



# Antique Flyer



AMA Chapter #108

March 2000

Issue 211

## February Chapter Meeting

by John Hlebcar

This is April 4th and I find it somewhat embarrassing to be submitting the February Meeting Notes to Steve at this late date. It is mentioned here to let you know that it is not his fault, but mine... Anyhow, some of us had a good Valentine's Day, as seventeen managed to get a pass to show up at tonight's meeting. We had no visitors but member Charles Banks who we haven't seen for a while was there. Colin Irwin followed through with his e-mailed promise of last month and is now our newest member. Add the following to your well marked up roster -

Colin Irwin (530) 637-5126  
1080 Tawny Lane < cpirwin@qwestinternet.net >  
Colfax, CA 95713

This is the last call to renew your membership. Your address label this month should show you renewed to January 2001 or later, or contain a highlighted note that this is your last issue. If so, drop what your doing\* and get your fifteen bucks off to Rod Persons, 115 Kerry Lane, Cloverdale, CA 95425. Our apologies if the notice and your dues have crossed in the mails.

\*...sometimes these things are a matter of timing. In an recent commentary by Matthew Coleman, he stated... "With that much stuff (to do) I ended up like the farmer who went out to his pickup to go to town but noticed the chicken coop fence was broken so he stopped to fix it. When he did he looked up and saw a board loose on the barn so he stopped to go nail that, but he had to go get his hammer from the barn, where he saw that his tractor needed to be moved so he could load hay later, so he tried to start the tractor. Then he remembered it needed an oil change and he went to see if he had oil, and when he looked at his watch it was time for lunch and he said, "Where did the morning go?!"

## 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 and Decals. 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. So far only a few have responded to these pleas.

Steve is a good editor but he has to have input from us - his address is cleverly hidden on the back page of this and every issue. *Editor: Note the articles submitted by members in this issue - thanks.*

- Here's the May and June events for your immediate future planning...
  - 29 Apr, SAM 1849 Meet - Schmidt Ranch, Elk Grove,
  - 6 May, MECA Collecto at the Fairgrounds, Woodland,
  - 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 Jun, NCCFFC Champs - Waegell Field, Sacramento, CA
  - 17-18 Jun, SAM 8 Annual Meet, Hart's Lake Prairie, WA
  - 8-10 September, SAM 27's 25th Anniversary Crash & Bash, Schmidt Ranch

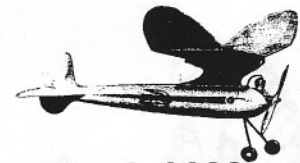
If you have any items for the SAM 27 Web Page contact Ned Nevels at his e-mail address: < nedn@napanet.net >.

### ANNOUNCING A NEW A-F STAFF POSITION


Member Earl Cayton of San Francisco has become the exalted STAFF CARTOONIST for the A-F - he doesn't know this yet but we expect more of his fine work!



A photo to get you ready for Spring/Summer flying - a nice shot of Brian Ramsey at the Lakeville flying site



# Antique Flyer



**DON'T BE LEFT OUT  
BE A PART OF**

**TOFFF**

**COME JOIN US, SAM 27 FLYING  
FIELD EACH THURSDAY AM**

A while back, Andy Tickle was flying from the road since everything else was wet. He was leaning up against one of the two speed limit signs figuring that if he was leaning on one and watching the other, that he wouldn't hit either one. Two young ladies came driving by and stopped to ask him how high his airplane was. "About 600 feet" he replied. They told him they thought it was a lot higher than that because it looked so small. He explained it was a model airplane to which they giggled and headed off for the horse ranch. Perhaps we should build much bigger airplanes... Rod Persons reported that John Dammuler came out to the field late one Thursday and set three bridges that he built at various locations across the irrigation ditches to facilitate flyaway retrievals. He also left a pair of "Dutch Mud Shoes" hidden in the tall grass next to the furthest speed limit sign. These are similar to snow shoes but of simpler construction from plywood sheets. We all thank you, John - especially those who might have to use them.

## OLD BUSINESS

- Club Project Committee Report - Nothing new to report but John Carlson suggested our next order of business should be to set up some contests. The Committee will get together via e-mail and propose a schedule to follow and suggested awards scheme for presentation to and approval by the members at next month's club meeting. Bill Vanderbeek suggested a claiming contest... Gee Bill, I don't have room for the models I have now! Andrew Tickle got an e-mail from Eut Tileston which covered much the same that was in SAM SPEAKS about the CHAMPS, that typically the wing areas are running about 200 to 300 square inches, with Speed 280 geared motors and 4 to 5 cells. There were more observations, but unfortunately, they were all going on at the same time - which is something my recorder (or hearing) can't handle. Check the last SAM SPEAKS for a complete list of models, areas, motors, etc.
- Rod Persons gave a report on Buzz Passarino who spent a few days in the hospital having them shorten his lower intestine by about six inches. After a day or two he

was looking for ways to sneak out and they released him. At last report he is doing great and thanks everyone for their cards and support. Now that he is home we will have to switch our support to Norma for a while.

## NEW BUSINESS

- The question of the NorCal R/C Show in Santa Rosa was broached and we all turned our heads to Rod Persons. As of yet he has not heard of any planning for this year. Hope something turns up - we're looking for a place to hang our new banner. (See Page 4)
- Crash and Bash - Ed reported that we had our sanction for the Crash and Bash. As mentioned last year, this will be our Silver Anniversary Meet and Ed would like to see the pot sweetened this year by a donation from the club treasury, if feasible, to go towards prizes and promotion of this special event. A report by treasurer Rod showed just over \$3,320 was in the till. After discussion about increasing the prize money, extra mailings to last year's participants, and some magazine advertising, a motion was made, seconded, and approved to set aside \$1000 towards this year's event.

## TECHNICAL PRESENTATION

Ed Solenberger was unable to attend the meeting and was put on the back burner for a future gig. Dick Irwin's name was drawn from the hat to come front and center for the March meeting.

## SHOW AND TELL

- Bill Vanderbeek showed 2 electronic ignition cutoff units by Aeropy Research, or Floyd Carter, an Electronic Engineer who worked for Lockheed. He flies some ff but a lot of control line old time stunt. The units are pre wired on small circuit boards. With 3 pencells using the \$24 unit, Bill ran his plane for 3 flights of 6 minutes each and had power left. The other unit is smaller and costs \$45. Floyd also discouraged the use of lithium cells for ignition circuits which has been catching on lately, as these batteries were not meant for this kind of punishment and are subject to failure in this application.
- Bud Romak - Class C Raider from a Klarich short kit, built but not covered. He had started it earlier in the week and said it might be done for the meeting - oops! All the better for Bud to point out how to build 'em light - first step is to leave out the radio and associated paraphernalia that freeflyers don't need. Nice looking bones, Bud!
- ☛ John Carlson will scale up a Jimmie Allen Skokie to about 200 square inches for our Spirit of Sam event. He passed around his intended power, a POT3 Motor/Gearbox/Prop assembly for all to see. Its a Hobby Lobby item for \$32.60 and is intended for up to 17oz airplanes with 5 500mAh nicads.
- Rod brought in his prop for the Parachute Plane to show

how dope will pull away from fillets, etc. made with "plastic fillers" such as Red Devil and the like. This was true of fillers applied to both wood and glass and may take 3 or 4 days to occur. Sounds like a problem I used to have as a kid with Aero Gloss over white glue joints.

☐ Ned Nevels brought in the fuselage bones for the 450 square inch Dallaire Sportster he is building for his Shillen Torp 29. You could tell by his description that he really loves this design and is doing a super nice job of it. Be sure to bring it back when it's done, Ned! He was especially proud of the plug in landing gear which was built as a unit then separated on the center line with a Dremel tool. He also showed us an electric kit for the same airplane which will follow this one.

☐ Larry Kramer showed some rectangular-shaped flat pack batteries similar to the ones Ron Keil brought in many months ago. He bought them at HSC in Santa Rosa for a very reasonable price (7 cells for \$7.50) and has been experimenting with them. They can be broken of into various sized packs and are easy to fit inside the fuselage and hold a charge very well. Call Larry for more information.

## RAFFLE

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

### RAFFLE PRIZE/DONOR

Hat/Bill Vanderbeek  
 Hat/Bill Vanderbeek  
 Button Timer/Wheels & Wings  
 Scissors/SAM 27  
 Rubber Blower/SAM 27  
 UHU Stick/SAM 27  
 Calipers/SAM 27  
 Surgical Gloves/SAM 27  
 Nicad Battery/Larry Kramer  
 Surprise Book/Rick Madden

### WINNER

John Hlebar  
 Rick Madden  
 Larry Kramer  
 Rick Madden  
 Ed Hamler  
 Larry Kramer  
 Bert Flack  
 Ray McGowan  
 Bill Vanderbeek  
 Bert Flack

SAM 27 costs \$36.00      Collected \$45.00

## 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!!**

## SCRAP BOX



Frank Ketcham shows his Fokker D-VII.

## NEW STAFF PHOTOGRAPHER

The Antique Flyer has a new photographer - Larry Kramer. Dick O'Brien wore out his camera trying to catch the Old Timers in flight; we owe a lot to Dick for his many years of shutterbugging - thanks a bunch Dick for all the great pics that you've sent along to the A-F. Now Larry, for a few words of advice: Remove the lens cover first, then ask your subject to please remove his/her hat/cap so we can see who it is. Head, shoulders and model are the most important, so get close. Focus, focus, focus - fuzzy pics will get printed as fuzzy pics. No pics in shadows. Get some closeups of model details so we can share the modeler's screwups with everyone. We need more photo coverage of contests. Take more than one pic of the modeler at Show & Tell. And finally, feed the A-F with lots of prints - or, digital is OK too.

**CORRESPONDENCE** Note from Roger Owen. "My father, Crawford "Woodie" Owen passed away October 7th. He was a SAM member, I believe. He had a lot of your mailings etc. in his home, along with several planes that he built. I have been sending his building materials to Fred Mulholland in Florida, but have no idea what to do with dad's planes. Could you remove dad from your mailing list? He now only flies planes in heaven. Thanks, Roger Owen, Woodies Son." *You have the Club's condolences Roger.*

**NEXT MONTH** Keep sending articles gang. Larry Kramer's helicopter/glider article may run in April, so don't miss it. Pay your dues if you haven't.



## SAM 27 Member Profile

Thanks to all the members who have sent in their profiles for future printing in the antique Flyer. Feel free to add to your profile at any time; photographs are particularly desired, especially of early modeling activities.

## Dick Sullivan

Dick Sullivan is a retired electrician who began modeling around 1948. Dick lives in Sonoma and particularly enjoys the Proctor models. He thinks that his first model was a P-51 off a Wheaties cereal box.

Dick writes, "I started building models around the Monogram Speedee-Bilts era when I was in the 7th or 8th grade. Also enjoy trout fishing, particularly fly fishing. After the Speedee-Bilts, I tried out a few free-flights, then went to control line and then back to free-flight. All of my models are my favorite. I really enjoy building but not too sharp on finish. Building is very relaxing and rewarding; flying R/C is hard for me to learn.

"My first flight in a full size aircraft was in a Cub Super Cruiser. I loved it. I joined the Air Force as an aviation cadet and flew T-34s, T-28s and B-25s. After the Air Force, I taught flying for three years, part time, right here in Novato at Gnos Field for the Piper Dealer. I owned a Cherokee 140 for fifteen years; sold it about seven years ago and I regret it. I'm looking for another one and in the meanwhile, I'm still modeling."

## NORCAL RC SHOW COMING UP



The annual Santa Rosa NorCal RC show is coming up soon. The SAM 27 group above, pictured at last year's show, obviously enjoyed themselves so consider volunteering for the upcoming exhibition - bring a model.

## CORRESPONDENCE

Thanks to everyone who takes the time to drop a line or e-mail to your editor - it's through communication that SAM 27 maintains an active role in old time modeling for its members.

From Bob Stalick, Albany, Oregon  
I saw a reference to Ted Enticknap in the latest issue of the Antique Flyer. Please share with your readers that Ted is alive and well and still living in the Seattle area. I saw him less than a month ago and I don't think he's aged any in the past 20 years. He's not flying any more but still interested and interesting!

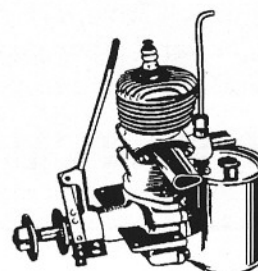
From Bruce Augustus, SAM Speaks editor  
(In response to John Hlebcar's note in A-F that "not everyone in our club is a SAM member")  
A shocking revelation - surely it will soon be remedied.

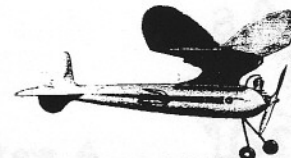
From Earl Cayton, San Francisco  
(Earl is our esteemed Staff Cartoonist)  
Here's some art work for the Antique Flyer if you can use any of it. Anything you can't use can go in the waste paper basket.  
(Editor: Keep that art work coming Earl - please!)

From Keith Wilson, Hemet, CA  
Don Bekins asked me to send you my picture for the kevlar thread article he sent to you - If appropriate return the pictures to Don.  
(Editor: See Keith's article on page 5)

From Larry Kramer, Larkspur, CA  
I subscribe to a free flight mailing list and I came across this item which I'm enclosing. The story is amusing as well as informative. I thought you might like to include it in the newsletter. I e-mailed to Ian L. McQueen, the author, seeking his permission to reproduce it. He has given his permission provided we credit him for the story. He requested a copy when we print it. Hope you enjoy the tale as much as I did. (Editor: See page 7 for Ian's tale of Dye.)

From Bob Munn, Yuba City, CA  
Newsletters received! Much appreciated because of their excellent content. Can you use this? (Editor: Content comes from members as Bob's hinge article on page 9 proves.)





# Antique Flyer

## SCRAP BOX

*Don Bekins suggested this fine article written by Keith Wilson from Hemet, CA. Keith kindly provided the photos.*

### USING KEVLAR THREAD FOR STRENGTH

By Keith Wilson

Build light! Build strong! Build light and strong to handle today's smooth strong running engines. Do you decide on balsa wood, plywood, carbon fiber, or thread? Choose thread if it is kevlar thread. Needle, thread, gap—filling CA glue, a Carl Goldberg center-line marker and PATIENCE all that is necessary to double and triple the strength of wing spars and provide geodetic wing and stabilizer ribs and pre—stressed cross members on the fuselage.

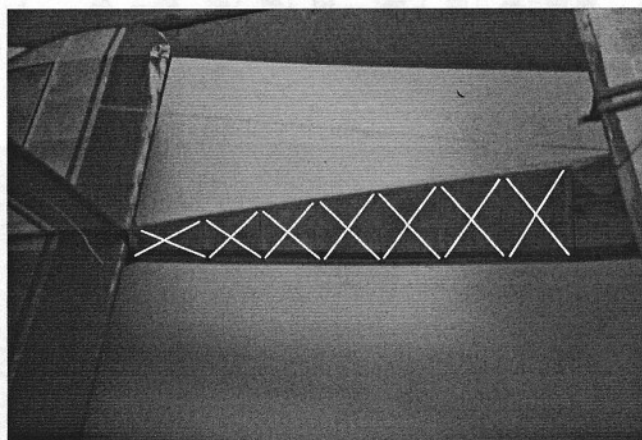
Before installing wing and stabilizer spars use the Goldberg centerline marker and groove one side of the spar. Next, lay a piece of kevlar thread in the groove and cover with gap-filling CA glue smoothing thread and glue in the groove as you go. The thread will not stretch or shrink so be sure your spar is flat on the bench when you begin and finish. Install the spar in the rib slots with the thread on the outside (top and bottom).

To add geodetic ribs to the wing and stabilizer requires some preparation, care, and patience. After the basic construction has been completed the first step is to mark the centerline of each rib where it meets the shear web or the center of the rib under the spars. At this center spot you may add a short piece of toothpick glued perpendicular to the rib away from the shear web the thickness of a large sewing needle. Using a piece of thread about three times as long as the wing section to be worked on, begin at the center section either at the spar or the trailing edge, sew the thread through the first rib and tack with glue - hold until the glue is dry. The sewing pattern is from spar to trailing edge to spar to trailing edge or trailing edge to spar to trailing edge until each rib bay has a crisscross pattern of thread. Each time a thread is pulled through a rib it must be held tight, glued, and held until dry.

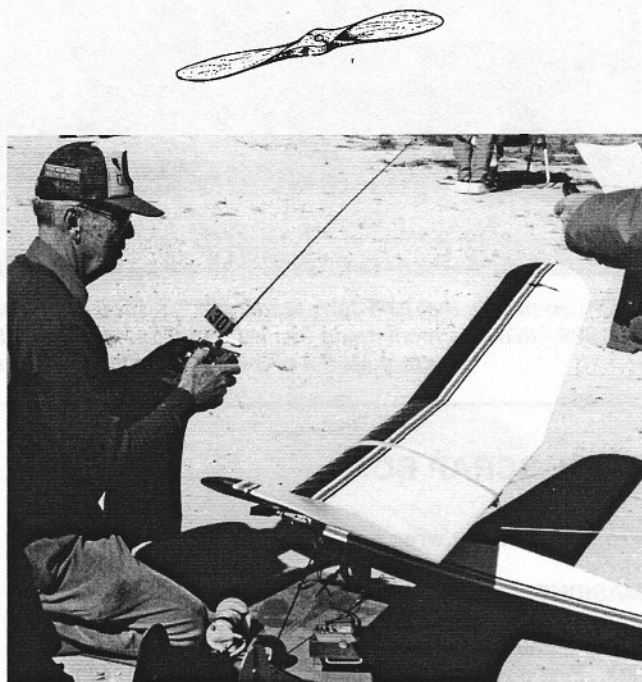
The sides of the fuselage are built using two threads at the same time. Starting at the firewall end of the fuselage glue ends of threads between the ends of the first cross member and the longeron. Try to center the thread over the end of each cross member as it is inserted between the longerons. Again, the procedure is to pull the thread from each side over the cross member in a crisscross pattern, stretching the two threads tight, glueing the ends of the cross member, thread, and longeron, and holding the thread until the glue is dry. Putting the two sides together requires the same procedure using two threads each side. When the fuselage

is completed there will be little if any torque from side to side.

I used this procedure to build a Leisure Electric Lanzo Bomber (70 inch span, 630 square inch area) and power it with a Super Cyclone engine. The suggestion for the Super Cyclone for this airplane came from Don Blackburn. The need for added strength proved to be a fine security blanket for someone new to big engines and small airplanes.

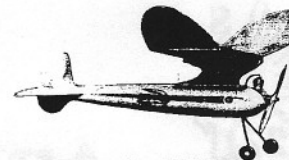


*OK, so I've enhanced the photo somewhat - the idea is that the kevlar thread is crisscrossed making an "x" in each bay and that the thread is captured by a cross member end as it is glued to the longeron. Neat, and it doesn't weigh much.*



*Keith Wilson at Taft SAM 26 meet. He took 3rd place in Texaco with this OS 60 - a 14 minute engine run on 24cc fuel for a total flight time of 52 min 28 sec.*



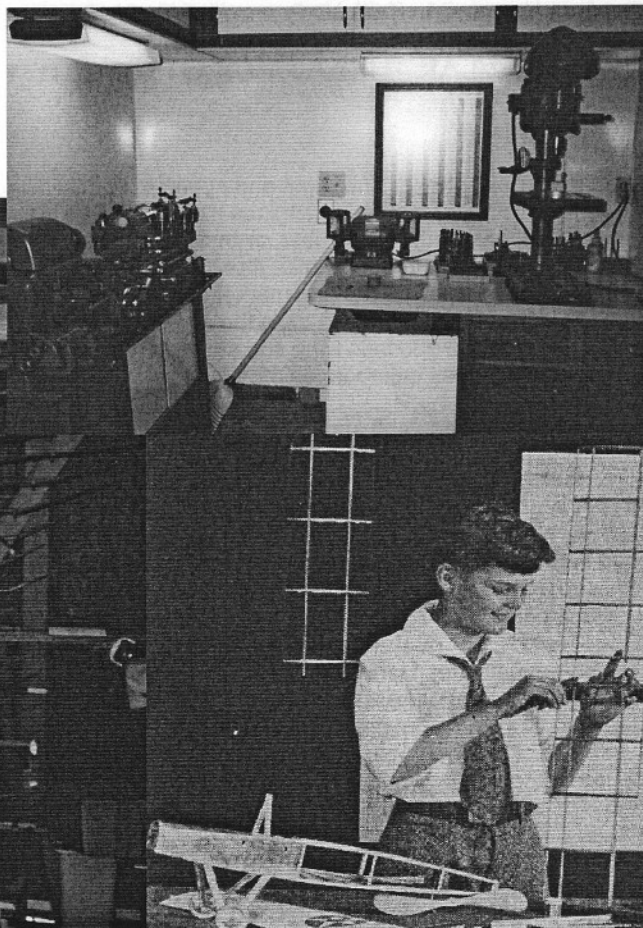
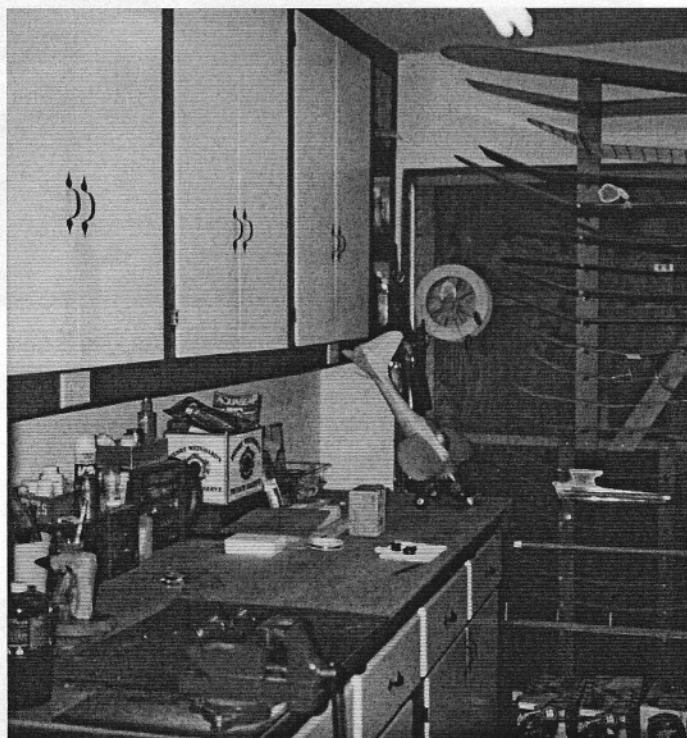


# Antique Flyer

## SHOPS OF SAM 27

Jerry Rocha's building shop and machine shop are featured in this month's pictures of "Shops of SAM 27." Jerry didn't provide any write-up on his Napa facility but it's obviously well thought out and immaculate. Note the wall rack for about twenty wings on the rear wall. Jerry also uses a room in his home for some building and storage.

### JERRY ROCHA



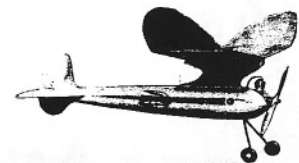
OK, so maybe that isn't Jerry working in his shop. That industrious lad is showing what the well-dressed modeler wore in 1929 - think his mom made him wear that tie? I can see that tie getting Ambroided to the fuselage. Looks like a D.H.4? *Mystery Model* of the month is that beauty sitting on the bench - what is it you U-controllers?

### MORE SCRAP BOX

From <http://www.wrec.net>

**MASKING PAINTED AREAS.** Ever had paint run under masking tape, giving your model a real jagged edge? Yeah, me too, until I discovered this method of masking off those line. First use good quality masking tape. Go to the paint department any home builders supply and look for a high grade painters masking tape. This is a plastic backed tape with excellent edges that produce a very sharp color demarcation line. Next, clean the area to be painted with rubbing alcohol to remove any finger prints, fuel residue, banana

pudding or anything else that may be stuck on your model. Now, mask off the area to be painted. make sure the edges of the tape are firmly stuck. Then spray the area with the same color that you have hidden with the masking tape. The paint seals the edges to prevent paint creeping under the edges. In the unlikely event paint does seep uner the edge, it will be the same color as the area masked and virtually invisible. Then, when that has dried, continue painting with the desired color of the stripe or panel that you have chosen. When dry, remove the tape by pulling it back against itself to lessen the chance of damaging the finish. Clean any tape residue off with alcohol and you're done.



## SCRAP BOX

Larry Kramer ran across the following piece written by Ian McQueen in a free flight publication. Ian gave us permission to reprint his story; he has written a few articles and a guide book for travel in Japan - resides in New Brunswick in what he calls, "the east of the Great White North."

### DYEING TISSUE: THE EXPERIMENT

For education and elucidation I report on my modest (<very> modest) effort in dyeing tissue. I was curious enough about my question about dyeing tissue that I decided to try, it. I bought a package of navy blue Tintex fabric dye for CDN\$ 1 at the Dollarama store where I bought the cheap tissue. After the dishes had been cleaned away for the evening I put some water on the stove to boil, measured out 15mL (1 tablespoon) of dye into a cheap drinking glass that could be thrown away with no great loss if it stained permanently. When the water boiled, I measured out 250mL (1 cup), then poured it into the glass.

Two seconds later the glass split neatly down the middle, sharing the contents approximately equally between the counter and the floor, apart from the small amount that dripped down the cupboard doors and into a drawer. The proceedings were then interrupted for quite a while for the application of large numbers of wads of paper towels. This reduced the puddles to residual stains on the counter and floor.

In the meantime, though, I had stepped into some of the spilled dye, it had soaked into my socks, and they then acted like a stamp pad, transferring dye impressions of my feet onto virgin areas of the floor. Pause while I removed the socks and washed my feet (which have only a hint of blue on the soles this morning).

The package mentioned the use of bleach to remove color from fabric before starting the dyeing process, so I figured that bleach would probably also remove the dye stains. And so it proved, so the stains have almost completely vanished. Unfortunately, my wife is sensitive to the smell of chlorine bleach (Javex, etc.), and she developed a headache.

Fortunately, however, she is an angel and accustomed to my more unusual habits, and she didn't raise a fuss. It was close to bedtime anyway, so she could leave the open kitchen and living room area.

Anyway, here's the procedure and results.

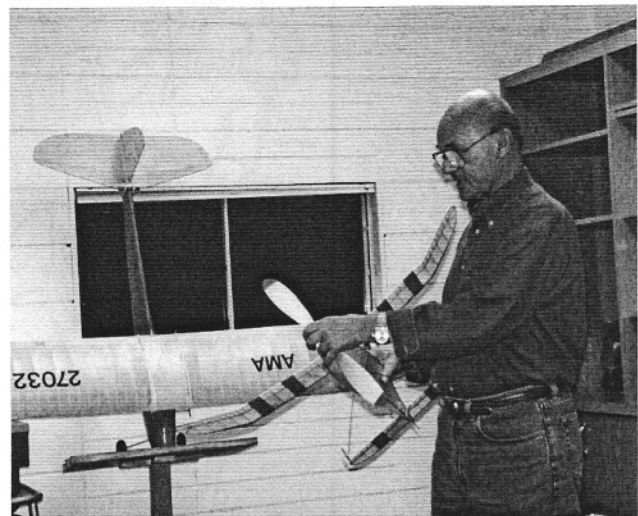
I made up another batch and poured it into a rectangular dish. Having no small frame to hold the tissue, I cut a couple of strips of tissue about four inches (100mm) wide and

tried holding it at the ends and feeding it through the bath. Tissue is not very heavy (surprise!), and it did not sink neatly into the bath, so I had to urge it under the surface with a stick. Worse, after being pulled through a couple of times it began to fold over on itself at the ends, then at the middle, and ended up looking like a wrung rag. Since the tissue had no wet strength I made no effort to unfold it, which would surely have ripped it, and just plopped the mess onto old newspapers to dry overnight. Another effort produced the same results, so I had two elongated blue blobs on newspapers.

The final effort was just to lay a piece of tissue onto newspaper and paint on the dye with a brush.

This morning everything had dried. The flat, painted, piece had a rather thin and mottled appearance. Tie-dyed tissue, anyone?

The curled-up pieces unfolded quite readily, and the tissue was still intact. The color varied in depth, but the deepest was a moderately dark blue with a purple tinge and a slight metallic sheen. It wasn't as dark as commercial blue tissue that I have seen, but it showed promise for the method. Conclusions? The method can be used, and one could probably produce a wide range of colors and tints by mixing colors. If the tissue were held on a frame, it has sufficient strength to stand up to the wetting without falling apart. And the depth of color would probably increase with increased time in the dye solution. It takes up to 30 minutes for fabrics to absorb the dye fully, so more than the 30 seconds or so that I gave it might give the tissue a darker color. I may try a smaller piece for a prolonged soak and see what happens. More later if anything useful develops.



Bud Romak shows the BG Special that he donated for the annual raffle. Hey! Donate an airplane, get your picture in the Antique Flyer.

# Antique Flyer

## THE ANCESTORS

*My pardons to Hilary St. George Saunders from whom I have liberally borrowed his poetry written in 1945*

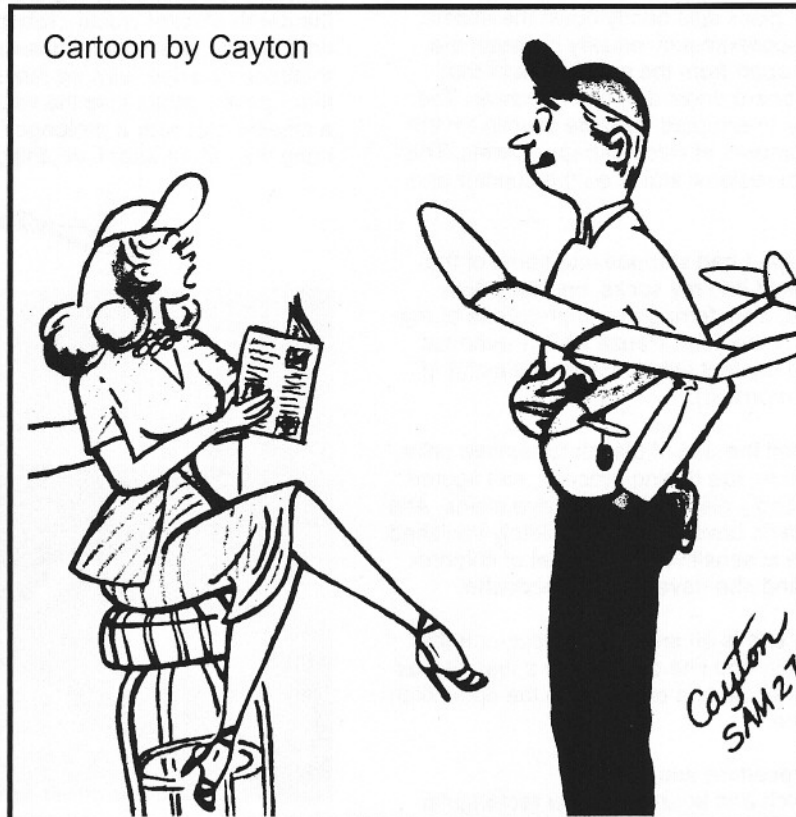
Inventive modelers, haunted by images  
Of flight, they worked in power and stress to learn  
The hawks long endurance, the Pacific gliding of  
Gulls, the hummingbird's power-to-weight ratio.

Audacious modelers, they clothed their vibrant vision  
With balsa wood, Ambroid and SAMSPAN, flew it in the teeth  
Of gravity, and like enchanters held  
A fragile art between themselves and a receiver failure.

Air-worthy SAM27ers, sons of an element  
That speaks with thermals that lift the venturer high,  
They traced a buoyant span across Lakeville marsh  
Or fell like sunbursts from the embattled sky.

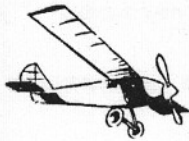
Their antique spirit rose in fine pitch, screaming McCoys off the field  
Of earth, taking a steep way to the stars:  
Modeling history flew beside them, and bright fame  
Arches her wings above their Crash and Bash maxes.

Cartoon by Cayton



Your dinner is going to have to wait until I have finished reading the new issue of the Antique Flyer!





## AMONG THE MODEL MAKERS



*How do you like that new headline? It's from the March 1929 "Air Travel News". I think it's rather cool. The article gave the details on how to construct the "Commercial Monoplane" - of interest is the mixed use of building materials. The wing, for example, has balsa spars (yes, they used balsa in 1929) and bamboo ribs. The horizontal tail surface is constructed from two bamboo spars with thread outline and paper cover.*

*The following article was submitted by SAM 27 member **Bob Munn**. This tech article is a good example for the rest of you A-F scribes. Get busy!*

### HINGE TECHNIQUES

Experimenting with various hinging tools left me still uncertain of a method which would give me precise position and matching of hinge slots, and slots which properly fitted the type of materials used for hinges. I finally settled on the use of the Dremel router attachment with two thickness' of circular blades giving me two basic sizes of hinge slot to more or less match the most commonly used hinge materials.

The Dremel circular saw blades are 7/8" in diameter so that if driven straight into the hinge position one will get a semi-circular slot just a bit wider than most common hinges. This slot can then be expanded to rectangular shape by slicing out a little material on both sides and perhaps deepening with an appropriate blade. This gives an accurate position and fit, insuring that the model surfaces will mate exactly and the hinge material will be firmly held either with CA or epoxy.

The process goes something like this: Mark desired linear hinge positions on opposing framework edges, making each position mark 3/4 inch wide. Be sure the positions match exactly so that the surfaces will be joined correctly. For the popular fuzzy mylar hinges, select the thin circular saw blade, 7/8" dia. and .005 thick. After mounting the blade, adjust the height of blade above the router table so that the hinge slot will be centered (or otherwise positioned as desired) in the spars. Be sure to make the cuts with the router table on the same side of the surfaces being joined, and the cuts centered between the linear position marks made earlier. Next, using the micro saw blade in an Xacto handle, clean out the semi-circular cut to a rectangular shape. Test fit each slot with the hinge material to be sure the slots are deep enough to allow full seating of the hinge. The fuzzy mylar hinges can be trimmed a little narrower if necessary, or if it is too difficult to deepen the slot in very hard balsa. If one plans to use one of the polypropylene thicker hinges, then use the thicker circular saw blade in the

router and a thicker straight saw blade for clearing the slot. A suitable clearing blade can be made from a 1/4" wide coping saw metal-cutting blade, ground so that it fits into an Xacto handle with about 5/8" extending out of the handle, and oriented so that the teeth will lift material out of the slot.

If the resulting slot in either case is still a bit too tight for the hinge material (producing a bulge in the surfaces being joined) you can easily relieve that by sanding the slot carefully with a Revlon carbide fingernail file, which has been cut off so that the remaining blade is about 3/8" wide. These files have a fine grit on one side and a somewhat coarser grit on the other. It is handy to grind the coarse grit off one side of the file so that you can take material off only one side of the slot or the other as may be desired for perfect position of the hinge. The whole process can be done fairly quickly once one has the right tools and a little practice. The following data may be of use in selecting the right items.

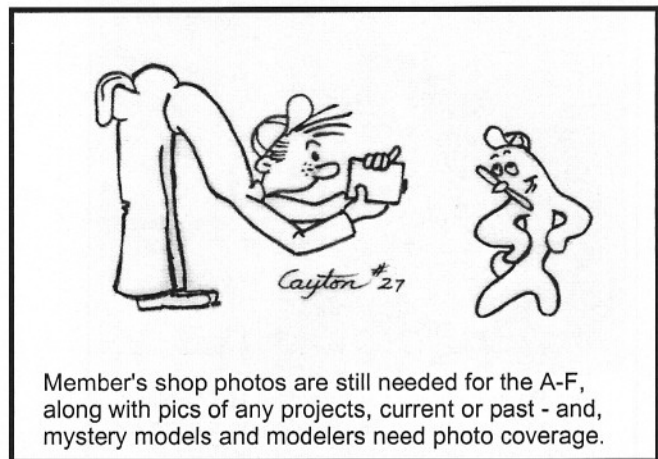
#### FLAT HINGE THICKNESS

Fuzzy Mylar	.011
Old Style "Kit" Hinges	.024
Klett Polypropolyene	.035
Klett Poly Pinned Joint	.035

(Klett hinges are sold under the Goldberg label)

#### TOOLS

- Dremel Router Attachment (Micro-Mark catalog #82033)
- Circular Saw Blades Mounted for Dremel Tool
- 7/8" diameter, .005 thickness (Micro-Mark #60552)
- 7/8" diameter, .021 thickness (Micro-Mark #60554)
- Standard #11 Xacto Blade, .021 thickness
- Micro-Saw similar to #11 blade, .010 x 30 tpi (Micro-Mark #14347)
- Piece of 1/4" wide metal-cutting coping saw blade, ground to fit Xacto handle Teeth oriented to cut on pulling stroke 5/8" long .028 thick (measured on teeth)



Member's shop photos are still needed for the A-F, along with pics of any projects, current or past - and, mystery models and modelers need photo coverage.



# 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

## PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

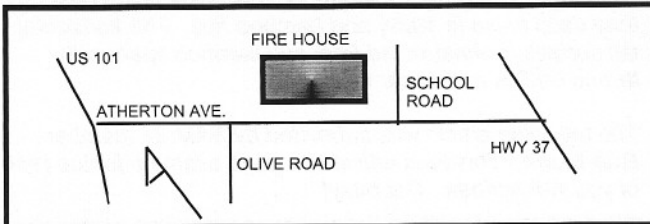
### MEMBERSHIP

Membership is \$15 for the calendar year for both full and associate members. After February, the dues for a new member will be prorated.

Full membership requires proof of current AMA membership to be presented at the time of joining or renewal by means of photocopy or presentation to the treasurer.

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

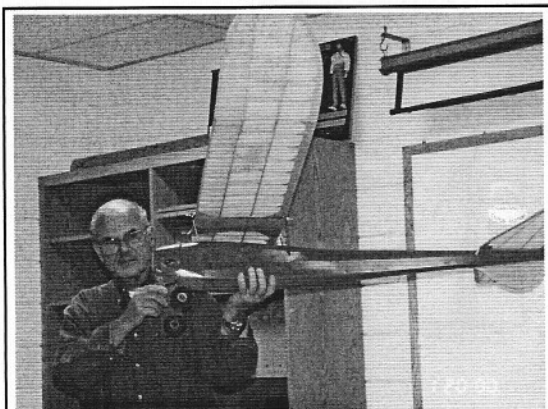
Send dues to Rod Persons, Treasurer. Make checks payable to SAM 27.



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

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

March 2000



Bud Romak shows the beautiful 1937 Folly 2 by Rob Doyle which he donated as a prize for the club's annual raffle - won by Buzz P.

## FIRST CLASS MAIL

TO: