



Antique Flyer



AMA Chapter #108

August 1999

Issue 204

July Chapter Meeting

by John Hlebcar

Only 17 members signed in for July's meeting. Don Bekins had returned from Italy but was away at a "command performance", Don's term for any event that causes him to miss a meeting, TOFFF, or a contest - in this case a small dinner party for some friends getting married. See you in the morning at TOFFF, Don! Ed Hamler was home nursing a bout with pleurisy and will be back for next month's meeting - a rapid recovery to you, Ed. We also missed our friends from the Oakland Cloud Dusters who have been showing up regularly for the past several meetings.

ANNOUNCEMENTS

- SAMSPAN is available. Contact Steve Remington or John Carlson (See New Business below).
- 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's float-equipped Mystery Model was finally identified by Don Bekins (at the following day's TOFFF session) as a *Playboy Senior*, modified with floats from an article in RCM magazine. Don still has the issue if anyone is interested. He couldn't recall the event that brought all of the models in the photo together though. Is that one our editor dug up? (Yes) -- The Mystery Engine in last month's A-F still fooled a lot of us even though Charlie Bruce's analysis of the Sky Chief '52' in the July-August issue of SAM Speaks mentioned it. It is a practically identical version called the Kloud Klimer '52' sold by Sears before World War II. They were both manufactured by American Super-craft Corporation and had no discernible differences except needle valve tension and the Kloud Klimer did not have a Sky Chief decal on the fuel tank. Dear Editor - that was a toughie! -- Prez thanked Ray McGowan for his "panoramic" shop photo in the last issue of the A-F. Nicely done Ray!
- Ed Hamler told me SAM 27 won the New Zealand 1/2 A Texaco International Postal Contest flown in April. In Ed's absence had these following events on

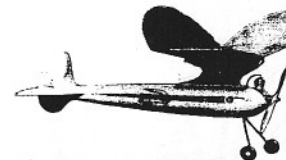
my marked-up list courtesy of SAM 74's newsletter.

- =====
- 5 August (TOFFF) 1/2A Texaco International Postal Challenge
- 7-8 August SAM 8 Monthly Meet - Hart's Lake Prairie, WA
- 21 August SAM 27 Dakota Contest
- 28 August Jimmie Allen International Postal Contest
- 4-6 September SAM 8 Labor Day Meet - Hart's Lake Prairie, WA
- 10-12 September SAM 27 Annual Crash and Bash - Schmidt Ranch
- 12 September NCCFFC #4 (No RC) - Waegell Field
- 11-12 September NW Old Timer Championship - Albany, OR
- 25-26 September Fresno Annual Free Flight - Lost Hills, CA
- 3-8 October SAM CHAMPS - Muskogee, OK
- Any day in October (TBD) - SAM 93 Class A Texaco Postal
- 23-24 October John Pond Commemorative XXIII - Taft, CA
- 31 October NCCFFC #5 - Waegell Field
- 13-14 November Fall Free Flight Festival - Lost Hills,
- 13-14 November SAM 49 Fall Annual - Taft, CA
- =====

Mail Call! John Hlebcar acknowledged the receipt of a post card from our member Giorgio Colla from Fontanellato, Italy. Giorgio was our visitor along with Nick Bruschi, and sends his best regards for many flights and happy landings - Thanks Giorgio! -- We also received a mailing from AMA containing data on a raffle to support the United States Aerobatics Team. The prize is a completed aerobatic aircraft with engine and radio. Tickets are \$20 for 1, \$50 for 3, or \$150 for Ten. Contact John if you are interested or call them toll-free at 1-888-678-USAF. -- John also received the SAM 93 newsletter, 'High Flight', which in part, gave he dates for the Class A Texaco Postal listed above.



Ray MacGowan twists those gummie bands on his Sparky at the Special Rubber meet on July 24th. See inside for more pics and results



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☐ 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

No report again but ex-members Scott Seranello and Sean Crowley dropped in at TOFFF the following day to say hello. They were a couple of our most active juniors and it was nice to see them. Work and school is what they are up to these days.

TOFFF GUY REPORT

Super flying weather has prevailed for the past several weeks. Some highlights: Jim Pratt & Ed Solenberger are recent TOFFF additions bringing TOFFF membership up to 45% - Ed had a perfect 1 minute up, minute down, exactly two minute flight while test-flying his *Dakota* - Ray McGowan fielded our only entry in the 1/2A Scale Duration Postal and copped the club's perpetual trophy with a nice flight of his Messerschmitt M-17 - Tom Wernholm, Jim Pratt, and Charles Arthur are showing up as a team with a lot of nice electric stuff. Its been so nice at the field that Charles has been able to fly his Hobby Lobby *Bleriot park-Flyer* - Dick O'Brien about has his 1/2A *Coronet* trained to fly - Rod Persons showed up with a \$9.00 (on sale) electric "Skyhawk" from Harbor Freight and Tools. His grandson Tyler and Dick Irwin's grandson Fritz and a lot of the old guys have been having fun flying AND LOSING these - John Carlson put two or three weeks into getting his *Dakota* to run and fly, and even put on an aerobatic show in the process and wound up with it coming right back to him after the flight for an almost but not quite Bekins-like retrieval (he dropped it) - The Marin Aero Club has been well represented. Jerry Long lost his Jimmie Allen *Sky Raider* and George Benson lost (of all things) his compressed-air *Renard* (see A-F for Dec 97). OOS! - John Dammuller was there one day with eight airplanes and four windsurfers - All this and more! C'mon out! But get there early - just came back from TOFFF of 29 July and it was pretty windy. Don Bekins, Steve Remington, Dick Irwin, and Mike Hughes did some flying but the rest of us just had a good, general bull-session.

OLD BUSINESS

- ☐ Rod talked to John Dammuller who acknowledged there will be three different events within the one on that day. There will be the flying contest, a concourse, and a mystery event which John is searching for an "appropriate" trophy??? Remember to set Saturday, 21 August aside for this event.
- ☐ Jerry Rocha confirmed all was ready for the coming Saturday's contest. Since this newsletter is going out after the event - here is how it all turned out. Turnout was not bad but we could handle a few more, especially in the Junior department. The weather was great until about mid-day

when the wind came up. Five airplanes were lost to the thermal gods. One of these was Fred Emmert's Ed Lidgard's Class C rubber job which had attached itself to one of our famous electrical towers and would not come down. It was rescued by Jerry Rocha and John Hlebcar during the following Thursday's TOFFF session after dislodging itself during the meantime - virtually undamaged but missing one stabilizer tip plate. Back to the contest and results at the end of flying:

- =====
- ☆ **O.T. Small Rubber:** 1-Bill Langenberg (*Casano Stick*), 2-Ding Zarate (*Gollywock*), 3-Jerry Long (*Black Arrow*). Ray McGowan lost his *Gollywock*.
- ☆ **Hand Launch/Catapult Glider:** 1-M.L. Pinto, 2-Norm Smith, 3-J.N.Pinto
- ☆ **.020 Replica-1/4A Nostalgia:** 1-John Hlebcar (*Fubar*), 2-Rick Madden (*Buzzard*). Rod Persons lost his *Top Banana*.
- ☆ **P-30 Rubber:** 1-Rod Persons - lost aircraft, 2-Ding Zarate - lost aircraft.

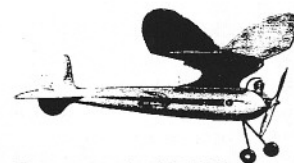
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Somewhat disappointing was the fact that no juniors at all showed up to compete. Jerry gave a special thanks to Bill Langenberg for donating a 1/2A kit and engine for the junior program, to John Hlebcar for help with the contest flyers, and to John Dammuller for his help cutting the grass. We signed up Ding Zarate as a new member but due to a comedy of errors, Ding drove off with his membership data locked in his trunk. After we re-establish contact, I will print his address, etc in next month's A-F to add to your roster, which must be getting pretty marked up by now (Hey Tommy - yer not the last one on the roster anymore!).

- ☐ Jerry is still getting inquires on the Jimmy Allen Postal. There is even a group in England who will be flying - again, we fly ours on Saturday, 28 August, one week after our *Dakota* event. That's two Saturdays in a row so mark them calendars now!
- ☐ No further updates on the Crash and Bash until Ed sends out the flyers to past participants. Things were pretty well planned before he left (see the June Antique Flyer). Be sure to set aside 10-12 September to come out and participate in this, our main event of the year. The grand prize for this year will be the *Gas Bird* we purchased from the Terry Welden estate.
- ☐ The Club Banner is on hold until we can reduce the cost of adding our emblem to the banner. I brought in several files I had on diskette. When SIGNMAX brought them up, they all had the bit-map jiggles and I was told it would take about 2 hours to smooth them out. I had a feeling we were not communicating and solicited some help from other club members but haven't heard back yet.
- ☐ Ed Solenberger was not here to give a report on the Ohlsson and Rice tee-shirts but things must be moving along as the following day I got a bill from Silkies. It has been passed to Treasurer Rod for payment.

NEW BUSINESS

Rod Persons mentioned he lost his Advantix camera somewhere, perhaps at the field. Check with Rod.



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Steve Remington announced that he will be moving from the area around the first of September. He wants to continue his job as our Newsletter Editor, but there may be a period of time when he can't while his computer is enroute to somewhere else. If someone can lend a hand as assistant editor for probably September and October, please let Steve or one of us know. He also will not be able to do SAMSPAN orders any more and asked if someone would take that over. John Carlson volunteered to hang the roll up in his bedroom and process orders from there. Steve will be moving to Santa Barbara and will become a SAM 26 member. We're sure gonna miss his smiling face around here! (Editor: I hope to make it up for occasional TOFFFs or meetings).

TECHNICAL REPORT

Prez Bert introduced Frank Ketcham, our speaker for the evening. Frank is just beginning his journey into the world of old time modeling but has experience in soaring and gliders and brought along his latest project to share with us.

Before he began, knowing that we are interested in all phases of aviation technology, he passed around a recent copy of Aviation and Space Technology magazine with an article about Micro R/C aircraft - a very hot and fast moving field. It showed a palm-sized, camera-carrying little spy ship which is very fast and difficult to shoot down. These things can fly down a corridor, turning up and down hallways. One weakness is they use up their batteries in the process so they are trying to get them to flap their wings and perch on branches to save energy. And the stuff in the article is only what they can show us now!

Back to his subject for the evening, he showed us a composite aircraft - a glider called the "Victory C" (C for Composite). He wanted to show it off while he could as he built it for someone else. It has a carbon-fiber wing spar and pins at the wing roots to complete the electrical circuits to the wing servos without having to work through a hatch to complete the wiring when plugging the wings into the fuselage.

The wing roots also had small hooks to attach rubber bands between when they are mounted into the fuselage. This threading and hooking operation is accomplished with a hook-and-loop tool fashioned from music wire and covered with fuel line tubing to prevent nicking the rubber bands. The rubber bands pull the wings snugly together towards the center of the fuselage.

The glider is "pre-built" and doesn't sound lot a lot of work but in actuality requires a great deal more work than most of our wood models to complete. Installing the radio and servos and installing and "tuning" the linkages, horns and control surfaces can burn a lot of midnight oil before everything is operating as smoothly as it should. The color, lettering, and trim Frank had on this ship was provided in part by a sign shop, very similar to what is produced by our banner company. The designs are provided on a backing

sheet and applied to a water-sprayed surface, lined up and squeegeed down, and the backing sheet removed leaving the final color(s) on the surface.

Frank mentioned some of the problems he had with this design. The flaps extend down below the fuselage profile and could be subject to damage when landing. The long tail moment arm vs a short nose moment makes weight a critical issue and comes up short for installation of radio equipment. He also feels the programmable radios required are very expensive and an over-application of technology. But in the long run they come out nice, do fly beautiful, and are a lot of fun.

The rudder is the only component of this kit which is built-up. Frank chose to cover it with thin balsa sheeting instead of monocoat as called for to carry through the style of the airplane. The only thing left is to fly it with the new owner and turn it over to him. Thanks Frank - we'll be interested in hearing how it flew.

SHOW AND TELL

□ **Rod Persons** gave a rundown and demonstration of the *Skyhawk* electric airplane available from Harbor Freight and Tool. Ray McGowan was the first one to introduce us to this little jewel. Last week Rod brought the last six they had out to the field and sold them all! He also got a rain check from HF&T for two more. HF&T also has a low-wing version which someone had at one of our TOFFF sessions. These are serious little freeflight airplanes and even have a built-in fuse dethermalizer (not allowed at our field of course) - Rod converted one to operate from a Microlite Button timer and had some flight problems until he discovered the rubber tension was bending the boom and rudders in a left turn mode. It comes with all required batteries, a charging pack, spare prop, fuel tubing (used for dethermalizer bands) and some very complete instructions detailing flight trimming and a table of charging vs flight times.

□ **Jerry Rocha** showed us his 1/2A Proto C/L Speed model that he had just flown at the Nationals in Muncie. Through judicious use of carbon-fiber, aluminum, balsa and other secret ingredients, he was able to get that little bug up to 112.17 mph. Too bad the winner came in with 112.78. It took about 3 months to build and resulted in a 2 ounce airframe to haul a 3 once engine. The design requirements are purposely "dirty" with external control systems and fuel tanks and uncowed engines in a 12 inch long fuselage with a 45 square inch minimum wing and everything has to handle an engine turning a 4-1/8 dia x 4-1/8 pitch prop at 34,000 rpm. He passed the model around for everyone to look at with a severe warning to not touch the needle valve! He gave high marks to those in charge at the Nats for a highly-organized, well run contest, and said if you ever get back there to take time to see the museum.

□ **Steve Remington** showed his "Zero Finish" Dakota. I looked up expecting to see meatballs on the wings, but

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what he meant was an all-clear doped balsa bird. He gave a run down on how he attached the windshield using aliphatic glue around the edge of the windshield cutout, let it almost dry before applying the windshield and setting it with a small heat iron. I don't recall that he flew it the following day but the windshield stayed on during the "trying-to-get-the-engine-to-run" phase. *(Editor: Yes, it has flown - and successfully after getting the Cub to run without quitting and the right hand glide adjusted to keep it from spiralling in like a dead pigeon.)*

RAFFLE RESULTS

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

RAFFLE PRIZE/DONOR	WINNER
Rubber Bands/SAM 27	Buzz Passarino
Rubber Bands/SAM 27	Jerry Rocha
Fuel Tank/SAM 27	Steve Remington
Fuel Tank/SAM 27	John Carlson
AirJammer/SAM 27	Bob May
Plan Packs/Joe Meere Estate	Steve Remington
Model Kit/Joe Mere Estate	Larry Kramer
Model Kit/Joe Mere Estate	John Carlson
Model Kit/Joe Mere Estate	John Hlebcar
Glue/SAM 27	John Hlebcar
Tan II Rubber/Joe Meere Estate	Larry Kramer
Plug Clips/SAM 27	Buzz Passarino
Model Kit/Steve Remington	Buzz Passarino
ACE Paint/Rod Persons	Rick Madden
SAM 27 Decal Kit/John Carlson	Rick Madden
SAM 27 Decal Kit/John Carlson	John Hlebcar
Model Kit/Bill Kast	Rod Persons

FLASH!!

Rod Persons lost his P-30 at the Special Rubber meet on July 24th. Rod subsequently received a phone call from a local farmer, Tim Griffin, who found the model on his farm. Tim told Rod that he had no objection to our flying on his property and that we could use it at any time - quite a nice and generous offer. We are putting Tim on our newsletter mailing list to keep him apprised of our club activities. Perhaps Tim can make it over to one of our TOFFF sessions some Thursday morning.

MYSTERY ENGINE



Sorry Ray McGowan, for misspelling your name on P. 11

This month's mystery engine can fool you - it may not be what you think. Actually, it's quite rare.

PEANUTS®

by Charles M. Schulz

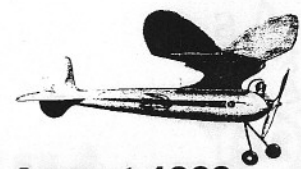


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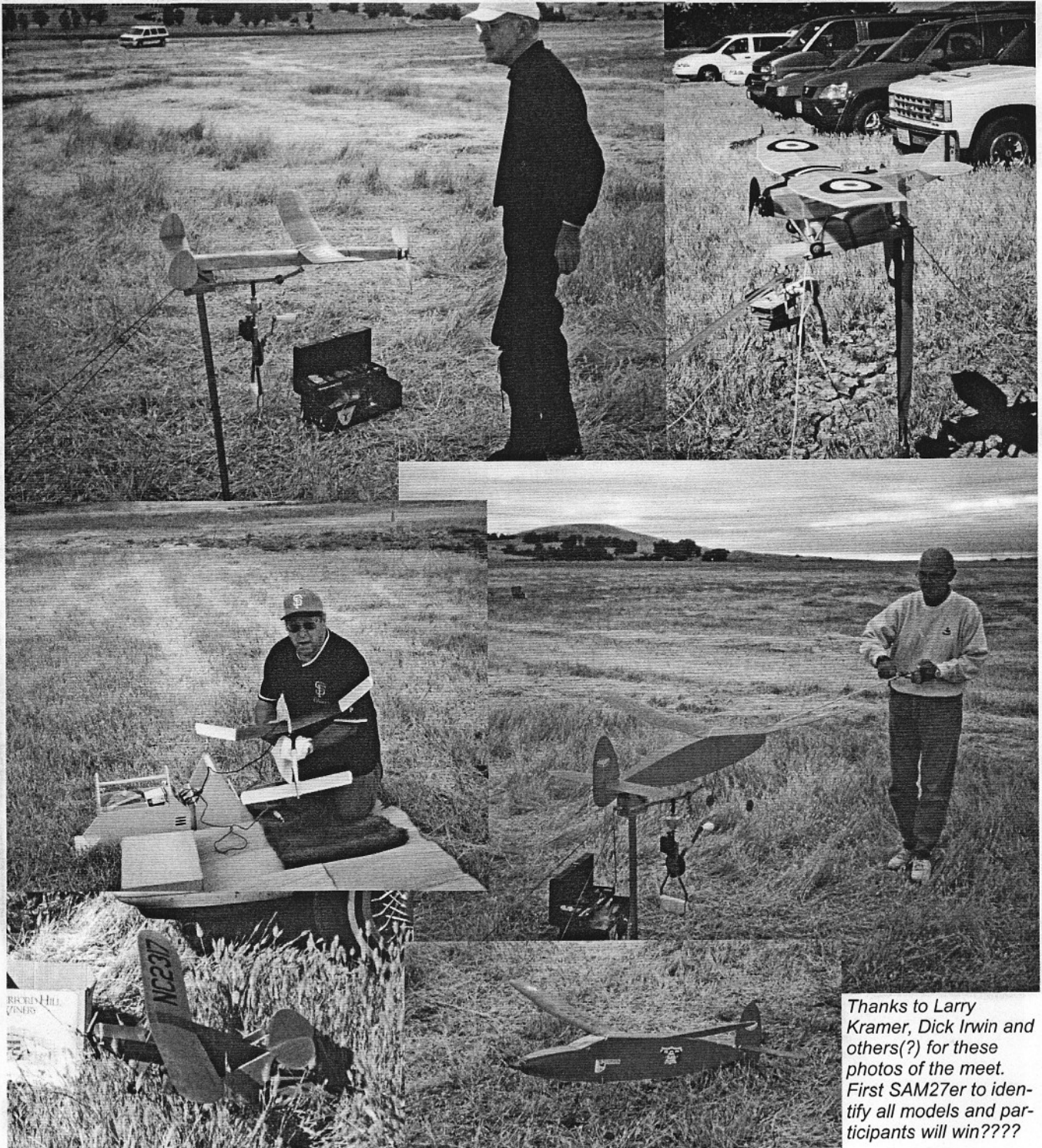
SPECIAL RUBBER MEET JULY 24TH - LAKEVILLE





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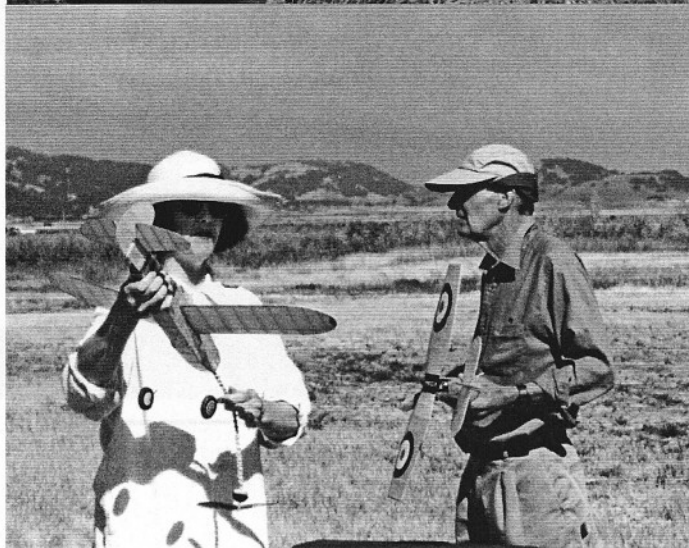
SPECIAL RUBBER MEET JULY 24TH - LAKEVILLE



Thanks to Larry Kramer, Dick Irwin and others(?) for these photos of the meet. First SAM27er to identify all models and participants will win????

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**SPECIAL RUBBER MEET
JULY 24TH - LAKEVILLE**



MYSTERY MODELER

DAKOTA CONTEST AUGUST 21st



John Carlson shows his nicely finished *Dakota* as he prepares it for the August 21st contest. Several have flown at TOFFF, including John's, and they all show promise in that they actually fly as advertised, climb tight left, glide right. Come out!!!

Ed Solenberger TOFFF'd

Not that big of a mystery, this month's modeler will give the clues in his own words: "This is a 1965 or 66 photo; I was 18 or 19. The picture was taken at Weagell Field. The council was flying with WAM (Western Associated Modelers), not AMA. The model is an *Aerbo* full size about 280-290 sq. in. with a TD .049. Old Timer rules not set yet and SAM was not organized either. I flew this model at the 1967 NATs at Los Alomitas NAS. Old Timer was a special event sponsored and run by John Pond and Bill Bowen. I placed 3rd in Glow FF. I also flew the model with floats off water and night flying with a bulb and battery in the fuselage which made it glow yellow - tissue was yellow and looked nice in the air. Flights at night were consistent 2:10, 2:12, 2:14 with a 15 sec. engine run - no drift and the model would land a few hundred feet away from launch point. I don't believe this will stump many people."



HELP!! Your editor is going to be moving and setting up a new shop in Santa Barbara for the next few months. An assistant editor is sorely needed to put out a few issues of the A-F beginning with the next issue.

EDITOR



SHOPS OF SAM 27

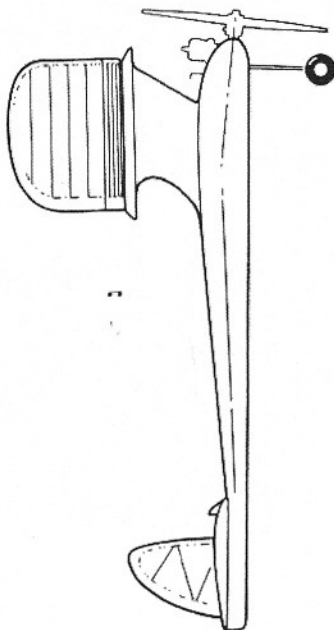
As an ongoing feature in the *Antique Flyer*, shops of SAM 27 members are going to be "exposed" to the world. What wives have known all along and what balsa dust clogged vacuums have attested to, will now be shared with fellow members of the modeling fraternity. The A-F is asking that you humble yourself 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.



LARRY KRAMER'S SHOP

The *Antique Flyer* is featuring the well used model shop of member Larry Kramer, a frequent TOFF flyer. The *Varsity* shown here has graced the skies of Lakeville on many occasion.

Larry chose not disclose the secrets of his shop setup but it's obvious that he is well organized with pegboard storage for just about everything a modeler could want. The workbench appears to be custom built with adequate drawer storage for tools.





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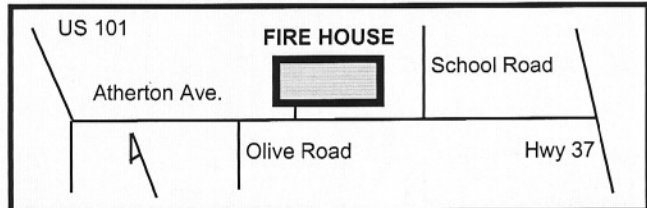
MEMBERSHIP

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.

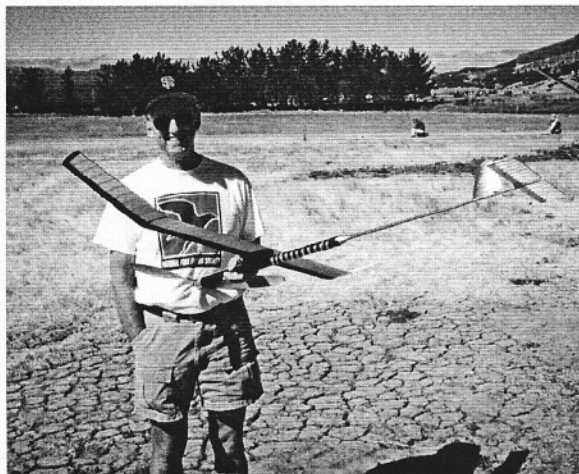
Send dues to Rod Persons, Treasurer. Make checks payable to SAM 27.



**Next Meeting: Wednesday,
Aug. 18, 1999, 7:30 P.M. at the Novato
Fire Department Training Room**

Antique Flyer
201 Foster Road, Napa, CA
94558

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Bill Stubbs is holding his modern Wakefield rubber model. Photo taken at SAM 27's Special Rubber meet on July 24th. See photos and information on the meet in this A-F.

FIRST CLASS MAIL

TO: