



Antique Flyer



AMA Chapter #108

December 1999

Issue 207/208

Oct/Nov Chapter Meeting

by John Hlebcar

Before I begin anything, I want to apologize for the lack of an *Antique Flyer* for October's meeting. Between being down and out from the medication I was taking or the symptoms it was supposed to fight, I just didn't get it done. The good news is Steve Remington has returned to take on the December issue. The bad news is my recording of what went on at the November meeting seems to have gone topsy turvy and wants to fade in and out - mostly out. I do have it in black and white that 16 members attended a rather short meeting. Let's start with that and see what I can remember from both of the meetings. We are now up to 96 members - add the following to your roster...

GianFranco Lusso < gfl@parly.ch >
7av: Riant Parc
1209 GenŠve
Switzerland

Jon Heimbruch (925) 687-6327
1761 Shirley Drive < jheimbruch@aol.com >
Pleasant Hill, CA 94523

John Pratt (707) 763-6164
1734 Maderia Circle < jpratt@wco.com >
Petaluma, CA 94954

Lee Asnault (925) 935-4238
440 N. Civic Drive #407 < lasnault@yahoo.com >
Walnut Creek, CA 94596

Earl Cayton (415) 668-5659
524 30th Ave. Apt 401
San Francisco, CA 94121

Also change Larry Davidson's Area Code from "(516)" to "(631)".

The tape for the October meeting is OK and I will insert some of the highlights into this issue.

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.

- O&R Tee Shirts. Contact Rod Persons.
- Scrap Box items, Mystery Models, Engines, Modelers and Member's Shop photos are still needed. Please support Steve with these items and any other current photos or projects - his address is cleverly hidden on the back page of this and every issue.

Upcoming Events - Preliminary list from Ed Hamler:

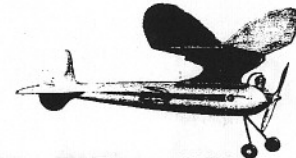
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|----------------------|--|
| 15-17 January | 50th An. Southwest Regionals - Eloy, AZ |
| 22-23 January | 4th An. TIMPA-SAM - Tucson, AZ |
| 23 January | NCCFFC Banquet - Stockton, CA |
| 19-20 February | SAM 8 Misery Meet - Hart's Lake Prairie, |
| 27 February | Stockton Winter Bash - Waegell Field, |
| Sacramento, CA | |
| 18-19 March | SAM 26 Spring Fling - Condor Field, Taft, |
| 18-19 March | SAM 8 Monthly Meet - Hart's Lake Prairie, |
| 8-9 April | Nostalgia & FAI Mini Contest - Waegell |
| Fld, Sacramento, CA | |
| 20-23 April | New Zealand 1/2 A Texaco - International |
| Postal Contest | |
| 15-16 April | SAM 49 Spring Annual - Condor Field, |
| Taft, CA | |
| 15-16 April | SAM 8 Spring Opener - Hart's Lake |
| Prairie, WA | |
| 30 April | SAM 1849 - Schmidt Ranch, Elk Grove, |
| 6-7 May | NORCAL FF Champs - Waegell Field, |
| Sacramento, CA | |
| 13-14 May | SAM 8 Memorial Meet - Hart's Lake |
| Prairie, WA | |
| 20-21 May | SAM 30 Spring Annual - Schmidt Ranch, |
| Elk Grove, CA | |
| 27-28 May | US Free Flight Championships - Lost Hills, |
| 3-4 June | SAM 21 Howard Osegueda - Schmidt |
| Ranch, Elk Grove, CA | |
| 10-11 June | NCCFFC Champs - Waegell Field, |
| Sacramento, CA | |
| 17-18 June | SAM 8 Annual Meet - Hart's Lake Prairie, |
| 8-10 September | SAM 27's 25th Anniversary Crash & Bash |
| Schmidt Ranch | |

Ed reported that he and Ned Nevels had attended the SAM FortyNiners 1999 Fall R/C Assist Oldtimer Contest at Taft in November. Again, my recorder volume failed me but I recall he said it was a light turnout, but otherwise a well done, enjoyable meet.

(Oct) You had to be there to listen to Ed Hamler, Bill Vanderbeek, and Bud Romak describing what went on at the SAM Champs. It sure sounds like they had a great time. Results are out now and they all did well.

If you're looking for something to occupy your spare time, Miriam Schmidt is collecting the pull tabs from aluminum beverage cans. She and her students donate these to the Ronald MacDonald house for charitable work.

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



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TOFFF GUY REPORT

My last TOFFF session was 11 November, then I missed two in a row because of a doctor's appointment and then Thanksgiving. As I write this the week after, it's beginning to look like TOFFF is going to be limited to those few who will try to share the road with traffic and venture out into the bog after the occasional mishap - see the rest of you next spring!

OLD BUSINESS

☐ Jerry Rocha reported on the 1999 Jimmie Allen Postal Results. We were in the lead until the last day! First place out of a field of sixteen clubs went to the San Diego Orbiters who came in with three perfect scores for a team total of 1080 seconds. Congratulations to team members Fudo Takagi (*Skyraider*), Charles Primbs (*Blue Flash*), and John Laycock (*Bluebird*). SAM 27 was second with 971 seconds and SAM 1 of Denver was third with 954. The entire field of winning models was represented by 20 *Skokies*, 12 *Bluebirds*, 3 *Skyraiders*, 3 *B-A Parasols*, 2 *Blue Flashes*, 2 *Spartan Bombers*, 1 *Thunderbolt*, and 1 *Sky Chief*.

☐ By the time you read this our Christmas party will be over, but as I write, it hasn't started yet. I will include a report in next month's newsletter. Instead of a notice for the party, I will start to bug you about renewing membership dues for Y2K elsewhere in this issue. As long as you are at it - it's also time to renew SAM, MECA, or any other memberships you might belong to that don't send you a notice in the mail.

NEW BUSINESS

☐ Fortunately, with my tape machine malfunctioning, we picked a good evening to have a lightweight meeting - there was no new business.

☐ Except for the Year End Raffle Grand Prize! Don't know what it will be yet but after a few phone calls we decided to have it in January so we could advertise it in this issue! Come on down and join in the fun. Ought to be a super raffle night. Bring something along for the table.

TECHNICAL PRESENTATION

Ed Hamler stepped into the breach to discuss **Coverings and Finishes**. I didn't need a good recording for this since he had just provided me with a copy of an e-mail on the subject he had sent to Tandy Walker...

...Regarding your questions today, I would first say that YOU DON'T HAVE TO CHANGE! You don't have to give up on your favorite method: i.e. dope, silk, and epoxy. Hobbypoxy paints are still available in clear and some colors from both Tower and SIG; and they are completely compatible with the old K&B epoxies you may have

remaining, but NOT the NEW K&B Ultrapoxy. Hobbypoxy has discontinued red and several other colors but it is still an excellent fuel proofer and a hard enamel finish even though it's heavy like all epoxies. Your models look so beautiful. In my opinion, you shouldn't change your methods unless you have a really good reason to do so.

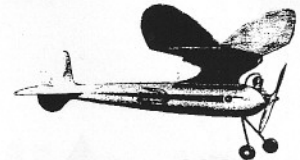
Secondly, I haven't used Monokote since 1974. I don't think I was ever particularly pleased with my results. I never perfected it on compound curved surfaces.

On my last two or three models I have been pleased with SAMSPAN (a.k.a. Polyspan) on the wing and empennage surfaces. One can adhere the material with water thinned white glue or UHU but I prefer dope. Here are two finishing methods:

1. Dope and lightly sand (400) frame until it feels like plastic.
2. Apply and adhere the material dry with more dope and/or thinner. (shiny side out)
3. Lightly heat shrink to tauten and remove any wrinkles.
4. Foam brush two or three coats of clear dope to fill. Sand lightly with 1000 3M wet or dry between coats. That's right, 1000!!!!!! or it will FUZZZZ....
5. For color other than white, SPRAY two coats of the following mixture without sanding:
 - a. 9 ounces thinner
 - b. 2 ounces dope
 - c. 1 ounce Higgins FADE PROOF INK (yellow and red both work well)
 - d. maybe a drop or two of acetone to discourage separation
6. SPRAY two or three additional coats of clear dope to seal color. If you need to sand lightly between these last coats use 2000 3M wet or dry. Don't brush here or you will rub the color around, particularly on the edges. Use low-shrink dope if you fear warps from the covering tension.
7. OPTIONAL addition: One thinned coat of clear epoxy or standard coat of epoxy color trim.
8. For plain translucent white covering, skip step 5 and simply brush or spray up to eight coats of clear dope. Clear or color trim epoxy finish is still optional.

For fuel proofing firewalls (most of mine are removable) and exposed internals I prefer Hobbypoxy Smooth 'n Easy over polyester resin. Without covering material it works great on all woods and is a perfect base for any epoxy enamel. However, it is not compatible with dope, Stixit, Balsarite, or any heat activated adhesives or coverings over it.

For compound curved surfaces like a Zomby fuselage or a Bomber pylon, almost nothing beats silk for ease of application. So I still use it on most fuselages or I substitute SIG's Koverite where weight is not a problem. It's a woven, heat shrinkable polyester fabric that's very tough, although a bit heavy. Comes only in white. I used it on my full sized Bomber fuselage eleven years ago. I applied it on a 45 degree bias and it made the structure as rigid as a concrete block. Filled it with dope and finished with Hobbypoxy and-



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TECHNICAL PRESENTATION (Continued)

it's still going strong after much use and abuse!!!

My biggest complaint with silk is that the colors fade with exposure to the sun. Hopefully the Higgins fadeproof inks will eliminate that problem but it's still too early to tell. On my Playboy Cabin for Muskogee I used yellow silk on the fuselage and sprayed more yellow mixture on to match the SAMSPAN colored yellow wing and tail. Looks good now. We'll wait a few years to see how it holds up.

Before we discovered SAMSPAN I was alternating between silk (last year's PACER) and Micafilm but I have to say that Micafilm probably is better suited for gliders or electrics. It seems to slacken with time and its seams are very difficult to keep down. I have wound up doping many of these seams just to try to control them. It is fadeproof but I guess I'm on a SAMspan kick now. We buy it in ten foot lengths. It's great for the flying surfaces; light, tough, and easy to repair. Requires doping though and some modellers are allergic or simply don't like the smell of dope. Iron-on coverings just simply aren't my favorites. Hope this helps. Ed Hamler

In October **Dick Irwin** told us about his trip to **England and the European SAM Champs at Old Warden**. His presentation was on video with some narration and questions and answers. I've heard about it but it is still hard to imagine a grass field .8 x 1 mile in size. Very enjoyable but you had to be there to see the tape. It was really exciting to see the big Mass Launch at the end. Dick said half the fun was getting there in the rental car - a combination of right hand steering, hedge-rows, and roundabouts.

SHOW AND TELL

☐ **Rod Persons** brought in the bones for his *Garafalow's Paratrooper*, the design picked for the Special Rubber Event for the 2000 SAM Champs at Pensacola. It looked very impressive with it's twin rudders. Rod said he was not planning to go to Pensacola but Ed Hamler was offering him incentives to think about making the trip.

☐ At the October meeting **Bill Vanderbeek** showed his *Joe Elgin Gull*, built from a Bob Holman 'kit'. **Bud Romak** showed his *Baby Playboy* rubber model built from the Cleveland plans which showed this model built for the Atom engine but also had 'dotted lines' of the extended nose but no detail for a rubber version. **John Carlson** brought along a cottage industry Gear Puller used for changing gears for timing electric motors. **Don Bekins** showed us an Ed Solenberger 'Torp 29/32' that Ed started with the purchase of a 29 crankcase - he built or incorporated everything else into a hot-running 32 which was a real beauty. Last but not least, **Remo Galeazzi** brought in a couple of old model airplane books to pass around for a look-see and also some pictures of the completed *Rose Parakeet*. He promised to let us know when it was going to fly so we could come out and watch the action.

RAFFLE

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

RAFFLE PRIZE/DONOR	WINNER
Cessna C34/Joe Meere Estate	Jerry Rocha
3 Pk Plans/Rod Persons	Bob May
2 Pk Plans/Rod Persons	Bob May
Glue/SAM 27	Bob May
Scissors/SAM 27	Ed Hamler
1930 Fleet Plans/J. Meere Estate	John Hlebcar
Prop Blank/John Gomez III	John Pratt
Prop Blank/John Gomez III	Bert Flack
Stuffer/John Gomez III	Loren Kramer
UHU Glue/SAM 27	Andrew Tickle
Button Timer/SAM 27	Ray McGowan
Caliper/SAM 27	Larry Kramer
Engraving Tools/Larry Kramer	John Carlson
SAM 27 costs \$26.00	Collected \$54.00

Keep 'em Flying - John H

IMPORTANT NOTICE

DUES FOR 2000
 ARE PAYABLE
 SEND OR GIVE YOUR
 \$15 CHECK
 (Payable to SAM 27)
 to
 Rod Persons
 115 Kerry Lane
 Cloverdale, CA 95425
 (Show or send photo copy
 of AMA 2000 Membership Card)

SEND IN TODAY!!

Correspondence

The following letter was received from SAM 27's only member in the Republic of San Marino, **Nick Bruschi**.

Dear Steve,

Some time has gone by since the last time I got in touch with SAM 27.

This year I've taken part in more contests than ever before.

I've had great fun and won a lot. I've used some of my "old" models and some new. My *Civy Boy 74* started out with an OSAM GB 16 (one of Mr. Garofali's first diesels) then fitted a McCoy 49 black case. Civy flew well but never reached t

flies! From the very first flight with 17" it never missed a max and won all the contests entered. A wonderful plane. The best I've ever built. Wonderful climb and fabulous glide.

I'm enclosing herewith a photo of it. Please notice the SAM 27 sticker on fuselage. Colors, as you can see, are black & white. Flying surfaces are covered with SAMspan. Photo was taken on Pescara flying field where it won Nostalgia hands down.

Best wishes to all and many happy landings. (Signed) Nick

Bob Angel of SAM 26, in the latest #139 newsletter, puts the following spin on Don Bekins' *Ethy* and the wingspan conflict. "Here is one possibility for the difference in dimensions vs. wing area for the *Ethy* design. If you take Zaic's raw dimensions of 72" wingspan x 10.5" chord, you get 756 square inches. Assuming it was late at night, working by

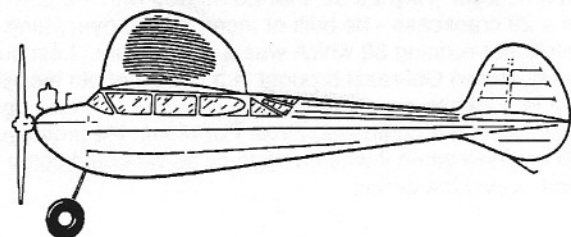
candle light with bleary eyes, a double error could easily have occurred. The curved wing tip loss might not have been deducted and the 756 could have been transposed into 765 as it was recorded or typed for the SAM Approved Design List. If there's a conflict, the Zaic drawing is the best bet for being correct, because the design list was probably derived from that same drawing. One of the changes I sent in for the first "proof" (1990) copy of the design list was a wing area correc-

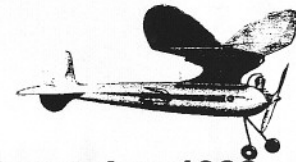


he height I wanted to, not always maxed. Finally I fitted an Edco 65. Wow! The Civy climbed like a rocket and I had to switch the engine off before losing the model 0.0.S. overhead. From then on maxs were the norm, but the climb is really tricky and needs lots of attention and very little movement (really little) on the rudder.

But perhaps the most successful model was the *Ramrod 750* which I scratch—built from the plan Don gave me. I followed his instructions and model, powered by a Veco 35, just flew out of hand. No trim. Nothing. Perfect. And if it

tion for a ship I'd built. The listed area was 457 square inches, the correct area was 986. Quite a difference!"





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SCRAP BOX

CACTUS TIPS & TECHNIQUES

By Gene Smith, Stillwater, OK
(Thanks to FAC Sq.#7 News)

MY FINISHING TECHNIQUE

When Dave asked me to write an article for the Cactus Squadron newsletter on my finishing technique, I felt like a high school physics teacher being asked to comment on the theory of relativity when Albert Einstein was a member of the group. There is no doubt that Bob Schlosberg is the Einstein of free flight scale model finishing. Anything less than one of his finishes is a compromise in quality.

That said, here is my compromise. I pre shrink and pre finish the tissue on pine frames. If the fuselage is basically square, the fuselage is also covered in the pre finished tissue. If the fuselage has compound curves, I still pre shrink the tissue on frames but spray the color after covering the fuselage. Be sure to sand the framework to your satisfaction (tissue and dope will not hide any bumps). I do not pre dope any of the structure.

Select the Japanese tissue of your choice. I try to start with tissue close to the color I want for the plane and use Floquil Model Paints to accentuate that color. I have two frames of 1/2" by 1' pine. Each frame is the size of a half sheet of tissue. The edge of the tissue is doped to the frame with the shiny side of paper up. When the dope has dried, shrink the tissue with water or rubbing alcohol spray. This procedure takes most, but not all of the shrink out of the tissue.

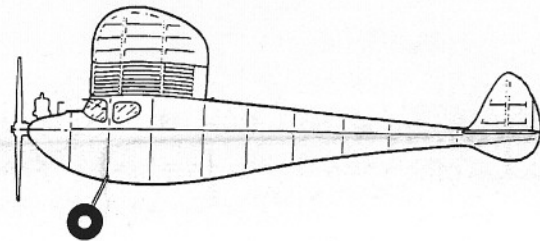
When the tissue is dry, I spray on two or three light coats of the accent color. This makes the whites whiter and helps prevent reds from fading. Sounds like an ad for a laundry detergent! Ha! I am not trying to get an opaque finish. I want just enough pigment to accentuate the color. Let the color dry 24 hours. This removes most, but not all, of the shrink from the dope. The tissue will be nice and tight on the frame. It is tempting to apply flat framework (like tail feathers) directly to the back of the tissue while it is still on the frame. Don't do it. The tissue is under considerable tension and will warp your tail feathers. Don't ask me how I know!

I use a mix of nitrate dope and Floquil model railroad paints. The dope is thinned to spraying consistency and a small amount of Floquil added to the dope, approximately 80% dope, 20% pigment. Some people let the Floquil settle to the bottom of the Floquil bottle, pour off the diluent and use only the pigment. I have never bothered with that. I just shake up the Floquil and pour it in. If you put in too much pigment, you will have to thin the spray. If you did not put in enough, it will take an extra coat or two to get the color you

want. Sometimes I add a few drops of castor oil to the mix to minimize shrinkage.

Model Master paints from Testor's also mix well with nitrate dope. They have a great selection of military colors but are more expensive than the Floquil colors. I heard that Testors bought Floquil and immediately discontinued Floquil's aircraft color line. One way to handle the competition.

When the dope has dried, cut the tissue from the frame and apply it to the model's framework using purple UHU glue stick. Because the nitrate/color layer is so light, the tissue applies as if it were not painted. The purple color of the glue stick goes away as the glue sets. Be sure to use fresh glue stick and be compulsive about capping it after each application. It dries very rapidly and once the glue in the applicator becomes tacky instead of slick, it is harder to use. If you apply the tissue a little crooked and want to adjust it, use a small brush to apply rubbing alcohol to the offending area. It will reactivate the glue so you can reposition the tissue.

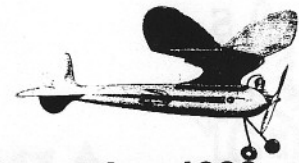


Wing struts should be covered with tissue. I do not hesitate to use the pre finished tissue for these structures. The tissue is still pliable enough to cover these surfaces. I usually cover noseblocks with unshrunk tissue and spray the color on later. If you have not already discovered it, spit works great for wrapping tissue around compound curves.

The above procedure of applying the tissue to a frame and then shrinking and doping the tissue has all but eliminated warping of the wings and tails of my models. We have a lot of humidity in Oklahoma during the summer, and dry air in the winter. These extremes combine to cause warped surfaces unless you prepare for them.

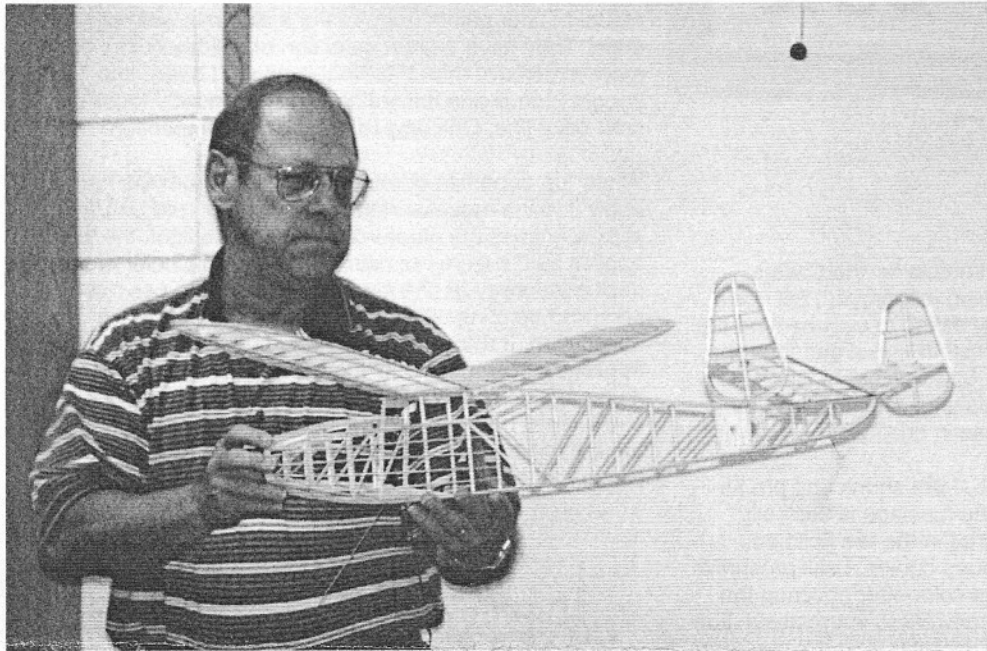
Fuselage structures are not as prone to warps. I will still pre-shrink the tissue on the pine frame, but spray the color after covering the fuselage if it has compound curves. Shrinking on the frame does not remove all shrink from the tissue, so you still have a little shrinkage left for getting out that last wrinkle. When you need to shrink tissue already on the model, use a light spray or mist of rubbing alcohol. If you let it sit on the tissue, it may loosen the glue stick. Quickly evaporate the alcohol with aid of a hair dryer. This lets the tissue shrink before the alcohol loosens the glue.

Be sure to save scraps of the painted tissue to use for repair patches. It saves time spent getting the spray gun out again or trying to match a mixed color. Thermals, Gene.



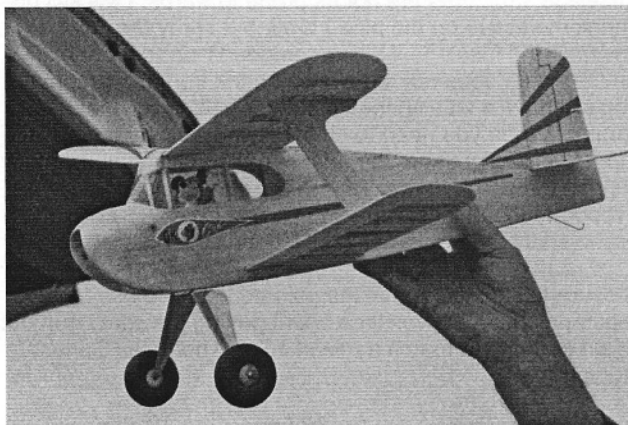
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SHOW AND TELL

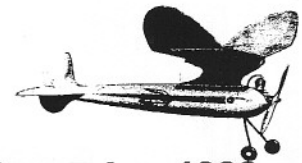


ROD PERSONS shows the bones of his new GARAFALOW'S PARATROOPER at the November meeting of SAM 27. The Paratrooper is going to be featured in a Special Event at the 2000 Sam Champs at Pensacola.

ED HAMLER'S Technical Presentation on coverings and finishing at the November meeting is presented on page 2. Here Ed is waving his right hand in an anti-clockwise direction, repeating "abracadabra" while silently wishing wrinkles to disappear. If you've seen Ed's finishes, you've got to believe that it works! No secrets at SAM 27.

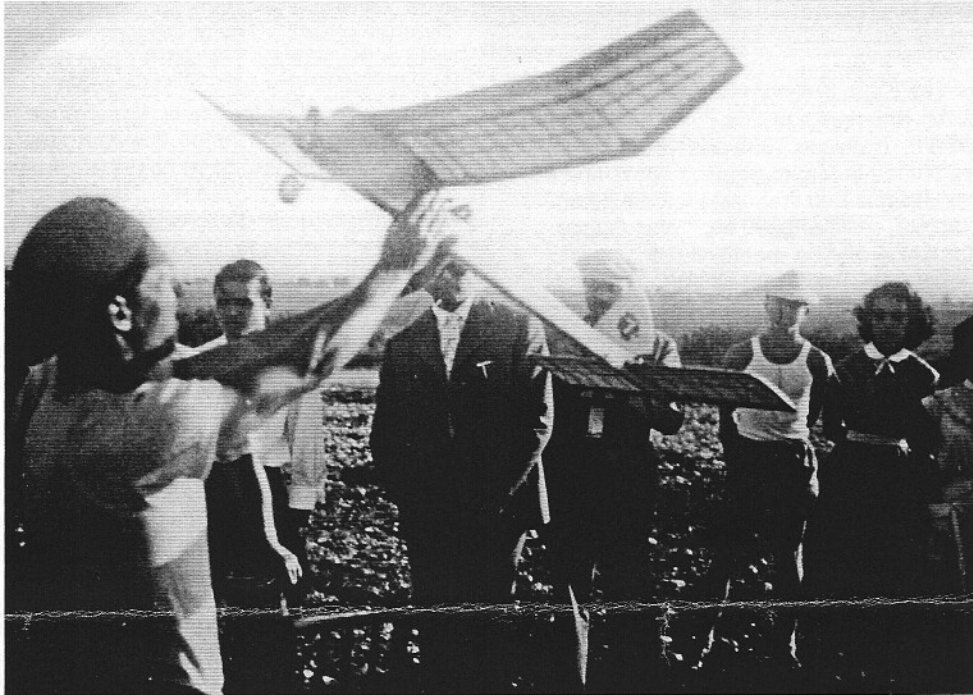


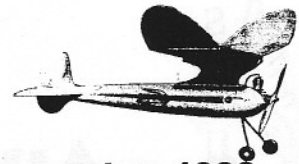
JOHN HLEBCAR shows off his beautiful DAKOTA glider; why bother with a cranky OK Cub? The c.g. is right on since John is one savvy builder. Getting his old tire weights out, John cooked up a batch of molten lead and poured #3 Trexler wheels. Those of us who chased these wayward birds last August (and in the swamp, too) wish that the glider version had been invented.



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MYSTERY MODEL AND MODELER





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SCRAP BOX

The latest issue of The Kapa Kollector has an article on Alan Donnally Booton who was a prolific flying scale rubber designer prior to WWII. Between 1935 and 1939, about thirty designs were printed in Model Airplane News and Air Trails. Some of his designs had elaborate folding gear systems, geared motors, multi-engine, etc. Walt Griggs wrote the article for KAPA and he mentions the Folkerts...."retractable gear, flaps, one aileron...Holy

Smoke!! The sequence is: winding up the rubber motor sets the left aileron, push up and lock flaps and gear, ready for launch!! Aileron counteracts torque, and as the motor unwinds to a certain point, gear and flaps extend. Flight over! I asked, 'Alan, how do these models fly??' The reply: 'Over tall grass!'" One of the plans printed in KAPA newsletter is the Burnelli Transport - twin radial engines with double rubber motors with Hovespian movement transfer system. However the cover shows an in-line engine version (cover painting by the late Jo Kotula) which would give a better motor nose. If you have any interest in old scale models, the history of some of the designers and companies that produced designs and kits, plans, and a swap/classified page, I recommend subscribing to KAPA. Only a measly \$8 - send check to Morris Leventhal, 1788 Niobe Ave., Anaheim, CA 92804.

16 ADDITIONAL PAGES!!!

MODEL AIRPLANE NEWS

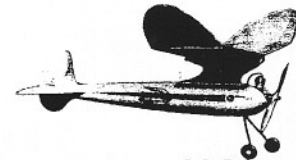
AUGUST 1937 20c

The British Burnelli Transport

9th Year of Publication

The December issue of *Fine Scale Modeler* has an article entitled "Mike Fulmer, special-effects modeler." As many of you know, Mike lives in Petaluma and is a professional designer and model maker. He worked for ten years at ILM with some amazing model credits. Pictured with Mike on page 56 is Ira Keeler who resides in Vacaville - also a master professional model maker. Both Mike and Ira have built and fly beautiful rubber-powered scale models. I recently visited Mike and saw a Fw 190 that is going to be a terrific flyer. Mike was the original designer and curator of the AMA Model Museum. He is responsible for putting the Muncie museum together and getting it off to such a good start; Ira also helped build and restore models for the museum. Pick up a copy of FSM and check out several of our "local" builders. Mike also designs for Lionel, builds street rods, creates museum models and works on a myriad of other projects.

EDITOR'S NOTE: My move to Santa Barbara necessitated a hiatus on editorship of the A-F but I'm now *trying* to get back in the fold. This belated effort is the result of juggling priorities as I've been remodeling the interior of my new aviation art gallery and going through all the permitting process, designing some remodeling for our house, moving inventory down from San Jose, van load by van load, constructing a new museum room, involved in the sale of my Reid-Hillview Airport facility, putting the new gallery in order ready for a February opening, and strolling the beach. I hope to get the A-F on schedule soon. Happy New Year!



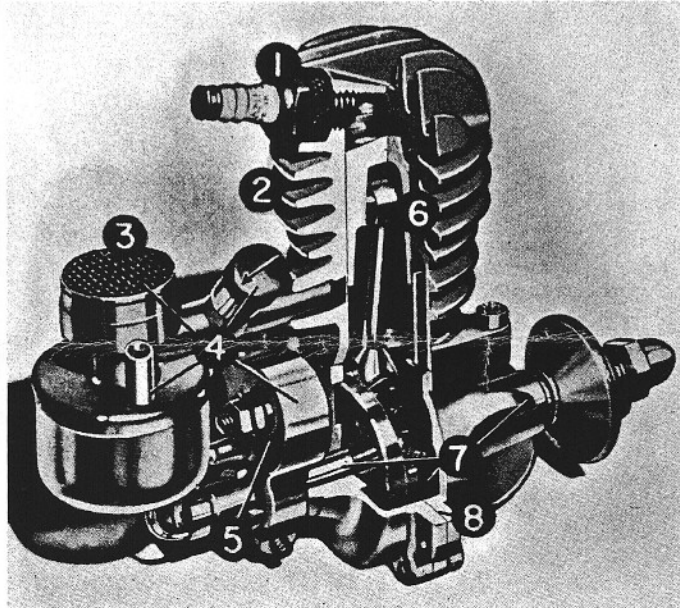
DAN CALKIN AND HIS ELFS

He never called them Elves!

a book by John J. Brown

Several years ago I received a survey sheet from John Brown asking for information on ELF engines. John has written a terrific book on the life of Dan Calkin and the history of the ELF engines. Dan's widow, Josephine, and daughter Cecelia provided much material along with several ELF employees. In addition, ELF collectors Doc Nichol and Ted Enticknap contributed their significant ELF knowledge to John. This book sets the mark for any other author attempting to write the history of modeling for it is both authoritative, chock full of information on all ELFs made, and entertaining.

In John's word in the Introduction, "As a long time model airplane builder I have always admired the ELF engines of Dan Calkin. These engines were different. ELFs were not mass produced. They were a labor of love. Every engine bore Dan's skilled touch, his pride of workmanship, his best engineering genius. Maybe this is why the ELF engines of Dan Calkin are perhaps the most highly prized among those of us who treasure the model airplane engines of the past."



This is a quality book, every engine pictured with specifications, and a complete list of every engine sold, from 1939 to 1956. My first model engine was an ELF single purchased just following WWII. I flew this beautiful little engine in numerous models and finally traded it in for an Ohlsson 60. Then I purchased an ELF twin, s/n 821, which I still own. And sure enough, there in John's book, s/n 821 is listed as being sold to Huffman's Hobby Shop in St. Joseph, Missouri on 11/19/46, my favorite hangout and the recipient of every dollar I ever made at odd jobs in 1946.

Dan Calkin went to work for Douglas in 1956 and became a highly regarded senior dynamics expert. "He literally went from designing and manufacturing model engines to being a rocket scientist."

Jim Alaback says, "I can think of nothing to compare with it for technical or for narrative content concerning any other engine manufacturer or his line of engines."

Don't hesitate to buy this great book. Write John at 13362 Fairmont Way, Santa Ana, CA 92705-

FLY?

"It was confidently predicted 100 years ago that in the century then coming man would learn to fly...he has not made any striking advance in the direction of his hopes...Possibly, the 100 years of experiment teach us that we will never fly in the air as do the birds, or, if we do so, it will be merely for the pleasure of the thing. Flying in so variable an element as the air can never, we think, be reduced to a science."

--- The Daily Register, *Mobile, Ala.*, Jan. 1, 1901

"Did anybody ever telephone or telegraph to Mars? Perhaps if you are good, (the 20th century) will show you how. Does anybody know what is on the other side of the moon?"

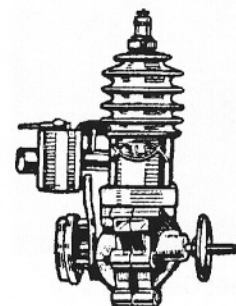
Perhaps (the 20th century) will tell you. Hundreds of men have been experimenting with the problem of aerial navigation, but their success has been lame and valueless. Yet it is just as easy, as (the 20th century) will show, before long. (It has) come to teach this old world some new tricks.

---Commercial Appeal, *Memphis, Dec. 31, 1900.*

HELP!

This newsletter is not dependent upon the ruminations of your

tardy editor, nor are the photo illustrations the product of your editor's camera. You, the members of SAM 27, are the providers of material for this effort so dig down and come up with some model aviation "stuff", preferably your own material - Scrap Box, your Shop, a bio, an article about a model design, an engine, an experience, a Mystery Model, an old photo for the Mystery Modeler, current or past photos of models, people and events. Help!!



ELF Model 1

0.138 cu. in.
Weight 4 oz.

1935 to 1939



AMA Chapter #108 OFFICERS

President

Bert Flack (707) 538-8216
3800 Shadowhill Dr.
Santa Rosa, CA 95404

Vice President

Park Abbott (707) 546-2358
2423 Jenes Lane
Santa Rosa, CA 95403

Secretary

John Hlebcar (707) 252-8482
201 Foster Road
Napa, CA 94558

Treasurer

Rod Persons (707) 894-5788
115 Kerry Lane
Cloverdale, CA 95425]

Contest Director

Ed Hamler (707) 255-3547
3379 Crystal Court
Napa, CA 94558

Official Photographer

Dick O'Brien (707) 938-5210
16954 Schiller Court
Sonoma, CA 95476

Editor

Steve Remington (805) 560-1323
1324 De La Vina Street
Santa Barbara, CA 93101

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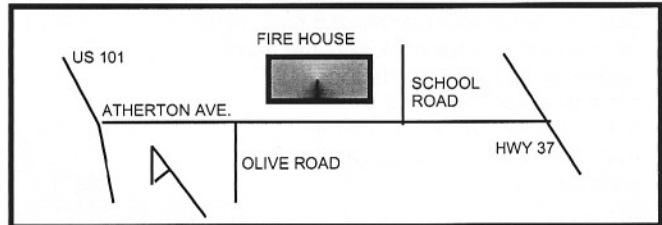
MEMBERSHIP

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.

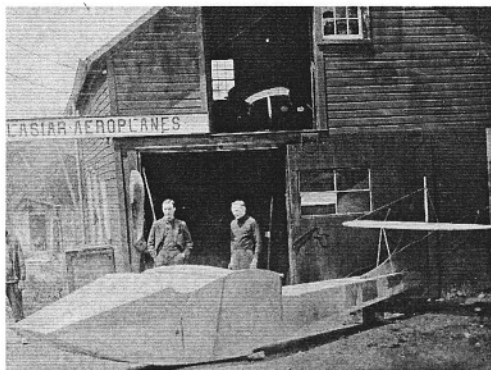


Next Meeting: Wednesday, Jan. 19, 2000, 7:30 p.m. at the Novato Fire Department Training Room

Antique Flyer

201 Foster Road, Napa, CA 94558

December 1999



Mystery R.O.W. Sheet Construction

FIRST CLASS MAIL

TO: