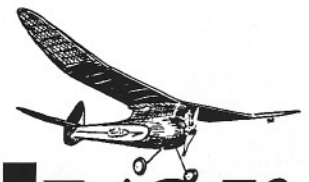




Antique Flyer



AMA Chapter #108

July 1999

Issue 203

June Chapter Meeting

by John Hlebcar

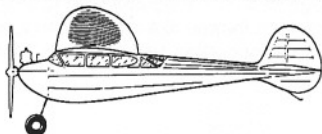
22 souls signed the sheet for this meeting; Thayer Syme and the 21 who came to hear him give his talk. These included rare appearances by members Ned Nevels and Pete Samuelsen. Rod Persons introduced new member Bill Stubbs from Santa Rosa, who joined at the RC Show and was attending his first meeting. Thayer, who is a former member, re-enlisted and we also picked up another at the following days TOFFF session, so add these members to your club roster:

Thayer Syme
424 5th Avenue
San Francisco, CA 94118 415-831-3331
<thayer@sirius.com >

Jim Pratt
7 Parkland Drive
Walnut Creek, CA 94596 925-933-3833

ANNOUNCEMENTS

- SAMSPAN is available. Contact Steve Remington
- The PolySpan video is available (currently on loan to member Bob Rooman in Springfield, MO). 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 Mystery Model, a float-equipped unknown, built by Don Bekins for a traveling exhibit, is still awaiting identification when Don Gets back from Italy. The June issue which featured a handsome young Remo Galeazzi on the cover had a fetching Mystery Modeler and his younger brother on page 6 - a really neat old photo. The modeler turned out to be Charlie Bruce whose SAM 27 Member Profile followed on page 9 - Thanks again Charlie.
- Ed Hamler had just returned from Normandy and didn't have an updated contest list with him, so we took the opportunity to plug our upcoming contests on 24 July, 21&28 August, and 10-12 September - see Business Reports later in this newsletter. I did get some help from Ron Keil's other club's newsletter yesterday; here's what SAM 74 shows for the next two months. The 1/2 A Scale Duration Postal will have come and gone on 8-11 July as will the SAM 8 Monthly meet in Hart's Lake Prairie, WA on 10-11 by the time you read this, so plan on attending our Annual Rubber Contest on the 24th. August begins with the 1/2 A Texaco International Postal Contest during 5-8, and another SAM 8 Meet 7-8. We complete the month on the 21st and 28th as mentioned above.
- If you have any items for the SAM 27 Web Page contact Ned Nevels at his e-mail address: <nedn@napanet.net >.



TOFFF GUY REPORT

John Carlson reported that the wind is settling down (a little), and with on-field parking, more people are showing up on Thursday mornings. Bert Flack brought out an *Air Hog* one morning and had a half dozen good flights then the wind came up and he had a long walk and a hop over the fence to retrieve it. Steve Remington claims many of us are missing the best weather for not getting there early enough. I believe it was Charlie Reich who once told me we have it backwards - Their group flies first and goes to breakfast after! Late report - the seal was broken at the June 30th TOFFF session when no less than three *Dakotas* showed up for early engine run and flight tests. Nick Sanford couldn't get his Cub to run past a few seconds; John Carlson finally got his Cub to respond but his launch ran afoul of a stiff breeze which sent his *Dakota* back to the hangar for repairs; and Ed Solenberger put in a contest winning, two minute exactly flight consisting of one minute of tight left-hand spirals up and one minute of nice wide right-hand gliding turns to mother earth. Probably will never happen again so nicely. Congratulations to Ed who is now our newest TOFFF member! All shows to go ya, ya better get 'em done and out here to work the kinks out of æem before the club contest - see next item...

OLD BUSINESS

- Rod talked to John Dammuller who said for us to pick any Saturday we wanted for the *Dakota* event. After much hubbub and trying to find a later calendar than the one our previous treasurer left us in the club checkbook (1995), we opted for 21 August. That allows plenty of time for us sloooww builders to get the job done. There will be three different events within the one on that day which John D will announce later. He and Jerry Rocha will get together to mow the weeds well before then (already done as you read this).
- Jerry Rocha has ordered the trophies and has the paperwork completed for the SAM 27 Special Meet on 24 July. As a reminder, the following events apply: Old Time Small Rubber; Hand Launch Glider & Catapult Combined; P-30 Rubber; and .020 Replica & 1/4 A Nostalgia Combined. A Junior Champion Trophy will be awarded. Everyone reading this probably already has models done for at least two of these events - dust 'em off or oil 'em up as appropriate and be there for a flyin day of fun - 7AM to Noon or however long it takes. Be sure to stick around and applaud the winners - especially the junior winners.
- Jerry also said he has sent out a lot of letters and answered a lot of phone calls on the Jimmy Allen Postal and looks forward to heavy participation. Even has some results starting to show up. Get those JA Birds ready - we fly ours on Saturday, 28 August, one week after our *Dakota* event.
- No further updates on the Crash and Bash as Ed has just returned from his trip and things were pretty well planned before he left (see last month's *Antique Flyer*). Be sure to set aside 10-12 September to come out and participate in this, our main event of the year.

NEW BUSINESS

- SAM 27 Club Banner.** John Hlebcar reported on his inquiry at SIGNMAX in Napa for a large Club Banner to be used at events and trade shows where we participate. The estimate they provided was



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for a 2 x 6 foot banner with one color lettering of "SAM 27" for \$80.00. This was an acceptable price but it was decided to see if a layout or two could be obtained with the thought in mind to possibly allow for the addition of our "bird" logo on either side of the lettering. John will pursue this further.

□ **Ohlsson and Rice tee-shirts.** The window is about to close at the silk screen company who did the printing on John Hlebcar's order for last year. Their policy is to store the screens for one year then discard them if no further orders have been placed. This represents a loss of \$20 per screen for the three color emblem, or \$60 up front before printing. The membership present responded to a motion by Steve Remington and elected to order another two dozen in sizes XL and XXL. The original designer and screen cutter Ed Solenberger volunteered to take this for action, as the screen company who has performed well on all of our previous shirt orders is in Santa Rosa. John Hlebcar suggested the possibility of printing this order on stone-washed gray as an aid to sparking sales because they would be different from past orders.

□ **Bill Vanderbeek** and other members of the Oakland Cloud Dusters donated collection of books, plans and other literature which by agreement of members present will be review by Rod Persons and divided for use as reference material or raffle prizes. Our thanks to Bill and the Oakland Cloud Dusters!

TECHNICAL REPORT

(Frank Ketcham will be July's presenter)

Prez Bert introduced Thayer Syme, our speaker for the evening. Before Thayer began his presentation, several members including John Carlson and Ned Nevels called attention to Thayer's web site as containing a lot of very interesting items for the modeling community at large and expressed amazement as to his capability to maintain all of this data and maintain the vigorous model building schedule he does. Thayer wrote the following address on the board < www.sirius.com/~thayer >, and commented that it was the short version, covering only the trip he took last summer, the full scale airplane he is building, and all of the model airplane stuff. I've been there and it is one of the good reasons to own a computer - check it out.

Thayer has been building models for about twenty years and was called here from Maine in October of 1994 to work on a movie (that's another story). It was take the call on Thursday and report out here three days later and put to work - a rather quick trip which ment leaving all of his modeling stuff back home. Initially, having joined the Marin Aero Club, he met our members George Benson and Jerry Long who introduced him to compressed air models powered by motors from Bert Pond and decided he wanted to try one. He sent a check off to Bert who suffered a stroke about the same time. This and the fact that the Italian Z motors were becoming unavailable about that time resulted in the return of his check and having to take another direction. Thayer did recommend Bert's book on the subject and will write to see if they are still available for those of us who might be even remotely interested in this form of power.

Lately, the plastic soda bottle is being used as a ôtankô and the best one for the Z motor or the *Air Hog* motor seems to be the 1 litre soda bottle as opposed to the 2 litre. It seems to have more rigidity and two of them joined together work better than the single, larger bottle. Sometime after his attempts to obtain a Z motor, the *Air Hog* followed and now the *Air Jammer* has made an appearance. SAM 27 had just purchased several *Air Jammers* for raffle prizes and this was the first time Thayer had seen them.

Last summer, throughout the internet, there was a postal contest for stock *Air Hogs*. Straight out of the box, flight times were averaging about 30 seconds. A few folks got lucky, including our Jerry

long and Al Lidberg down South, who with the assistance of thermals, managed flights of 56 and 59 seconds respectively (earlier, we mentioned Bert Flack's recent flight of over 1 minute at our Lakeville site). Thayer said the key to the *Air Hog* is if you can get it trimmed out so that it doesn't have a spiral dive to the right after the power drains off.

For comparison purposes Thayer brought an *Air Hog* wing, which he figures has about 67 square inches of area. He was looking through some Al Lidberg plans and was entranced by Maurice Schoenbrun's *Rocketeer A*, a 1940 design with a 40 inch span. Thayer took Al Lidberg's 18" span and enlarged it to 32" and about 150 sq in to get the fuselage up to size to accommodate the *Air Hog* tank. After a few tests, he had to widen the fuselage slightly because of tank expansion. He showed the completed model which was quite striking with it's silver micafilm (no longer available) covering and transparent blue micafilm scalloped trim.

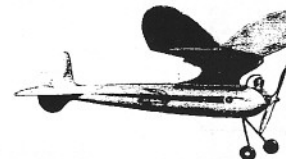
Thayer gets about 15% longer flights than with the stock *Air Hog*. The stock pump is incredibly inefficient, requiring 30 or more strokes to obtain the 85-90 pound capacity. Thayer uses a bicycle pump with a built in gauge to pump the tank up to 100 pounds with 4 or 5 strokes. He still charges through the cylinder head and has made a delren adapter which clamps to the pump fitting (I think this is shown on his web site). The model weighs about 6.6 ounces, compared to the original *Air Hog*'s 3.1.

As a weight-carrying experiment, Thayer temporarily cobbled a 1 litre soda bottle and an *Air Hog* motor as a unit on top of a hand-launched R/C glider of his own design an was able to achieve powered flights of 1 to 1-1/4 minutes. The all up weight of this lash-up was 7 to 7-1/2 ounces. The tricky part was to handle starting the prop and launching while hanging on to the transmitter and controlling the glider. It seemed to go pretty well for what it was, considering it had to be landed under power because of the drag of the bottle, motor, prop unit on top of the glider. The glider itself was a pretty nice design which Thayer has plans for and interested parties can contact him using data furnished earlier in this flyer.

Thayer wound up his presentation with a demonstration run of the *Rocketeer A* which sounded deceivngly powerful due to the resonating covering as the bottle shrunk and vibrated inside the fuselage.

In response to a question from John Carlson, Thayer said that the *Air Hog* motor is available by itself from the manufacturer for about \$22 including S&H. The total aircraft sells for \$29 in stores and can often be found discounted with a little searching at different toy departments. The difference is certainly worth a little time with the grandson before the kitbashing experiments begin. Thayer has been trying to negotiate about 100 motors and tanks for resale to modelers at a more favorable price, but the manufacturer is used to dealing in much larger quantities and does not seem interested. He then explained some of the technical details obvious in the clear plastic engine and said that he has about 100 flights on the *Rocketeer A* with no lube jobs or other maintenance - Just pump it up and run it.

Thayer went into a few words on safety and experiences of others who have tested the soda pop bottles to destruction at 140 psi and up. Common sense should apply and don't leave these units pumped up in the back of your station wagon on a hot day, do some tests of your own if you are interested, keeping the bottles inside containers (garbage cans, etc.) as they can be quite destructive up close - someone posted a picture recently on a web site showing the damage to a heavy flannel shirt which covered a bottle that exploded. The shirt looked like it had been run over by a lawn mower. One factor in not getting tanks from the manufacturer may



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have come when Thayer discussed maximum air pressures. They said the maximum air pressures were designed to be about 90 psi - when Thayer told them he had gone to 140 psi testing he thinks he could hear their hair going white. Thayer's experience is that more pressure does not result in longer flights and recommends staying with the designed pressure.

He closed with a few words about the spoked wheels he is making, which are similar to those shown in the May/June issue of the *Flying Aces Club News* except they are cast resin instead of balsa. These are very nice and are available in 3/4 to 1-1/2 inch diameters. Contact Thayer if you are in the market.

We were all left wondering what Thayer does in his spare time. Thanks for a great presentation Thayer!

SHOW AND TELL

□ **Bill Vanderbeek** showed a Joe Foster modified Madewell 49 which Bill acquired when Joe quit flying old-timer models. The modifications included a button head with a hemi chamber, lightened the piston by 8-9 grams by removing material from the inside, and brought the skirt up to gain about 1/16" sub-induction. The timing was not touched. This engine runs extremely well and was in Bill's *Pacer C* when he won the *Pacer* event at the Sam Champs. Not wanting to lose these characteristics, Bill has set out to duplicate the modifications and described his adventures along the path and passed the various modified parts around for all to see while describing his successes and failures to date. He is doing four of his own and three others. Thanks Bill - we will be interested in the outcome.

□ **Rod Persons** passed around a large list of Kits, Old Engines, and NIB Engines for sale from an estate in Massachusetts. If anyone is interested at looking at the list, I will carry it with me to the TOFFF sessions and the meetings or write to Gil Greenberg, 12 West Hill Circle, Reading, MA 01867.

□ **Ed Solenberger** showed his completed *Dakota* and an OK Cub Diesel .09 being built by the Cub guy back east who we have been getting our engines from. It had a glow plug, but Ed showed us - it did not go all the way through into the chamber. It is mounted into the contra-piston and used to heat the head before running the engine. Parts for this conversion are \$16 and include a steel rod to keep the thing from blowing up in your face. He also showed a Delong 29 engine which he picked up at a garage sale by asking if they had any old model airplane engines as none were on display. The guy dug out an old *Boxcar* fuselage, all cruddy, with this engine which had an original Arden glow plug in it. Never hurts to ask!

□ **John Carlson** showed his *Dakota* which was decorated with some very nice decals that he had made using the Ray McGowan method. He did the artwork and coloring on his computer - decals artwork on one side and instructions on the other. He had five copies to turn in as raffle prizes. The artwork has to be taken to the copy shop and have a laser color print made because the color will run on his ink-jet copies and also destroy the instructions in the process. Use Mod Podge, Gloss-Lustre in lieu of the Liquitex in Ray's directions as it is available in smaller quantities for less cost. The sheet contains large SAM 27 Birds, left & right, in color with red or black 27s in the circle; 2 sets of small color emblems, left & right, w/red 27s; and 2 sets in black and white. If anyone is interested in a sheet, contact John C. Nice work John!

□ **Larry Kramer** showed his very nice *Piper Cub* built from a Herr kit. The covering is yellow Litespan from Peck-Polymers. Larry said the hardest part was making up the rubber motor as he hasn't done that for about 50 years. Was flown at the following days TOFFF session with minimal results and went home for a strut repair and some other tweaking. The flights are improving and

Larry promises we will see more of this *Cub*. Nice looking model, Larry!

□ **Ed Hamler** displayed the progress on his *A Foote Westerner* project which is his first Foote project ever and the first time he has covered with SAMSPAN - used on the flying surfaces with silk on the fuselage. Ed's ship has been scaled up 26%. The reason he built that size is to use his Supertigre 15 which was too powerful for the full size *Playboy Jr.* he had it in. He is also building another fuselage for it with a 19 ignition. The wing has some extra bracing to handle the tendency Ed has noticed for this design to flutter under power. Looking good Ed - bring it back after you've added some color!

□ **Steve Remington** showed what he thought was a 1939 Ohlsson 23 (head not painted - connecting rod permanently attached to crankshaft to keep from rubbing the back, common feature - stopped in 1940 - tapered crankshaft - aluminum bearing - crude needle valve) He sent the crankshaft to Vic Didelot in PA because he thought the threads were shot since the nut wobbled around on the shaft like it was stripped - turns out that's the way they were made! I never come to one of these meetings but I learn something. Thanks Steve!

□ **Jerry Rocha** was scanning the July *Model Aviation* stunt column for anything he might use in his speed flying. A Thermometer/Hygrometer, Radio Shack #63-867 at \$29.95 was being used by Don Stearman to determine temperature and humidity on a real-time basis for painting models. The article mentioned other uses including performance testing on engines, propellers, etc. BINGO! Jerry purchased one to take to the nationals to help determine how to adjust his engine for local conditions - Science will prevail! Good Luck Jerry!

□ **Ned Nevels** ran into Bob Holman at Taft. Bob is doing all of the plaques for the SAM Champs this year and gave Ned some laser-cut rubber model kits to donate as prizes for our raffles and the Crash and Bash. His only request was that if you build one of his kits, take pictures of it and send them to him. His kits are all nicely done with plans by Jim O'Riely and such niceties as laser-cut forms for the laminated tips. He has a wide range of old-timer and Jimmie Allen kits as well as large scale plans, all which are fairly priced for the quality of work he does. Bob is not hard to find as he advertises in all of the major publications and is a SAM 27 member. Thanks Ned and Bob!

RAFFLE RESULTS

Rod Persons showed some special venturi inserts that John Dammuler had made up for the OK Cub engines. 10 of these little gems were placed on the raffle table to go to the first 10 raffle prize winners - Thanks John!

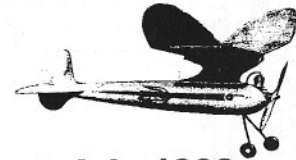
RAFFLE PRIZE/DONOR

PEEWEE 30 Book/John Dammuller
Forceps/Larry Kramer
Forceps/Larry Kramer
Scissors/Larry Kramer
Short Kit/Bob Holmon
Short Kit/Bob Holmon
Air Jammer/SAM 27
Plans Pack/Joe Meere Estate
Float Kit/Karl Tulp
Double Sided Tape/SAM 27
4 in 1 Install Tool/SAM 27
Pins/SAM 27
Xacto Blades/SAM 27
Decals/John Carlson
Decals/John Carlson
Decals/John Carlson
Decals/John Carlson
Aircraft Stand/Jack White

WINNER

Larry Kramer
Steve Remington
John Carlson
Steve Remington
Thayer Syme
Bert Flack
John Carlson
Bud Romak
Pete Samuelsen
Bud Romak
Buzz Passarino
Bob May
Larry Kramer
Thayer Syme
Pete Samuelsen
Dick Irwin
Larry Kramer

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Correspondence

The following e-mail letter was received from Don Bekins while he was on his recent European journey which lasted 5 1/2 weeks. Don was able to fly in a total of four contests including one in Czechoslovakia with varying degrees of success, taking many first places. Don plans on describing his European modeling adventure in more detail for future editions of the A-F and Sam Speaks. We should have some terrific photos of contest action and scenery in the August issue of A-F.

"All of my communication systems on this trip have broken down until now. My nephew is married to an Italian woman and they live in Bologna. We are visiting them and they have a laptop with an internet connection. However, before coming here I forgot my email list with your address on it. So I am reverting to the mails until I return to San Marino. Nick Bruschi's daughter has the email connection but her printer has broken down and messages remain on their machine until I collect them. They live several kilometers away, so it is inconvenient to obtain them.

"Now for the SAM Italy adventure: Have been to two contests to date. The first one was at Pavullo and was well attended. However, most contestants were there with models but not flying. It was a social event for them in a beautiful setting. Pavullo is a mountain town, much like any Swiss village, with high hills surrounding a wide valley sporting a lush green grass airstrip where they have a sky diving school, fly big sailplanes and ultralights and powered hang-gliders. There is a good restaurant at the airport where many of the social activities took place. Of the over 100 people attending, perhaps only 30 flew gliders, rubber models and only a few gas powered models. There were probably 200 models on display, most of which did not fly. There were unique Italian OT designs, gorgeous gliders, rubber models of all shapes and sizes. Some fellows were there selling their repro OT diesel engines. There were some American OT designs, but they were in the minority. I have pictures of models and people if you'd like them. The son of the designer and producer of Super Tiger engines was there along with most of the prominent SAM Italy officers. On Saturday night they had a big banquet [120 people] with a six course meal with wine and other drinks. Very elegant.

"I was introduced as ex SAM prez, presented with a SAM Italy polo shirt, asked to give a little speech [translated by Nick] about the pleasures of flying in Italy and their fine model designs. I won the LER event [what they call OTMR], and took 3rd in Nostalgia, which was won by Nick. Unfortunately the trophies are too large to bring home.

"Remember, not many people flew. They just watched. So, for their entertainment, I did the *Ethy* quick engine changes to the Brown Jr. -- which few had seen -- then switched to the McCoy 49 -- which rocketed the model skyward to oh's and ah's from the crowd. An ignition engine is a rarity in Italy. To see an Ohlsson, Brown Jr. and a McCoy flying in one model the same day was something to behold for them, according to Nick.

"The Italians have a different sort of frequency control system for RC assist. In our American SAM contests the rule is "fly one, time one" by our contestants. In Italy, they have professional timekeepers, and fly in rounds of 5 contestants with widely separated frequencies. Each contestant must await being called to fly, and the next round does fly until all of the five are down and have turned in their transmitters. This really slows down the contest, making it difficult to fly more than two events a day if there are a lot of entries. Imagine the problems if they had 100 contestants as we have at our SAM Champs! I told them about our frequency wheel system with the "fly one, time one" rule. Nick Bruschi now has the detailed information on our system from Ed Hamler, so things may change since Nick is head of the SAM Italy Rules Committee.

"The next weekend we drove 3 1/2 hours to Rome where they held a Texaco/1/2A Texaco one day event. There was a smaller crowd [about 30],

but they all flew, and flew very well indeed. Again, beautiful models, unique Italian designs, and superbly crafted. The field, called Fiano-Romano, was north of Rome near a factory producing large ultra-lights that look like full size aircraft. They were constantly testing them in flight patterns near the field, but there was no interference problem. Thermals were good on a perfect, nearly windless, summer day. My *Ethy* flew well, but since their fuel allotment is 1/2 our American fuel allotment in the Texaco event, I had only 8 cc's [the same as a standard Cox .049 tank] to reach altitude. I elected to bolt a high speed prop on my Ohlsson sideport and shoot for altitude rather than have a long engine run. I did get altitude, but could find thermals only on one flight, so came in 3rd in big Texaco. The Italians specialize in 1/2 A Texaco and are really good at it. Some beautiful and unusual designs were flown and many maxed out [SAM Italy has a 10 min. max]. Though I reached the flyoffs with my *Red Ripper*, I came in 5th in 1/2 A Texaco. The Italians are really good flyers. Great competition!

"Again, I was introduced as a SAM celebrity and presented a gorgeous silver tray and a SAM Roma T-shirt in commemoration of my visit along with a fine speech crafted in English and read with difficulty by the regional SAM VP, Paolo Vitori.

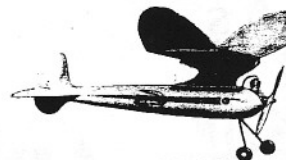
"The highlight of the visit to Rome was the day before the contest. One the real characters of SAM Italia modeling is a well known architect named Paolo Montesi. He builds beautiful models, very complex, and flies only ignition models, in contrast to most Italians who fly mainly old glow and diesel powered models. We were invited to his huge flat in a prestigious section of Rome, downtown residential area. Paolo's father, also an architect, designed the apartment building Paolo lived in and owned. His office was on the first floor and his basement garage was devoted entirely to model building and furniture making -- a large, immaculate shop with machine lathes, woodworking, and model building equipment. Paolo's 3 bedroom apartment on the 6th floor was filled with antiques, furniture and a collection 1930's and 40's tube radios and model cars. All the old radios worked. Paolo had them wired in such a way that he could pick up current broadcasts, but could also pipe in old recordings of the Mussolini era from an inhouse transmitter in which the il Duche' was addressing huge crowds. That era in Italian life was not at all popular with the guests, but the recordings received a hearty laugh.

"Attending the luncheon were five prominent SAM Italia members and the CD, Valeriano Toscone, of the next day's contest. We had a 5 course meal with pasta, wines, espresso cafe, prepared by the host's lady friend [also an architect]. Two of the guests spoke English, so I was not left out of the discussion entirely. One guest was an engineer who worked for a large construction company about the size of Bechtel Corp that does projects the world over.

"Another highlight of the trip was a dinner at a unique apartment in the old citadel of San Marino. Nick [Domenico] Bruschi is the president of the Free Masons in the Republic of San Marino. I was invited to join seven members at an informal dinner in a friend's newly remodeled apartment. It had been a dwelling of some sort for over 900 years, carved partially out of the rock walls, with old wooden ceiling beams over 400 years old. Our host, who is in the business of prefabricating designer staircases all over Europe, had just remodelled the apartment, taking out old stone walls and discovering additional rooms and walkways carved into the stone in ancient times. I think there were some five half levels in the apartment, all connected by elegant staircases [his specialty]. The place was filled with truly fine antique furniture and paintings, yet had a modern 20th century kitchen and bedrooms and baths. The dining room was like walking into a Prince Valiant cartoon banquet scene with ancient wooden ceiling, stone alcoves and steps worn from centuries of use. In the living room were hanging incredible oil paintings including an original Rembrandt which had the trademark self-portrait of the artist. It is the only Rembrandt painting I have ever seen hanging outside of a museum. Our host cooked a gourmet Italian 6 course meal attended by 5 or more fine Italian and San Marino wines and liqueurs. Again, a couple of the guests spoke English -- all successful professionals with varied backgrounds [no modelers among the group], providing yet another memorable experience.

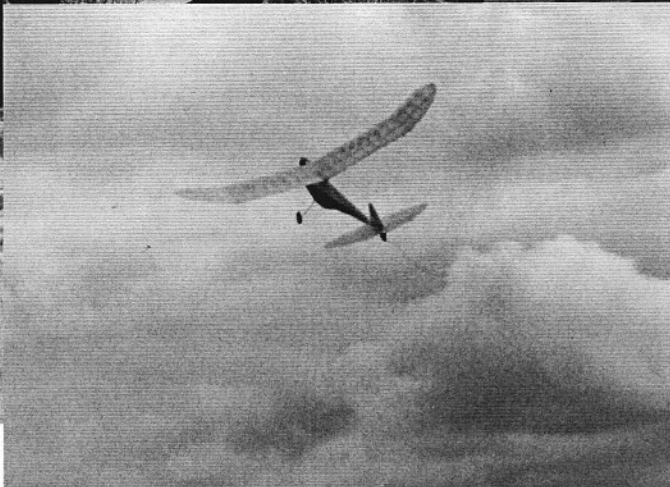
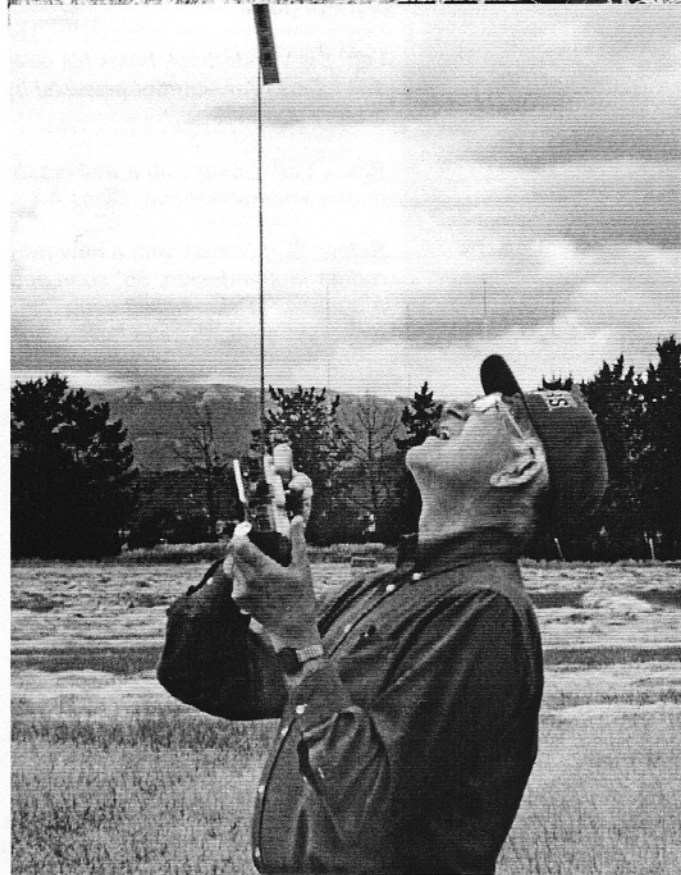
"I will keep you informed of my travels. The SAM Span arrived in good order--no duty to pay. Thanks very much. I will send you a check as soon as I get home in early July. I am giving samples to my hosts at each contest. They all expressed great interest in it as a covering material. Perhaps we will stimulate more interest in becoming international SAM 27 members! Best regards, Don"

Don Bekins also sent in a response he wrote to the family of Fred Lehmburg upon notice that Fred had died of a heart attack on July 6th. Don mentioned Fred's book of writings for Sam Speaks and the fact that Fred had a love of the sea as well as aeromodelling. Don wrote, in part, "Fred was a unique guy....he was always teaching others and sharing his immense store of knowledge....We'll miss Fred Lehmburg."

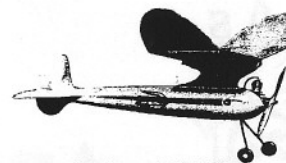


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TOFFF ACTIVITY AT LAKEVILLE



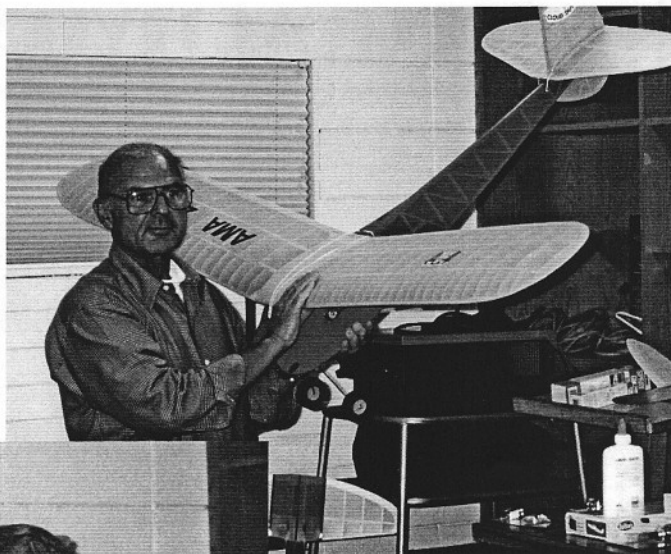
Typical TOFFF action at the Lakeville flying site. Clockwise from upper left: Observers hard at work; Rod Persons contemplating the remains; John Hlebcar assists Ray McGowan as Ray starts his So Long; So long to Ray's So Long; Dick Irwin flying overhead. Come out and join the Thursday TOFFF action at Lakeville. Photos by Dick O'Brien.



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SHOW & TELL

These Show & Tell photos were taken at the May meeting of SAM 27. Unfortunately, our ace photographer failed to get pictures of Fred Terzian and Rod Persons who also contributed to the session.



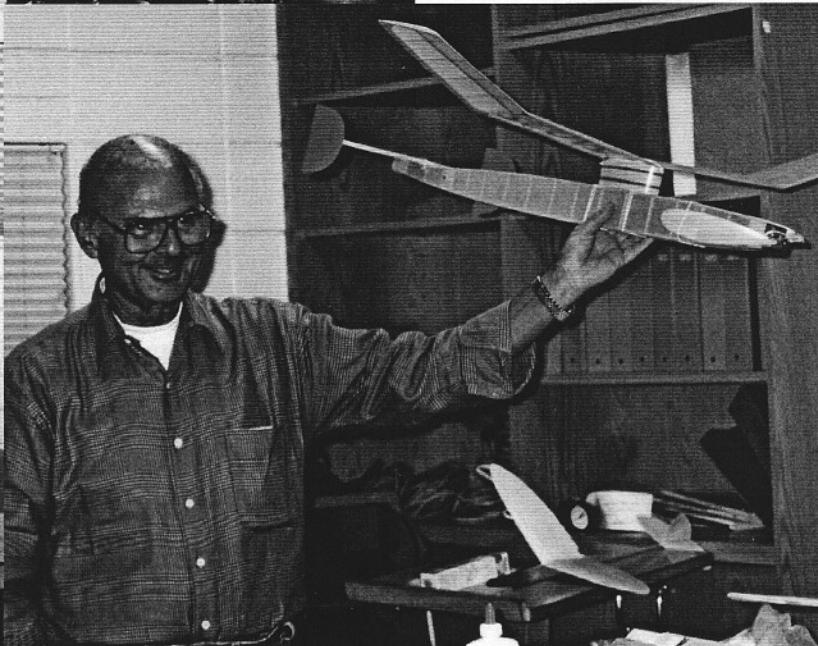
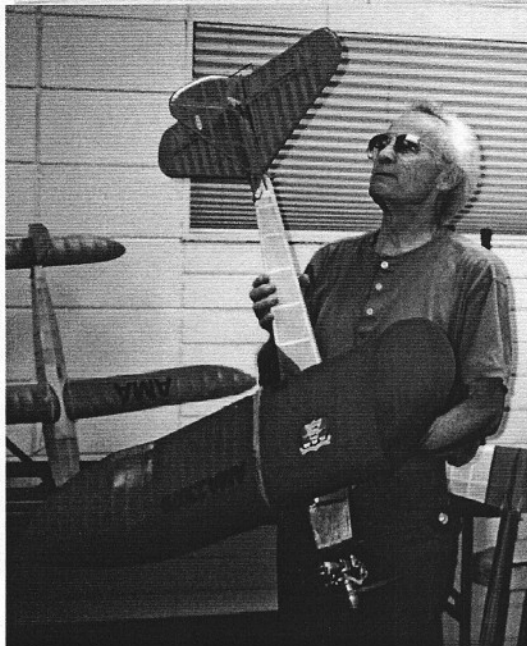
Above: Bud Romak shows his new 1937 Folly which he constructed in just two days!

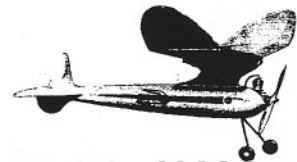


Left: Bill Vanderbeek holds his new 1941 Class A Ascender powered by a Larry Jen0 .19

Below Left: Editor with a well crash tested Anderson Pylon, Class A.

Below: Bud Romak with a new twin rudder Moffet design, 36" span and a 3" chord. Pylon hasn't been fastened yet awaiting glide tests...





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.

GEORGE BENSON

George Benson and his terrific free flight models, powered by elastic or compressed air, flown indoors or out, are well known to most SAM 27ers. George recently wowed us at TOFFF with some really good flights using compressed air engine power. George is rather brief about recent model activity in the following write-up about his modeling career; perhaps we can get George to do another profile along with some of his construction and flying tips.

"Around 1937, when I was 10 years old, my father read in a magazine (which contained plans and 'How to build' a 24" or 30" (?) Hawker Hurricane, rubber powered model) of a contest to be held at Brooklands Track/Airfield, where Vickers' Wellingtons were built. Following the magazine instructions, my dad completed the model. It was sturdy, it would not fly.

"On the contest day, we cycled to Brooklands, about 6 miles, mercifully, the Hurricane was left at home. Upon seeing the competition models flying around, it became evident why my father's plane did not fly. It not a question of correct trimming, the problem was that fuselage formers and wing ribs were correctly cut from plywood, but my dad substituted 1/4" ply, the body and wing stringers and spars were about 1/8" - 3/16" square cut on a table saw and the final coupe de grace was substitution of silk covering by heavy canvas, resplendent in camouflage paint using house oil paint.

"After that humbling experience, we joined the Walton-on-Thames Model Flying Club - 'W&D.M.F.C.' - learned to build and fly, despite shortages of rubber, balsa and all materials in wartime Britain.

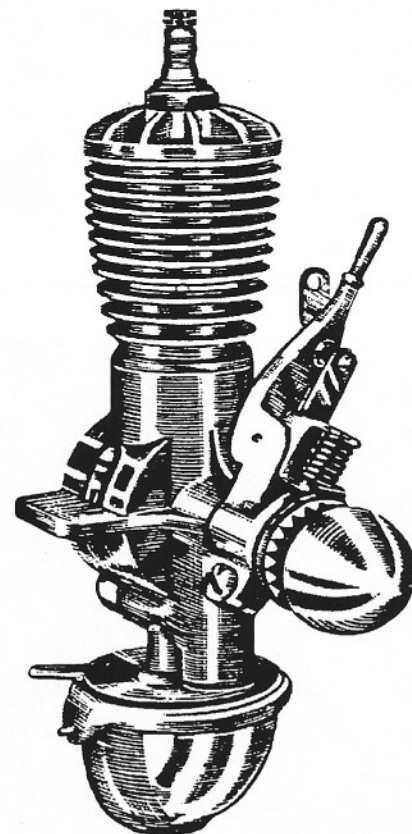
"Summer weekends would see my father, mother and me cycling 10 miles each way to Chobham Common to fly; I had a model box, about 12" x 12" x 36", on my back, with string cutting into my shoulders. Army tanks roamed Chobham Common and sometimes it was a race to a model to retrieve it before a tank reached it.

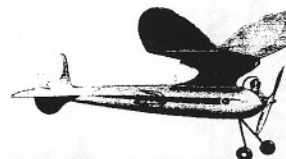
"In 1939, I built my first 'Isle of Thanet' model, scaled up from reduced *Aero Modeller* plans. A strange, humped body plane, but despite warps and cracked longerons, it flew! The TOFFF gentlemen may have observed my present 'Isle of Thanet' bearing 'W&D.M.F.C.' on the wing, flying around despite its quota of warps and cracked

longerons!!

"I abandoned modeling around 1943 and restarted (again flying rubber) about 1992, after seeing M.A.C. information in Gunninas hobby shop."

In the photo below, furnished by George, his red and black "Isle of Thanet", humpback and all, appears in the foreground and Jerry Long's 1938 "Black Arrow" is the second model, scaled up from 1938 *Aero Modeller* plans.

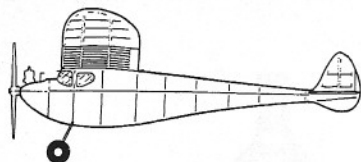




Antique Flyer

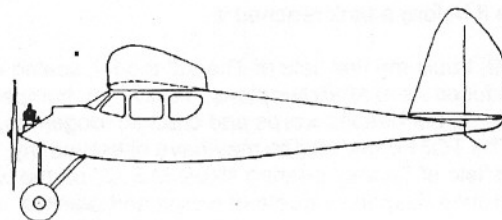


Ray and Texie McGown are both showing Ray's new Old Timer gas job, the 1941 Javelin. Powered by a Bantam .19, this beautifully crafted model is expertly covered in silk and has a red-orange fuselage and wing tips and a white wing. The fully cowled Bantam adds to the sleek appearance of this 40's design. Attention photographers: Note how Ray caught Texie's face in the shadow of the wing. Try and avoid facial shadows when taking outdoor shots - take off the caps and get the sun on the face. We don't want anonymous SAM 27 members in the A-F! Seldom does your editor get photos of the same model held by two such photogenic subjects so I had to run both.



MYSTERY ENGINE

OK all you engine experts. Here's a pretty good baffler for you this month. Besides naming the engine, how about getting the designer's name and the manufacturer? Warning: It's not what you think!





Antique Flyer

SHOPS OF SAM 27

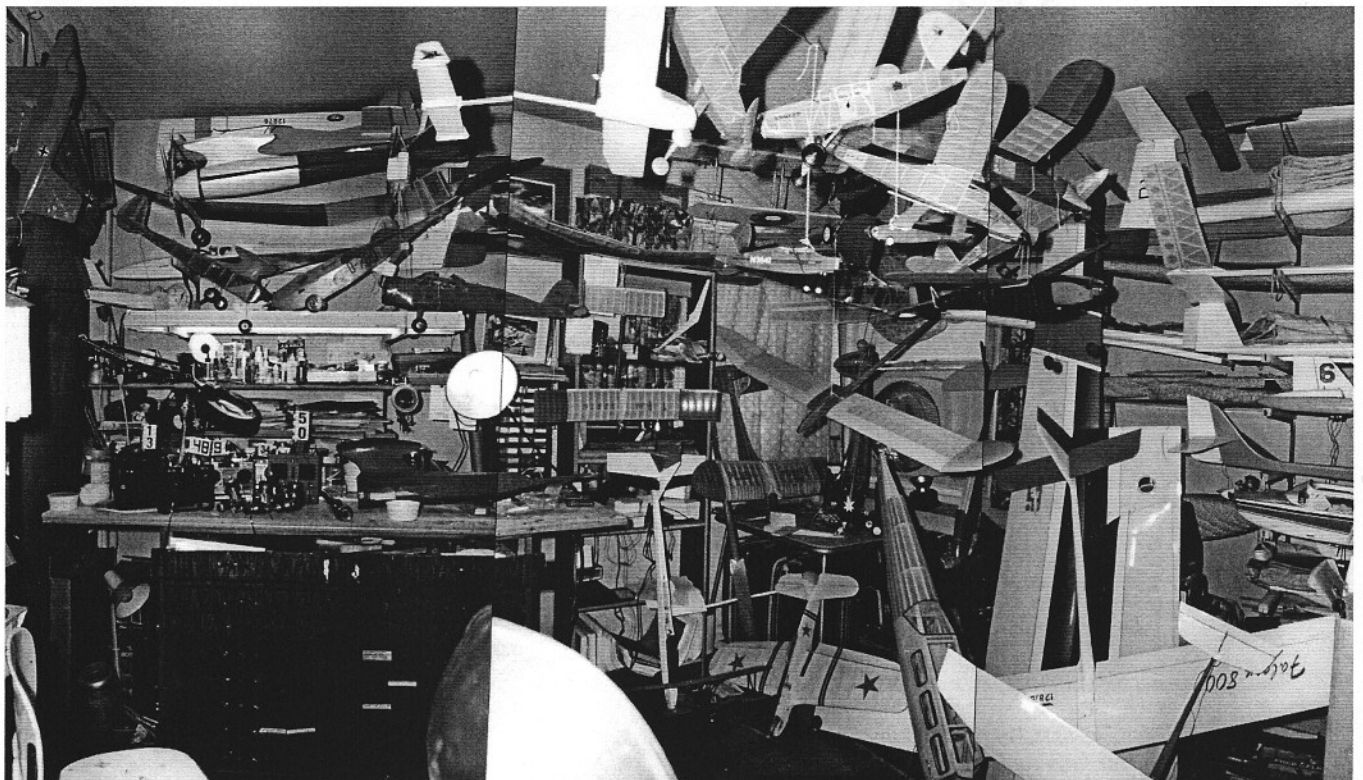
As a new feature in the *Antique Flyer*, shops of SAM 27 members are going to be "exposed" to the world. What wives have known all along and what balsa dust clogged vacuums have attested to, will now be shared with fellow members of the modeling fraternity. The A-F is asking that you humble yourself and submit photos and a write-up of your favorite working area, warts and all. Now there will be some shops exposed which will put most of us to shame for our lack of neatness and paucity of equipment, but which will give us an incentive to clean up our act - well, maybe your act.

RAY MCGOWAN

Ray McGowan's wonderful shop is featured this month. Ray put together three snapshots to obtain this panoramic view. He offered the following comments: "Forty-three aircraft models are showing, covering most types of model planes such as: A1 and A2 gliders, 'U' control stunt and scale, RC scale and stunt, free flight gas, speed, 2-meter gliders, unlimited and standard RC gliders, F3B gliders, slope gliders, flying wing, peanut scale, electrics, small rubber and large rubber free flight, 1/4 scale RC glider, cross country gliders, antique and old timer gas models. Yes, I'm an old timer modeler! The *Zipper* was built in 1939. The rest of my models (*Editor: The rest!!!*) are in the attic and garage; trophies and engines are located elsewhere."



Ray McGowan shows one of his newest models, the rare Retracto, a 1939 Megow kit. Meticulously constructed and beautifully finished; the gear removes, hence "retracto".





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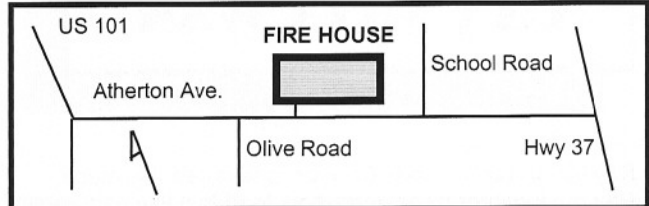
MEMBERSHIP

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,
July 21, 1999, 7:30 P.M. at the Novato
Fire Department Training Room**

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

July 1999



Jerry Rocha assists Bud Romak by lighting the dethermalizer fuse as Bud is wound and ready.

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