antique Flyer

## SAM 27 at LAKEVILLE

(Below) Tailgate flyers, John Carlson and Bob Wakerly, watch the TOFFF action.

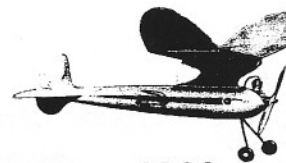


(Top) Mike Clancy shows his SIG Twister U-Control. No, Mike didn't fly it at Lakeville.

(Above) Ed Hamler is instructed by Don Bekins as to where the servos are located in this natural born feathered flyer.

(Left) Jerry Rocha does the honors by TOFFFing Bob Wakerly





# 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.

## CHARLIE BRUCE

Charlie Bruce started modeling in 1934. He is a retired chemical engineer, having worked for Celanese for 31 years. Charlie's favorite model is the Goldberg *Sailplane*. His first rubber model was a Curtiss Robin and his first gasie was a Capitol Cub powered by an Atom. Charlie writes about his modeling career;

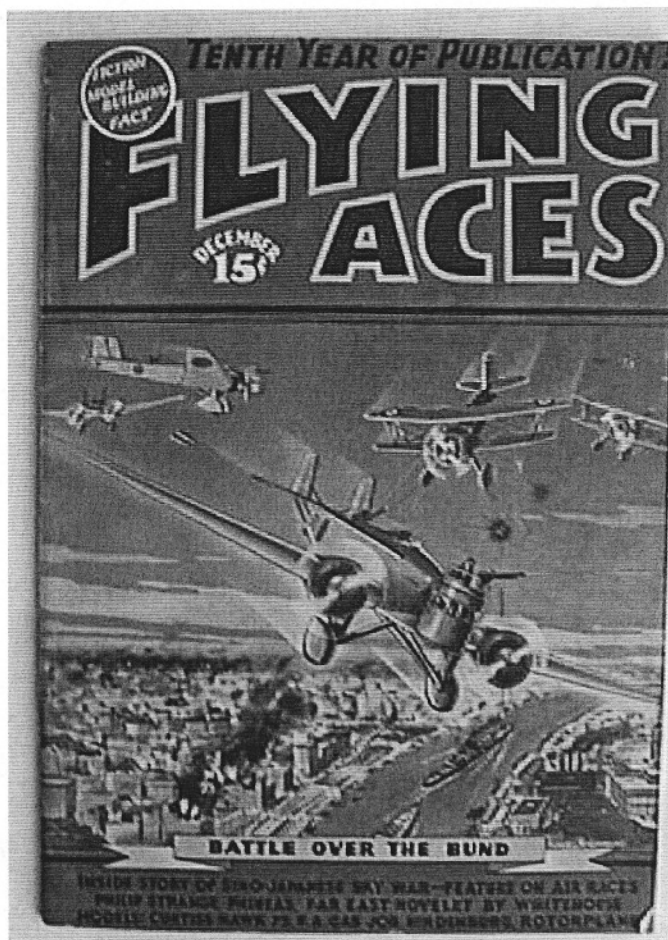
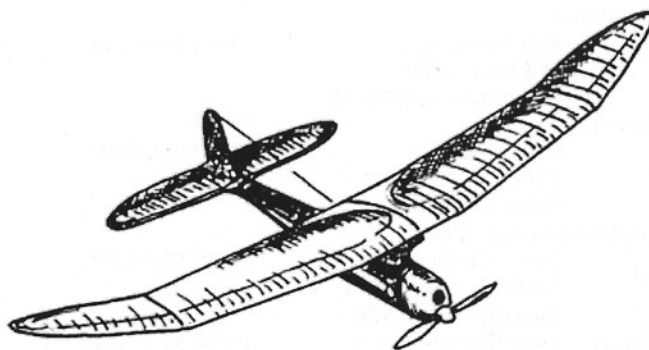
"Born in 1928, I have no recollection of not being interested in airplanes. My earliest model memory is that of my two uncles (Mother's brothers) flying twin pushers in 1933 on the occasion of my brother's birth. My grandmother was very upset that they used her eggbeater to make the winder. My Dad built and flew various rubber models in the summer of 1933. I started with Strombecker solids and moved to buildups with little success, but kept whacking away until I finished the Curtiss Robin in 1934. It flew but not well. We moved all over New Mexico and Arizona following my Dad's construction work. I was in no club or organized program but kept building ten cents kits. We were near Albuquerque, N.M. when WWII started. I was exposed to gas models there and contracted the terminal modeling infection. I built and flew the Capitol *Cub* with an Atom at Hobbs, New Mexico in 1942 after trying for several unsuccessful months to get a Perky to run. Back in Albuquerque in 1943, I joined a club, the Duke City Modeleers, and really got going in power modeling. We built recognition solid models for the Army air Corps in woodshop, there I met other modelers and my best buddy, Don Yearout. We went through high school and joined the Air National Guard since we couldn't talk our parents into signing us up for the end of the war. I met my bride-to-be at New Mexico State Fair Model Contest in 1950. Air Force service during the Korean War (P-51 Mustang mechanic) and my new family cut into my modeling time. I dropped out of competition for several years, reentering in 1964 when I was working in California and saw Sal Taibi flying his *Starduster 900* out at Sepulveda Basin. He sold me a kit and I was hooked again.

"My most memorable contest; there were two. In 1947 our club went to Santa Fe, N.M. for a large U/C meet held by the Los Alamos Club. I won 1st in all classes of speed and 2nd in stunt which gave me the high point award. I took home five racing engines as prizes! The other memorable meet was in Fresno, California in 1970. I won Class B Free Flight, beating all the California hotshots, retrieving on foot

while they used motorcycles! I did have a bit of help from my good friend Bob White.

"Along the way I tried photography, gunsmithing, and target shooting but I keep coming back to aeromodeling. I have met the best people (especially my wife) there and plan to keep at it as long as the glue holds."

Thanks Charlie for your contribution to the A-F.





**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

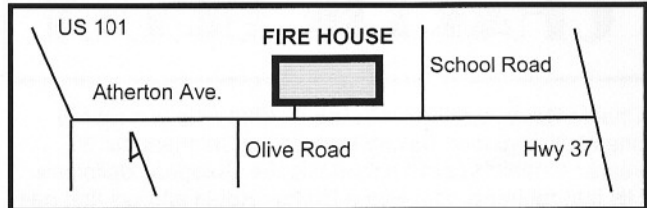
**MEMBERSHIP**

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.

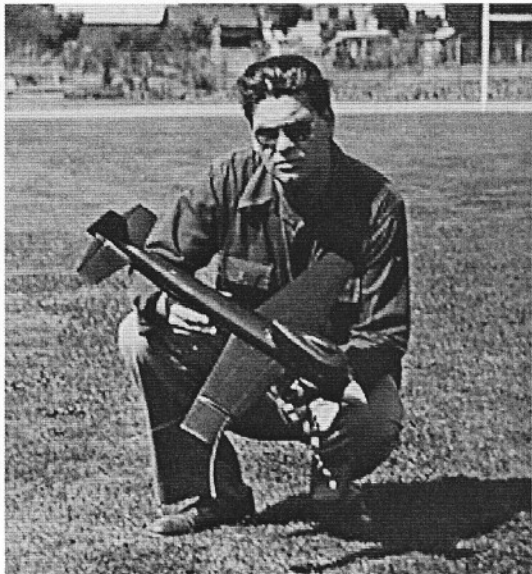
Send dues to Rod Persons, Treasurer. Make checks payable to SAM 27.



**Next Meeting: Wednesday,  
June 16, 1999, 7:30 P.M. at the Novato  
Fire Department Training Room**

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

**June 1999**



FIRST CLASS MAIL

TO: