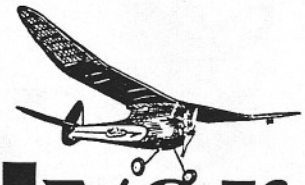




Antique Flyer



AMA Chapter #108

October 1999

Issue 206

September Chapter Meeting

by John Hlebcar

Note - If you save your copies of the Antique Flyer and expect to find last month's issue in the pile, go back and make the following red-line changes: (1) Change "May Chapter Meeting" to "August Chapter meeting" on page 1; (2) Add "September 1999" to the masthead on page 1.

Come meeting time, I was a bit worried that everyone had forgotten we were supposed to be there on the third Wednesday of the month, but eventually 15 of us arrived and I rang the bell to kick-start this thing. John Carlson was away doing battle with Sonoma city hall in an attempt to stop the two-story apartments slated to go in behind his house - Good Luck John! Prez Bert welcomed Dick Irwin back from England and Dick promised us a short presentation next month of his adventures at the European SAM Champs at Old Warden. Our lone visitor was Tom Empy (SAM 49) from Lomita. None of our brand new members were there, but we welcomed Andrew Tickle from Petaluma and Bill Davis from Sacramento anyway. Andrew was on your new roster supplied with last month's Antique Flyer, but Rod just signed Bill up at the Crash and Bash so you will have to add him. We are now 91 strong:

Bill Davis
7304 Amherst
Sacramento, CA 95822

Phone: (916) 421-8901

ANNOUNCEMENTS

- SAMSPAN is available. Contact John Carlson.
- 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.
- Scrap Box items, Mystery Models, Engines, Modelers and Member's Shop photos are still needed.
- Ed Hamler said the event list as published last month is correct.

- =====
- 25-26 September Fresno Annual Free Flight - Lost Hills, CA
 - 3-8 October SAM CHAMPS - Muskogee, OK
 - 14 October **SAM 93 Class A Texaco Postal at our TOFFF session - Lakeview Rd. site**
 - 16-17 October An Airshow is being planned at the Napa Airport - call me if interested.

- 20 October **SAM 27 Meeting, 7:30 PM, Novato Fire Department Training Room**
- 23-24 October John Pond Commemorative XXIII - Taft, CA - See this month's insert.
- 31 October NCCFC #5 - Waegell Field
- 13-14 November Fall Free Flight Festival - Lost Hills, CA
- 13-14 November SAM 49 Fall Annual - Taft, CA
- 17 November **SAM 27 Meeting, 7:30 PM, Novato Fire Department Training Room**
- 20 November MECA Region 2 Collecto - Campbell, CA
- 11 December **SAM 27 Christmas Party - Noon to 4 PM - See Notice elsewhere below.**
- 15-17 Jan 2000 The 50th annual Southwest Regionals - Eloy, AZ
- 8,9,10 Sep 2000 **SAM 27's 25th Anniversary Crash & Bash - Schmidt Ranch**

=====

■ Rumor's at the Crash & Bash of John Pond's passing were proved untrue when checked with some of his close friends. According to Dave Lewis, Bert Pond (no relation to John) passed away in June and gave birth to the rumor on the web. John is still here and after a bout of illness is recuperating at a convalescent home in Los Gatos. He will be there for a while and can use all the cheering up he can get. His in-room phone is (408) 356-2191. Send cards to:

John Pond
Guardian Rehabilitation Center
16412 Los Gatos Blvd.
Los Gatos, CA 95032

■ If you have any items for the SAM 27 Web Page contact Ned Nevels at his e-mail address: <nedn@napanet.net >. Ned sent the following for all that are interested...

The 50th annual Southwest Regionals contest will be held in Eloy, AZ on January 15-16, 2000. It's going to be big and we'd like to see a great turnout.

3 separate contests; same weekend; same field:
-AMA/NFFS/SAM/FAC Free Flight [extra events, incl ROW!]

-FAI Free Flight

-RC Old Timers [this one runs 15-17 Jan] plus

-dinner

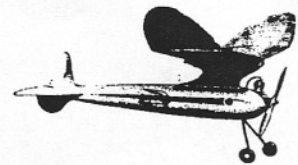
-MECA Collecto

Check out the details at the SWR website:

<http://members.aol.com/allff>

Paper versions of the contest fliers will be mailed within the next few weeks to the AMA + FAI FF entrants lists maintained by the Phoenix Model Airplane Club & the SWR Modelers Association. If you would like a copy, or like some sent to others, pls send snail addresses to Steve Riley at <riley@intsvc.com >.

The RC OT mailing will also take place soon [fliers will be available at the upcoming SAM Champs, too]



Antique Flyer

TOFF GUY REPORT

Dick O'Brien was absent and there were no major items anyone present wanted to admit to so Bill Vanderbeek volunteered to give a report on the Freeflight portion of the Nationals that he and Bud Romak had attended. They drove back in the motorhome and were welcomed with a first day temperature around 100 degrees and a like humidity, so kept the generator running to power the air-conditioner all day. The rest of the days were blessed with good weather and with the two-minute maxes required in Bill's events, he never had a model go off the field. Other events requiring 3 or 4 minute maxes would take you off the field and that meant coming down in the beans or corn. Locator radios were almost a requirement since both the corn and beans are no longer planted in rows, but randomly. Small models landing in the beans would just settle and disappear. Walking in the bean fields was like being on a five day drunk - your socks were pulled down around your ankles, your shoelaces were untied, and you couldn't stand up. Getting lost in the corn was fun. Bill would get a line on the model and climb on top of the motorhome. Bud would venture into the corn and hold a broom up in the air. Bill would watch the broom and direct Bud via radio. When the corn got too tall, Bud would keep tossing the broom up in the air and Bill would direct "Go to your right" - "Go to your left". *Bud and Bill, or Bud and Lou? - ed.* No ships were lost by our intrepid duo. Bud did have one go out of sight after 7-1/2 minutes. It had come down 3-1/2 miles away, about 100 yards away from another contestants ship equipped with a locator transmitter. Another lost model was in the same area and all three were retrieved. Bill lost a sure win in .020 Nostalgia because of a short DT setting - I hate it when that happens. They were both amazed at the RC Hand Launched Glider competition - ten minutes of throw, retrieve and launch, etc. and the one with the most time at the end wins. The last item in their report is if you are ever in the area - don't miss the museum! They built two models in the motorhome during the trip back (it takes Bud about 80 miles to complete a wing).

OLD BUSINESS

- Club Banner - The Banner is complete and looks great, but due to a last minute car swap before the meeting, I left it behind. It was up all three days at the Crash and Bash and has been displayed at the last two or three TOFF sessions. I will bring it to the meeting next month.
- Rod Persons reported on the club's Dakota event staged by John Dammuller on August 21st. There were eleven entries, and the object was to see who could come closest to a two-minute flight. There were five awards given out. Bob May won the life jacket for the most spectacular crash. The Concours was taken by John Carlson for his nicely decorated job, resplendent with his home-made decals. Bill Vanderbeek took advantage of the gorgeous weather

and almost landed on highway 37 after proving that Dakota's will thermal. The idea was to come closest to two minutes and I won the crap-shoot with a flight of 1 min, 57 sec. Rod was second, flying Bud Romak's Dakota with loose mounting screws and a flight of 2 min, 6 sec. Bill Vanderbeek was third with 1 min 51 sec. He also had a 1 min 50 sec flight before his 4 min flight mentioned earlier. Buzz brought his to tonight's meeting. It was almost complete except for the fuel tank hanging out of the bottom on a long piece of tubing. Rod promised he will get Buzz to fly it yet. Jerry Rocha took videos and showed them at the end of the meeting as proof that they all flew but had a propensity to head for the sun once released.

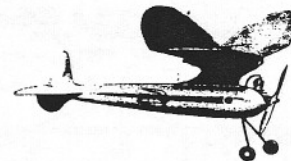
- Jerry Rocha reported on our crack at the Jimmie Allen postal the following weekend. Once more, the weather was great and all flights landed within the confines of the road and the power wires on our field. Our first place flyer was new member Gale Wagner with a BA Pylon that he had not ever flown before. He had no dethermalizer, except for one flight when the long motor fell out and hung from the front of his plane. We are doing quite well and are still in first place with about seven other clubs having reported in so far. We'll get a full report upon completion of the event which ends September 30th.

- Ed Hamler reported on the outcome of our 24th Crash & Bash. Our turnout was 29 contestants which is lower than desired, but we all had good time. There were 99 event entries with 203 total flights posted. Don Bekins won the Bill Hooks Memorial Sweepstakes Championship, with Ed Hamler following, and Tom Empey behind him. Ed gave a rundown of some of the vigorously contested events. All contestants will receive a summary from Ed in the mail. Ed offered his thanks to everyone for coming and helping to make the weekend safe and fun. Special thanks to Loren and Miriam for their gracious hospitality, beautiful site, beautiful weather, and delicious food. The members present made and passed a resolution to give them some gas money for their trip back to Muskogee. Ed announced that the 25th Annual Crash & Bash date is tentatively scheduled for September 8,9,&10 - 2000, our SILVER ANNIVERSARY!!!! We will give everyone a late July or early August notice next year - Rod Persons volunteered to cover the early mailing, courtesy of Allstate.

- Ed Solenberger passed the club tee shirts to Treasurer Rod. We need to think about getting more SAM 27 decals. We are also out of the polo shirts (4 size Medium left).

NEW BUSINESS

- Bill Vanderbeek announced that the participation has fallen off at the NCFCC contests at Waegell Field. They are preparing to have their annual meeting and will be discussing a change in schedule perhaps to fewer but larger contests. Ed Hamler again pointed out our lower participation at the Crash & Bash. We had some show up who did not fly. There was some discussion of combining



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events. If you have any input, please contact Bill before their meeting on 30 Oct. Also set the 31st aside to head up to Waegell Field for NCFFC #5. Contact Bill for details.

■ I didn't get a return call from the air-show contact and that is probably a good thing, at least for this first of Napa's Air Shows. I think we would have needed our own booth and been prepared to provide some sort of "performance". Why don't we take a look at it first? Dates are October 16th & 17th, 10AM to 4PM. For more information call (707) 265-1600 or see www.napaair.com on the web.

■ John Carlson checked in with Papa's Taverna for what

SAM 27 1999 X-MAS PARTY

*WHEN: SATURDAY, DECEMBER 6TH
FROM NOON TO 4 PM*

LUNCHEON SERVED AT 1 PM

*WHERE: PAPA'S TAVERNA, LAKEVILLE
HIGHWAY - DOWNSTAIRS BALLROOM
PLEASE PARK IN LOWER PARKING LOT*

Cost: \$13 per person**

MENU CHOICE

PASTICIO (Greek pasta layered with ground beef and topped with a Besemel sauce (Cheesey Custard). Served with Vegetable and Salad.

BONELESS BREAST OF LEMON HERB CHICKEN
Served with Rice Pilaf, Vegetable, and Salad

Salads served with Feta dressing and assorted Dinner Rolls. Note:** Includes lunch, tax, and gratuity. Beverages to be purchased separately. Full bar for beer, wine, or cocktails.

*WE WILL HAVE THE USUAL WHITE ELEPHANT
RAFFLE (PARTICIPATION OPTIONAL) AND THE
REGULAR RAFFLE OF MOSTLY NON MODELING ITEMS.
PLEASE CONTACT JOHN HLEBCAR AT (707) 252-
8482 NOT LATER THAN MONDAY, NOVEMBER 29TH
TO MAKE YOUR RESERVATION AND MENU CHOICE.
PLEASE PREPAY - MAKE YOUR RESERVATION NOW!*

dates were available for our Christmas Party and selected Saturday, 11 December. Papa's followed up by mail with a suggested menu and I put together the previous notice

based on that information. Be prepared to discuss the details at our next meeting.

TECHNICAL PRESENTATION

(Dick Irwin will give October's presentation)

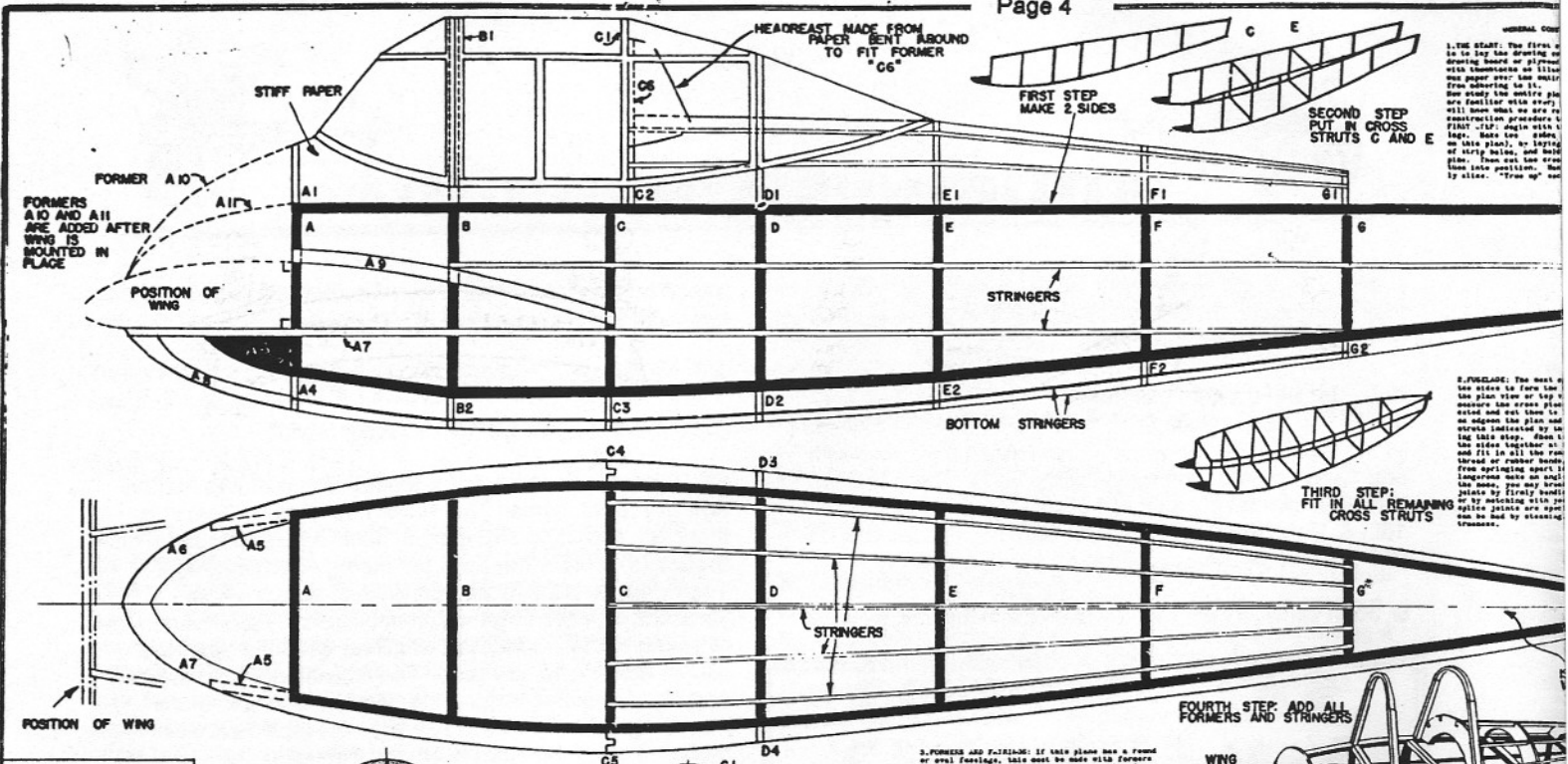
Bill Vanderbeek presented a Moffet rubber model that he flew at the Nationals. The Model has "Return Gears" so there are two motors running in parallel. Bill makes up his motors on a really neat unit put out by Al Brush (Flight Tech). Basic construction consists of an aluminum yardstick with two large wheel-hub like devices that can be clamped to the yardstick at whatever distance apart the rubber motor is to be made. The strands are held at one end, then wrapped around the "pulleys" and tied at the beginning after the desired number of loops have been made. Rolling the strands around the pulleys evens out the motor strands which can then be removed and tied off (kind of neat compared to the klutzy arrangement I have).

Back to the return gear system. If you have a copy of Don Ross's book 2 on flying models, turn to page 183 and look at Fig 10-1. We are looking at two rubber motors. In Bill's plane, the top motor is strung between the prop hook and the shaft of one gear. The prop shaft is run through the removable nose block as is any other motor. The rear shaft is run crosswise through an aluminum tube which looks like most of the rear anchors in our rubber models. The shaft then goes through the gear and is rolled around and secured back into the gear, leaving a "U" shaped hook facing the rear of the model. The bottom motor is strung between a winding hook at the front of the model and the shaft of the other gear which freely meshes with the first gear. This shaft is terminated in the second gear the same as the first was.

The motors are wound individually. A stiff wire is run through both "U" hooks at the rear of the model, thereby locking the gears at the shafts and preventing them from turning. The bottom motor is wound first. The winding hook attaches to the front of the model -not the nose block. Remove the winding hook, wind the motor, and replace the hook into the front of the model. Wind the top motor (both motors are wound in the same direction), attach it to the prop shaft, and set the noseblock back on the model. Hold the prop in its pre launch position and remove the wire from the gears allowing them to equalize the two motors. Launch when ready.

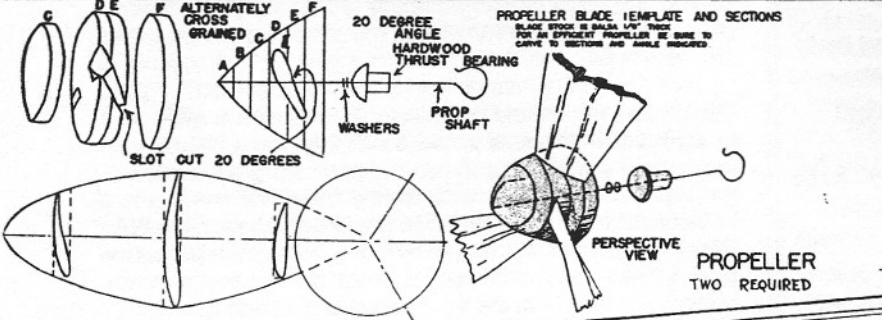
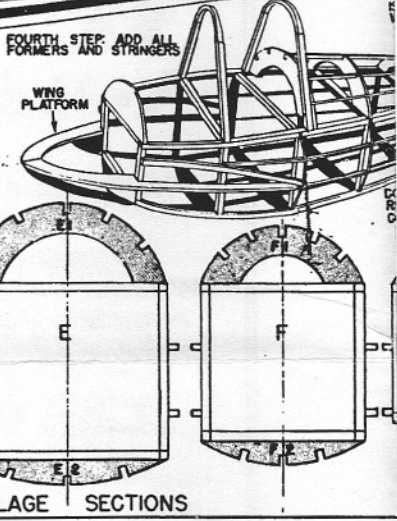
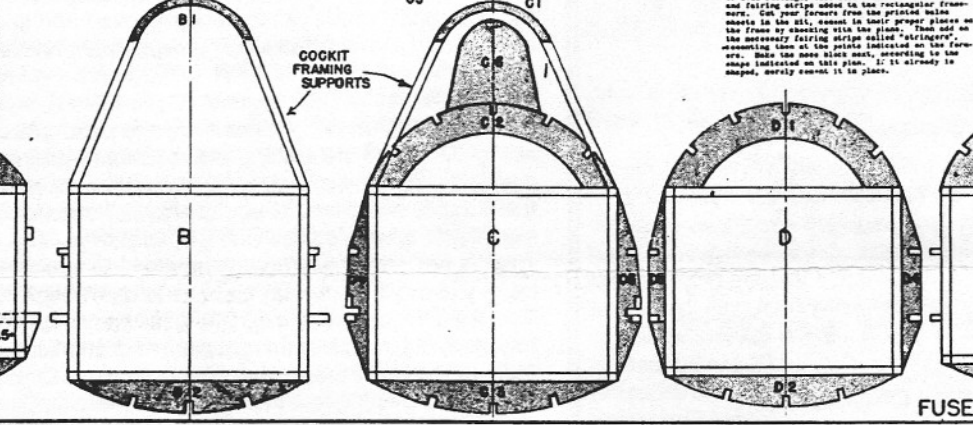
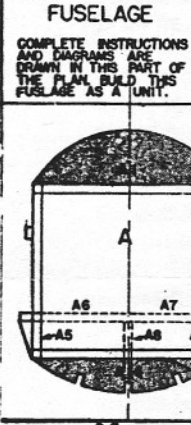
The Moffet sounded really strange with these gears as the prop unload the top motor and the bottom motor periodically unwound to catch up. It was a lot of trouble but it was a lot of fun too. It doubled the length of the competition motor and increased the run time. It also adds weight but might be an advantage in models with a short fuselage. The gears Bill used were thick, black plastic or nylon that he had lying around. For several other interesting arrangements see the Don Ross book mentioned earlier. Bill said he seems to recall also seeing something in one

(continued on page 8)



1. THE START: The first step is to lay the drawing on a drawing board or a piece of stiff paper with thumbtacks at the corners. The paper over the thumbtacks should be taut. If you are familiar with any of the construction procedures of this model, you will find it easy to follow. Note the shape of the fuselage and the position of the wing. The fuselage is to be made of balsa wood and the wing of spruce. The fuselage is to be made of balsa wood and the wing of spruce. The fuselage is to be made of balsa wood and the wing of spruce.

2. FUSELAGE: The next step is to make the fuselage. The fuselage is to be made of balsa wood and the wing of spruce. The fuselage is to be made of balsa wood and the wing of spruce. The fuselage is to be made of balsa wood and the wing of spruce.

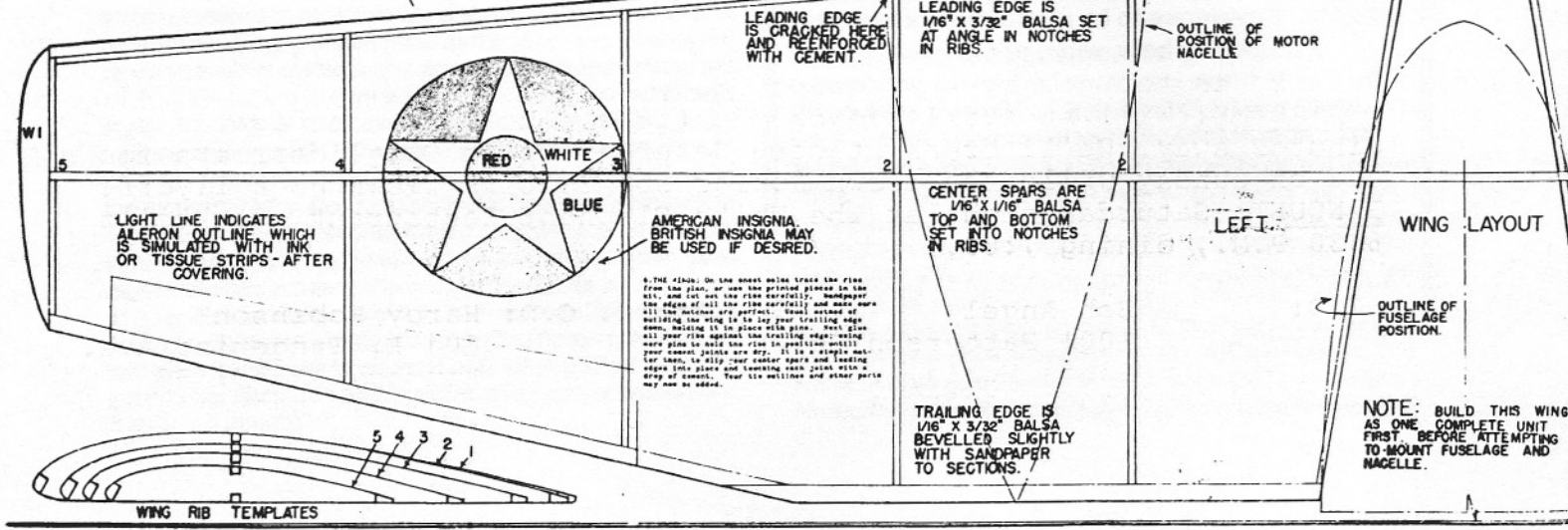
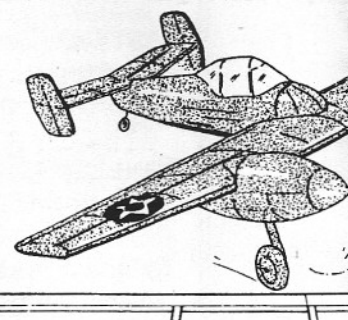


7. ASSEMBLY: A. Cover the fuselage first, keeping the lines as sharp as light and smooth as possible. The balsa will be fasten paper to frame. The main ribs will be of your regular balsa stock. Leave a small hole to covering near the rear boom for access to your motor and motor.

B. Cover the wing and tail parts being careful to keep paper, flat and smooth without wrinkles.

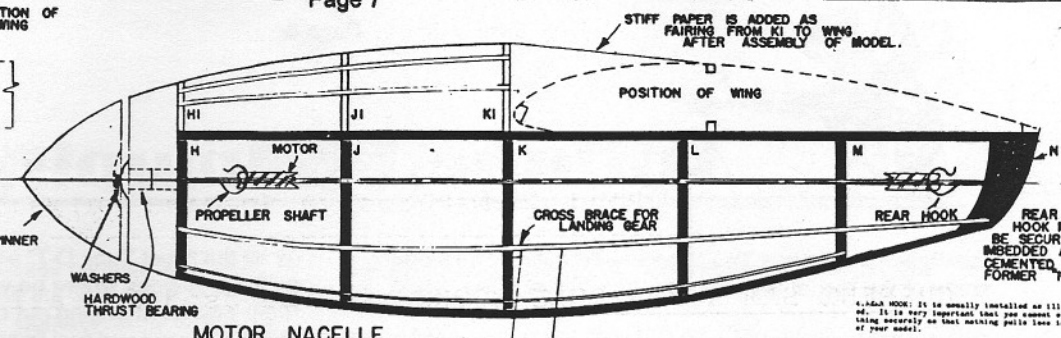
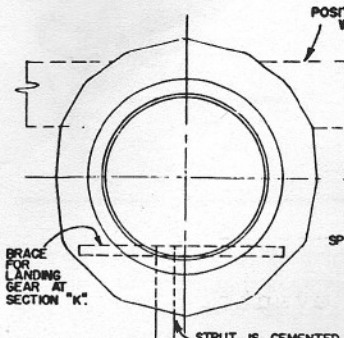
C. Now that all the parts have been covered, spray them with a light spray of silver metal. Use an atomizer or a "fill" sprayer. As the coverings dry they will curl up to a dome shape. Be very careful that your frame stay true and do not warp, especially your wing and tail surfaces. It may be necessary to pin these parts down to a flat surface when they are almost dry, so that they will dry true.

D. Now assemble all your parts together, as specified by these plans, making sure your wing and tail angles are correct and that the wings have the correct dihedral angle. Add all other miscellaneous details and trimmings, and your model is ready to fly.

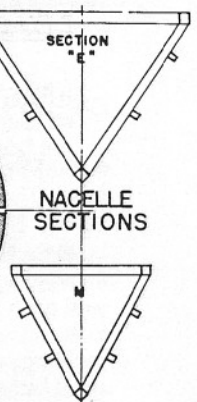
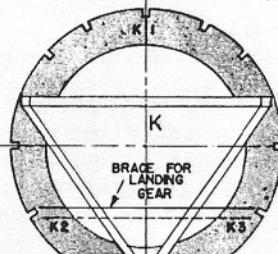
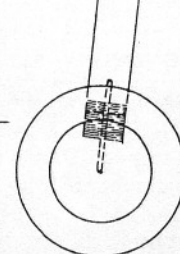
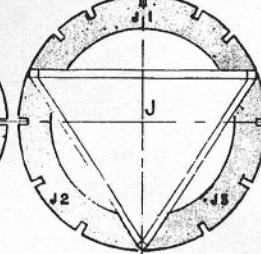
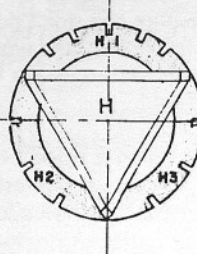


SECTION BOW

up in building this model that on a scale 1/16" model. Fasten it down and lay a sheet of plan to keep your work carefully so that you are not liable for any error in the construction of the fuselage. On it to make sure they are correctly indicated. Set the side view of the fuselage in place with the model. The model is to be placed in place with the plan to check the side view of the fuselage. The model is to be placed in place with the plan to check the side view of the fuselage. The model is to be placed in place with the plan to check the side view of the fuselage.

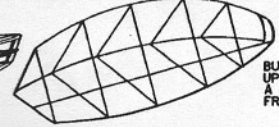


4. REAR HOOK: It is usually installed as illustrated. It is very important that you cement everything securely so that nothing falls loose inside of your model.

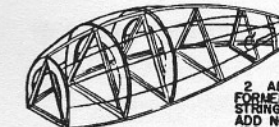


STABILIZER MOUNTED HERE WHEN COMPLETED.

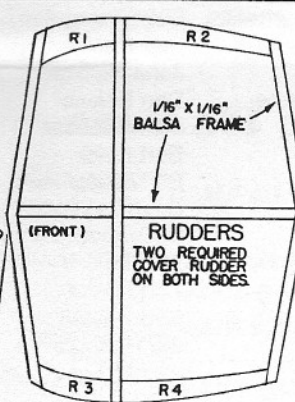
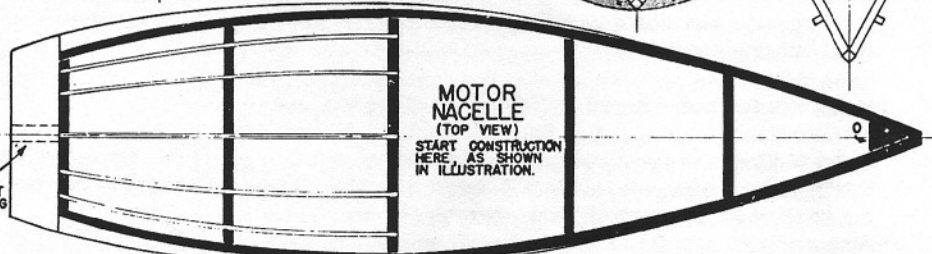
COMPLETE FRAME READY FOR COVERING



1. BUILD NACELLE UPSIDE DOWN AS A TRIANGULAR FRAME.



2. ADD ALL FORMERS AND STRINGERS THEN ADD NOSE AND UPPER PARTS.

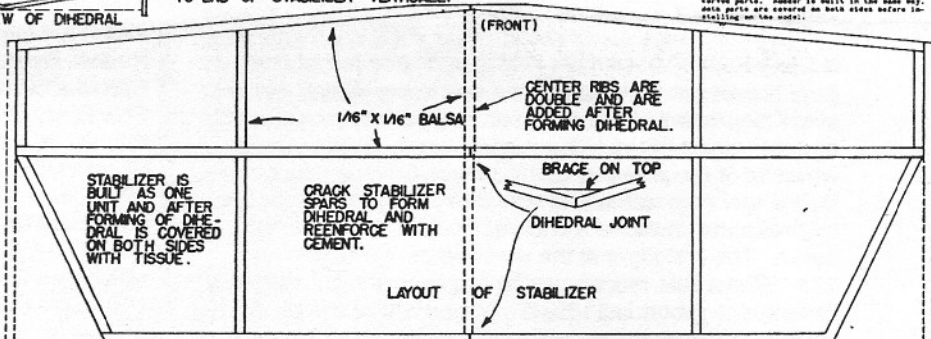


RUDDERS ARE CAREFULLY CEMENTED TO END OF STABILIZER - VERTICALLY



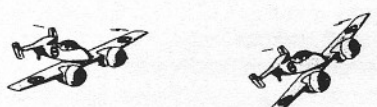
BEGINNER'S HAND BOOK "A B C's of Model Airplane Building." A beginner's hand book dealing with the fundamental phases of model airplane construction and flying. Also includes the theory of flight. Concise and complete.

NOTE: DUE TO THE NATURE OF THIS DESIGN REQUIRING MORE WOOD AND PARTS, WE HAVE ELIMINATED LIQUIDS AND RUBBER IN THIS KIT. ALL OTHER MATERIALS ARE INCLUDED.

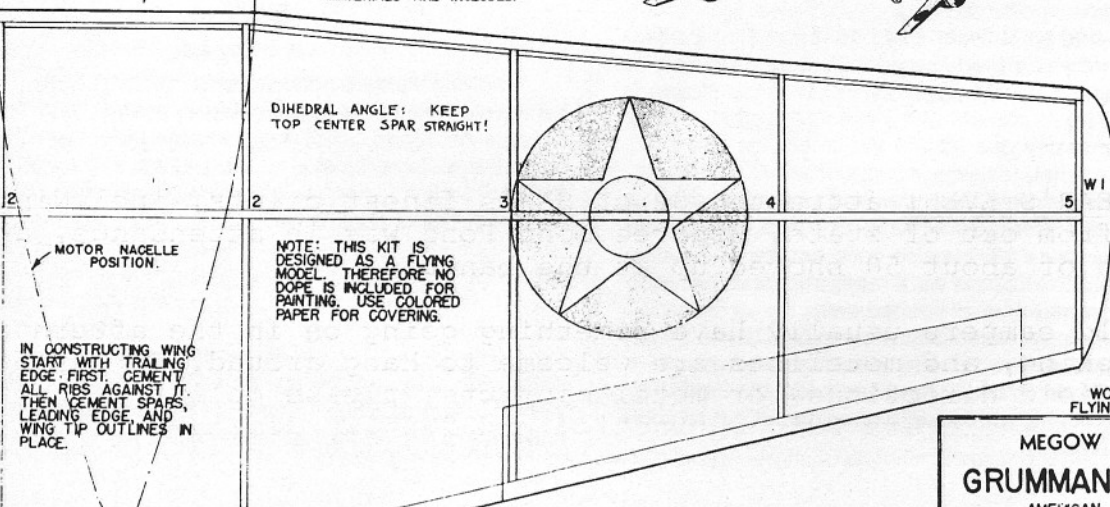


5. TAIL ASSEMBLY: The stabilizer is usually made separately in one piece. Build it like you did the fuselage above. Being specified early on for spars and ribs, and the printed plans for curved parts. Rudder is built in the same way. Both parts are covered on both sides before installing on the model.

THIS MODEL HAS BEEN DESIGNED AS A U.S. NAVY GRUMMAN, SO THAT A LONGER RUBBER MOTOR LENGTH COULD BE OBTAINED IN THE LONGER NACELLES. THE NAVY VERSION OF THIS PLANE WILL USE ALLISON ENGINES.



6. TO FLY: First balance the plane. If held at the center of its wing tips it should balance in a level position. If it does not, add weight to front or rear motorcar and in lightest, until the model balances in level position. A scale-face or tea should be on the wing, if your model needs adjustment at all. Find your propeller about fifty times and gently launch your plane from your hand about four feet above the ground, gaining the nose of your model a few degrees downward. It should "power glide" gracefully to a smooth landing. However, a few more adjustments may be necessary. If your model dives, bend your stabilizer up slightly after depending with your breath. If it settles down "tail heavy", bend stabilizer down slightly. After making these adjustments wind propeller about 100 times or more and your model will fly. Fly your model in a grassy field if outdoors, or in a large hallway. Do not fly in a small room or you will risk damaging this fine model. Be sure you have greatly enjoyed building this model and are proud of your performance. Your comments are welcomed and if you desire to send suggestions they will be examined with our most appreciative interest. Megow, Hensley and Orling Stratus, Philadelphia, Pa.

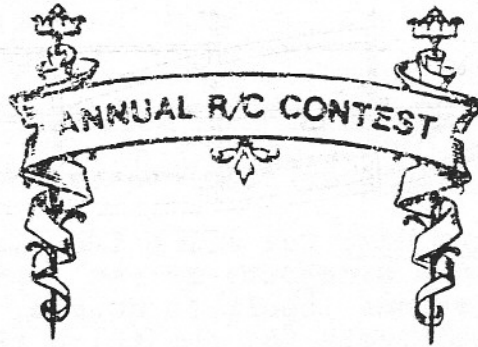


COLOR SCHEME COVER ENTIRE SHIP WITH YELLOW TISSUE AND USE GREEN TISSUE OR DOPE FOR CAMOUFLAGE.

WORLD WAR NO. 2 FLYING MODEL SERIES

MEGOW MODEL GRUMMAN "SKYROCKET" AMERICAN FIGHTING PLANE 15" FLYING MODEL KIT NO. F60 DRAWING FULL SIZE

STUDY THESE PLANS CAREFULLY BEFORE STARTING TO BUILD THIS MODEL. START WITH FUSELAGE AT STEP NO. 1



TWENTY FOURTH ANNUAL

JOHN POND COMMEMORATIVE OLD TIME R/C CONTEST

Taft California, October 23 & 24 1999. AMA Sanction #92165

EVENTS:	<u>SATURDAY:</u>	Class A Ign.	<u>SUNDAY:</u>	Class A glow
		Class B Ign.		Class B glow
		Class C Ign.		Class C glow
		Pure Antique		Antique
		Texaco		1/2A Texaco
		Ohlsson Sideport		1/2A Scale
		Electric Texaco		Electric LMR
		O/T Glider		Brown Jr. Ler Shootout
		Spirit of Sam Electric		

EVENTS: We'll fly all basic SAM rule book events with no combining of LER classes into A/B, glow/Ign., etc.

AWARDS: First through 3rd place laser engraved trophies for the ten basic SAM events, plus two electric events. First place trophies plus 2nd and 3rd ribbons or certificates will be awarded for the other 5 special events. And the John Pond Perpetual Sweepstakes Trophy will be awarded based on all basic and special events flown. A radio will be raffled, plus merchandise will be awarded as door prizes.

ENTRY FEES: \$6/event, \$36 maximum.

RULES: SAM and AMA rule books, plus supplements on next page.

SCHEDULE: Registration open 8 A.M. both days. Pilots briefing 9 A.M. Saturday, 8:30 Sunday, with flying immediately after. Last flight must be in the air by 4 P.M. Saturday, 3 P.M. Sunday.

RESTROOMS: Will be available on the field, but lunch service is 8 minutes away. We'll break at noon Saturday while OT gliders are flown, and on Sunday while the Brown Junior shootout is flown as a flyoff.

BANQUET: Saturday night at The White Elephant Restaurant, cocktails 6:30 P.M., dining 7:00.

C.D.: Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455
(805)-937-5145

Ass't. C.D.: Hardy Robinson
804 E. Tangerine Ave.
Lompoc, CA. 93436
(805)-736-8741

Pond Commemorative Special Rules.

CURRENT SAM & AMA RULE BOOKS will be used for all events.

DEVIATIONS or supplements to the SAM rule book are as follows:

DOUBLE MAX: For all 6 LER classes, plus both Antique classes, and Ohlsson Sideport: If you make two max flights, then the third flight max raises itself to double, and you try for either 14 or 20 minutes respectively for the third flight.

STRETCHED MAX: For both 1/2A events, if you make a 15 minute max on the first flight, the second flight becomes a 20 minute max.

BROWN JR. LER SHOOTOUT - at high noon Sunday. For those who like flyoffs, this event will be flown man-on-man as a mass launch, with only the one flight required. Like all our flyoffs, a 5 minute launch window, with multiple attempts allowed within that window.

ANTIQUÉ EVENTS: You may fly both Antique events, and both will count for sweepstakes purposes.

SPIRIT OF SAM ELECTRIC RULES will be as published for the SAM Champs in SAM Speaks #140, page 20.

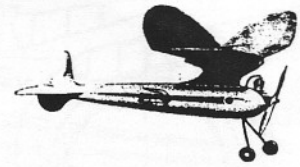
RULES OBSERVANCE: We feel strict observance of all rules is the easiest way to ensure the most fairness and fun for all. Unlike a football game, or yacht racing, we don't use Referees or Protest Committees, and you are generally your own policeman. Remember there are interested observers and stopwatches on the sidelines. Don't develop a "reputation" for forgetting to record attempts, overruns, off field landings, etc.

If you are unsure of a rule, ask the C.D. Most C.D.'s are cognizant of the rules, and most usually have a uniform method of treating flying "incidents", even after they have occurred. Let's relax and have fun, knowing everyone is playing fair and it's a reasonable level playing field.

WEATHER at Taft is usually best at this time of year. But don't judge Taft weather by what you're having at home. We've driven through wind, rain and even snow to arrive at Taft under great flying conditions.

LAST YEAR'S EVENT attracted 32 of SAM's finest pilots, including a few from out of state. Honoree John Pond was in attendance, and a group of about 50 showed up at the banquet.

On field campers usually have something going on in the afternoons and evening, and motelists are welcome to hang around. If anyone needs field directions, or motel contacts, please call the Contest Director. There are Friday practice and fun fly sessions from around noon till dusk. Sometimes a few campers stay over Sunday night.



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(continued from page 3) - the early Ziac Yearbooks and some of the model magazines in the 50s or 60s.

Thanks Bill for giving us a look at something most of us had heard of but never seen.

SHOW AND TELL

■ Bud Romak got some plans from Sandy Downs while at the Nationals for a model called 'Yogi' (an Eagle kit from 1944). Bud thought it looked like a shoe and decided to build it. He started on Monday before the meeting and finished up the afternoon of meeting day! It is equipped with an Arden .19 and uses pusher props by Zinger. We'll look forward to a flight report, Bud. Maybe one of these meetings you can give a technical presentation on your rapid building procedure.

■ Bill Vanderbeek showed a .098 replica of the McCoy 60 by Army Handy - a real cutie. Bill also Army's full size replica of the McCoy 60 as well - very nice. Both are currently available from Army, who lives in Sweden, and assembles the engines from imported parts, some or all from Russia. Also available is a .098 size Dooling 60 replica. Bill said the small McCoy was in the \$180 range and the large one ran about \$560. Bill also had an original McCoy .098 for comparison.

■ Jerry Rocha showed his long wing speed model and gave a brief rundown on how he was doing with it. He got some help with it at the nationals and got one round at 163 and the engine failed. This run was pretty good but no where near the potential of this bird so he brought it home, built a new carburetor, and was able to rebuild it using the original parts, installed a ceramic bearing, and it ran even better. The first flight at the next contest in Merced was 174. With a little more tinkering the second flight screwed him into the ground at 185. The current record is at 194. He also showed us the dolly and the little technicalities there that will have to be worked out to help the model. I've got to admire what all goes into that but am just as glad to be restricted to mostly fun-fly arenas and the thought that one day I will know a current record holder in speed.

■ Don Bekins had an Ohlsson that had blown the cylinder up into the air when he tried to start it (Aug 97). He had it repaired by George Talant. George is casting crankcases, so Don asked him to convert it to a sideport and put it back together. George charges \$85 for the crankcase and \$45 to replace the gasket. George also balances Ohlsson crankshafts which makes them run much smoother than they did originally. Don gets 9000 RPM with a 14-5 narrow APC prop. Don sez a 13-6 is also good but the 14-5 pulls better. Don said the Italians were really impressed when they heard it run and they all wanted one.

■ Buzz Passarino apologetically showed his Dakota model which he claimed suffered due to sneaking construction in between operations on the hot rod and it lost the battle each time. Rod cohered him into bringing it down to show

us all the "Fuel Tank D-T" which will be resolved as soon as Buzz decides where he wants to mount the fuel tank. Right now it is hanging out of the bottom of the fuselage on about six inches of fuel line. Buzz, if you get it done we may even hold another contest in celebration of the fact! We got into a discussion on whether or not to hand glide the Dakota. The plan sez don't do it. I got convinced I should try it at our contest and wound up with repairs to do. Take my advice and listen to Joe Wagner - start it up and throw it!

■ Jerry Rocha showed a video he took during our Dakota contest. The tape was very entertaining and brought out the Dakota's proclivity to head into the sun when having a video camera pointed at it. It sounded pretty good on my audio tape recorder - kind of like angry bees in a Walt Disney cartoon.

RAFFLE RESULTS

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

RAFFLE PRIZE/DONOR

WW2 ID Card Deck/Bill Vanderbeek
SAM 35 Yearbook/Bill Vanderbeek
Model Kit/Joe Meere Estate
Rubber Bands/Joe Meere Estate
Scissors/SAM 27
Scissors/SAM 27
Scissors/SAM 27
Scissors/SAM 27
UHU Glue/SAM 27
UHU Glue/SAM 27
Duco Glue/SAM 27
UHU Glue/Rod Persons
UHU Glue/Rod persons
Button Timer/SAM 27
Button Timer/SAM 27

SAM 27 costs \$22.00

WINNER

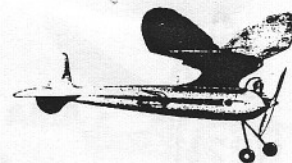
Buzz Passarino
Bud Romak
John Hlebcar
Don Bekins
John Hlebcar
Bert Flack
Bill Vanderbeek
Buzz Passarino
Bill Vanderbeek
Don Bekins
Bud Romak
Bud Romak
Bill Vanderbeek
Jerry Rocha
Tom Empy

Collected \$48.00

JACK'S BASEMENT

Well, if you have gotten this far, you passed a centerfold which I put in the category called "Stuff That Dreams Are Made Of". I drag this little Megow kit out every once in a while and just stare at it, afraid to go any farther, for fear I lack sufficient skill to proceed with the delicate work required to do it justice.

To begin with, I wouldn't want to touch any of the original wood and destroy the value of the kit as a collector item. That leaves me with trying to accurately transfer and cut out all of those flimsy little ribs and formers and assemble them into a decent-looking model that existed only in the minds of the powers-to-be at Megow Models who point out that "this model has been designed as a U.S. Navy Grumman so that a longer rubber motor length could



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be obtained in the longer nacelles. The Navy version of this plane will use Allison engines". You betcham Red Ryder!

All kind of wild ideas go through my mind as I stare at this plan. Why not double-size it like Remo does and fit it with the nacelles it really had and mount two electric motors in it? Naw, I couldn't handle that even if I could build it. But I bet Brian would try it - especially if it were painted up in those spiffy "Blackhawk" colors from our comic book reading days.

Too bad the wingspan is 15". That lets it out of the P-Nut class - or does it? The fuselage is less than 9". Does that rule include nacelles? Can those short nacelles be squeezed in under 9"? What was Bill Vanderbeek saying about doubling the motor run in short nacelles?

I think I've about exhausted this session of foolishness for today. If any of you out there get any other wild ideas (which starring at centerfolds is prone to do), pass them on to your editor or bring them to the next meeting with you. We promise not to laugh.

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As long as I am rambling on about things scale... The various Club contests we have had in the recent past have drawn out six to ten members depending on what was being flown. Although everyone enjoyed themselves, this seems like small participation for a club of our size. Jerry Rocha returned from Oregon recently with a set of rules from the Willamette Modelers Club for an event they call Low Doc Scale. Please cast your eyeballs on these and let me know if you would be interested in playing this game and we'll see if the head count can come up a bit...

LOW DOC SCALE RULES

ELIGIBILITY: Any model of a man carrying aircraft which has flown successfully in its full-sized form. In the case of an obscure prototype of dubious flyability, the burden of proof rests with the contestant. The Builder of the Model Rule applies to this event.

POWER: The model may be powered by an internal combustion engine, rubber band, CO-2, Jetex*, or electric motor. The I.C. engine cannot be larger than .15 cu. in. displacement.

DOCUMENTATION: The model must be accompanied by a 3 view from a commercial source. One produced by the contestant must have the approval of the AMA Technical Director**. The 3 view may be of any size. Any model not accompanied by a three view will receive 0 static points.

FLIGHTS: The contestant will be allowed six attempts to make three official flights. A flight of 20 seconds or more will be official. Timing will start from the moment of release. Glider times will start from model release from the towline.

* Jetex model participation would have to depend on field location of contest - Lakeview site is not suitable.

** This is per the Willamette Modelers Club of Oregon rules presented here which will be used at the 99 NWFFChamps Scale event. We can determine internally what this requirement should be - unless the modeler intends to compete in the NWFFChamps also.

JUDGING - STATIC: Fuselage, including cowl, windshield and windows (interior not judged): 10 points max.
Wings, including struts and bracing: 10 points max (15 points for multiwings).
Tail, including struts and bracing: 10 points max
Misc. including landing gear and details: 5 points max.
Color and Markings: 5 points max.

Total Static Score possible: 35 (40 for multiwing)

JUDGING - FLIGHT: Takeoff: 5 points max. (0 for handlaunch).

Cruise: 15 points max.

Descent: 15 points max

Total Flight Score possible: 35 points

FINAL SCORE: Total of static score and score of best official flight (Max possible = 70 (75 for multiwing).

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I was supposed to make an announcement for any TOFFers to keep an eye out for a camera that Rod lost out at the field. Fact is, you don't have to do that - he found it on vacation in the big back pocket of his fishing vest. That's OK Rod, I do stuff like that all the time!

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I heard from member John Gomez III from San Ramon. He sent us some items to use as raffle prizes and a few old lists to amaze us with "old prices" and "Misunderstood Aviation Terms" - these will pass to the Editor for use in the Antique Flyer. The raffle prizes are Rubber Motor Loaders and Balsa Propeller Blanks, complete with copies of his Instruction Sheets for both. I will pass these on to Rod, so look for them at future raffles. He also sent a complete list of AeroDyne plans which I will pass around at the next meeting and retain with my library for use by members. This will be available at all meetings and TOFFF sessions.

Apparently, John and a friend of his, Fred Kaiser from Massachusetts, are known as the East and West Coast Old Timer Model Airplane "Junk Collectors" - at least to each other. John says he can't get any cars in his three car garage anymore (you may not be the Lone Ranger there, John).

Anyway, he hopes that he was a little help in the hobby we all enjoy. He next plans to get his feet wet in Old Timer R/C Assist. He is kept young at heart by just seeing an old timer model aircraft floating above in a clear blue sky hunting for a thermal rather than heavy duty competition. Roger That, John. Thanks for the items and the good words!

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MISUNDERSTOOD AVIATION TERMS

- Vintage Aircraft: Grape Crop Duster
- Lift and Drag: How you get a Drunk Home
- Hand Carved Propeller: Usually happens the other way around.
- Tri-Pacer: Three legged Race Horse
- Operating Range: Stove that works

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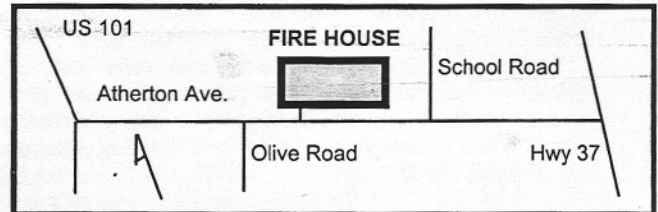
MEMBERSHIP

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.

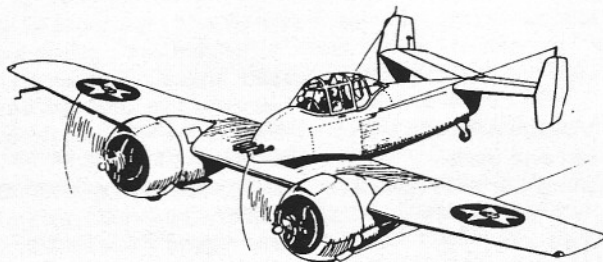
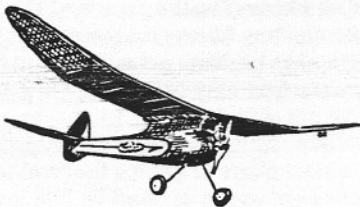
Associate members will receive the newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

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



**Next Meeting: Wednesday,
Oct. 20, 1999, 7:30 P.M. at the Novato
Fire Department Training Room**

Antique Flyer
201 Foster Road, Napa, CA
94558



This is what the Grumman F5F "SKYROCKET" looked like before Megow got hold of it back in the 40's. See inside for a Golden Ages "Centerfold".



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