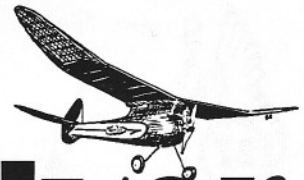




Antique Flyer



AMA Chapter #108

Summer 2000

Issue 215

June Chapter Meeting

by John Hlebcar

We had a summer solstice crowd of 15 members and 2 guests, Charlie and Tim Neumann - not a large crowd but those present managed to talk the full length of both sides of my audio tape and then some forcing me to take notes at the end - hope nothing fell down the loo as a result. Tom Wernholm has moved his bride into the new house they have been building so here is an address change for your roster...

Tom Wernholm Phone - (925) 634-0214
784 Brooks Street
Brentwood, CA 94513, and Fred has moved to:

Fred Emmert
221 Santa Susana
San Leandro, CA 94579-1956

New members who didn't make it to the meeting...

Bob Harvey Phone - (925) 945-8366
1689 Barnett Circle
Pleasant Hill, CA 94523

Tom Miller Phone - (925) 313-9009
1252 St. Moritz Ave.
Martinez, CA 94553
< d313dd@aol.com >

Steve Lawrence
60 Jenifer
Alamo, CA 94507

ANNOUNCEMENTS

8-10 Sep, **SAM 27's 25th ANNIVERSARY CRASH & BASH** - Schmidt Ranch
30 Sep, Club Project, **SOS Event #4** - Lakeville Rd.
Site, Petaluma, CA

TOFFF GUY REPORT

The day after this meeting we had a pretty respectable sized group show up...

Roger Gregory flew a 13 year old Sparky from a 1940 Comet plan, Mike Clancy flew a 110" sailplane off a hi-start so well that Rod bought it, Joe Strakowski, a guest, dropped by, Larry Kramer test flew his Puss Moth SOS entry, John Carlson flew his Jimmie Allen Skokie SOS entry, Mike Hughes forgot his transmitter so DNF, Bob Andrews flew a trunk full of beautiful electric stuff, including oldtimers, Dick Irwin put up his Lanzo E Record Holder SOS and electric Foote Westerner, Tom Miller flew his Bird of Time - very pretty up there! Fred Emmert was wringing out a new .020 free-flight for our July 22 event, Bob May and I watched. Seems as some of the guys have started a luncheon get together at Papa's Taverna after the TOFFF sessions in hopes of emulating some of the gatherings that Bekins has told us the Italians have. It's another good reason to come out on Thursdays. So far we have gotten away with separate checks...



TECHNICAL PRESENTATION

George Benson really came prepared to talk about his interest in building and flying small indoor rubber powered model airplanes. Before showing us his wares, he began with a story of how his father built his first model from instructions in Popular Mechanics or the like and wound up with a very heavy model constructed of plywood, spruce and linen. This sparked George's interest and like many of us he kept trying to build many of those wartime kits. He finally met with success on a model called the "Isle of Thanet". If you wonder what it looks like, he usually maintains a flyable copy with him whenever he visits our site on Lakeville Road - or you could check out the July '99 A/F for George's Member Profile and a photo of the model. George's current build is an air-powered Flying Flea using the tank from an Air Blaster and the out-of-production Italian Z-Motor. George said the Air Blaster was not as good a flyer as the Air Hog, but the tank is larger. His presentation centered around many of the tricks and tips that have worked for him over his years in model building:

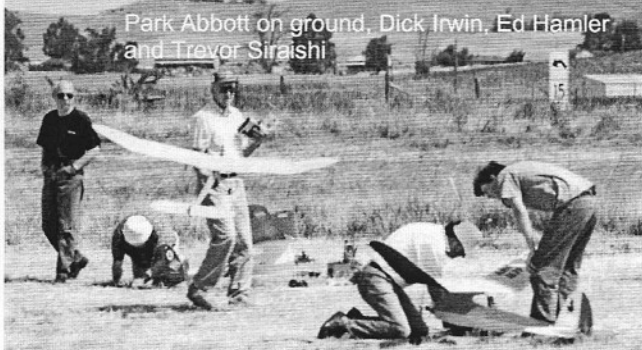
- COSTCO in Novato is currently selling a "eX2" digital scale which measures in fractions of an ounce with a max of about 4 pounds and sells for around \$22. The scale is powered by a lifetime lithium battery which makes the scale disposable sometime way in the future.
- Along with Harbor Freight, George recommends Enco as a source for tools and supplies for use in model building and all home projects. Order their new 2000 catalog by calling 1-800-USE-ENCO or on the internet at < www.use-enco.com >. They are another source for small dial calipers, drills, etc. at reasonable prices. George left a sale catalog with Rod and suggested a consolidated order for anyone interested.
- Another "perfectly awful" place George suggested was American Surface and Science. For all of the bad stuff, every once in a while they come up with something pretty neat. He showed us a plastic scale for weighing small items with up to 1/20th a gram accuracy. I don't have the address for this place - ask George for details. He also pointed out that Micro-Air sells plans for a very nice wooden beam balance scale for objects .001 oz. to 16.000 oz. See their add in Flying Models.
- He showed us some really light weight wheels made from blue-foam discs with aluminum tube centers glued in and supported by small, thin plywood discs on both sides. Balsa or foam rings can be glued on for wheels, with the aluminum shaft being chucked into a Dremel and the wheels sanded to a round cross-section with a fingernail sanding strip. Paint and admire! Be sure to test your glue and paint beforehand when using foam. Someone mentioned RC-56. George showed us a tube of "Tacky-Glue", available at craft stores for less and works better for him - give it a try.
- Like some of us, George uses UHU glue for covering his models, except he uses the liquid form which he paints on and thins with water (or alcohol?) to keep the glue soft so he can adjust the tissue position before it dries.
- George brought along his assortment of pins and clamps he has come up with over the years, some of which we have seen and some that we had not. He had some clothes-pins that looked as though they belonged to Barbie - but they met an application at one time or I don't think he would have had them there. He said you can even reverse those like we do the big ones some time.
- George claims to be an unwilling foot soldier in the technological revolution whose license plate, LUDDITE, on his car says it all. Not giving in to computer ownership, all of the markings on his aircraft are hand painted or cut out from numbers and letters gathered and saved over the years and glued on. Besides paint, there are some fascinating markers out there that will outline your lettering in silver or gold - lettering and outline all in one step: Don't be afraid to experiment.



Model Aircrafters Department



Bob Andrews and Cumulus



Park Abbott on ground, Dick Irwin, Ed Hamler and Trevor Siraishi

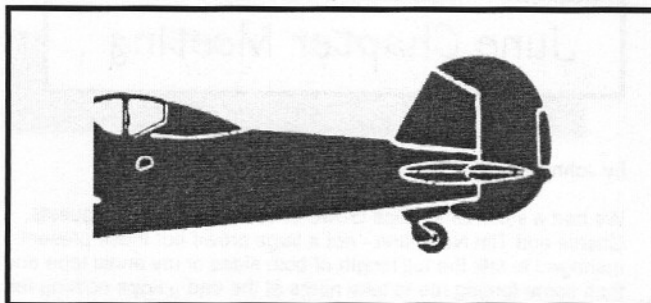


Electric Bomber holds John Carlson



Playboy checking out Don Bekins

IDENTIFICATION



The identification quiz in *Antique Flyer* Issue 214 was a tough one. John Hlebcar came close. The airplane is British, a Miles MENTOR (M.16); forty-five were delivered from 1938. It had a taller rudder than the TRAINER and was powered by a 200 h.p. D.H. Gipsy Six. Now try identifying this issue's disjointed silhouette from WWII. A rather odd looking beast!

STEVE'S ODD FACTS

We fly our models with one eye on the birds, those wonderful flying machines with "R/C assist." We're stuck with certain SAM rules concerning weight minimums, such as 10 oz per square foot, but what rules do the birds go by? Turns out that the bat, gull, sparrow hawk, sparrow, crane and owl are "illegal", each being under 10 oz per sq. ft. The bat is only 2.096 oz per sq. ft. and the crane is almost legal at 7.92 oz per sq. ft. However, my favorite bird to watch fly, and it's magnificent to observe, the Grey Pelican, is way, way over weight with a wing loading of 21.84 oz per sq. ft. The duck and quail are not noted for particularly graceful flight and their wing loadings are high, 36.48 and 14.832 oz per sq.ft. Somehow the pelican has overcome the disadvantage of a high wing loading - my models could certainly benefit from the pelican's knowledge of flight. Also, you may think your engines scream, but here's comparable rpm's (beats) generated by some common insects: McCoy - the common fly. Hot front rotor Ohlsson 60 - the bee. A GHQ on a poor day - the dragon fly. A test for real antique model knowledge: Who was the first to design a model aeroplane which flew under its own power - and the year that it was done?

John Dammuller cutting the runway at Lakeville





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SCRAP BOX

My First Gas Engine

By Larry Kramer

In the latter part of the 30's I had a summer job as a flyboy on a Litho Stone press. It paid \$13.00 per week for 44 hours. That doesn't sound like much now but then it was pretty good for a 16 year old. Even so, after paying board and all my other expenses, it didn't leave much left for buying engines. I think a Brown Junior cost about \$20.00.

I had a good friend who also built models and he somehow managed to buy a Brown Jr. He tried and tried to start his engine without any luck at all. He became so frustrated that he said, "I'm going to take a hammer and bust the hell out of it!" I said "NO, don't do that, let me try to start it." Of course I knew less than he did but I figured I could do better than smashing it a nyway. With that he said, "If you can start it, you can have it."

After spending hours trying to start it, (unsuccessfully, I might add), I had an idea. I mounted the engine on a 1" x 6" x 24" board, batteries, coil, etc. Cut a 10" disk out of plywood, drilled a hole in the center (well almost centered anyway), and mounted it on the engine. The next thing I did, was to take my bike, turn it over and spin the back wheel fast. At this point, I grabbed the board with the engine attached and contacted the plywood disk to the tire, causing the engine to rotate. While it rotated I adjusted the needle valve. After much adjusting I finally got it to fire occasionally. Soon after this it started to fire and it took off; now I was in trouble as the disk was not balanced and the vibration was beyond my ability to cope. I was holding onto this board with this snarling, belching, and smoking monster on the end. My hands became numb and then my wrist, soon my arm followed; what to do? I couldn't hold on any longer. I grounded the disk and that stopped the engine. Thank the Lord.

This all took place in our basement of the house. I looked up and all I could see was a basement full of smoke, and a dim view of my Mother standing on the basement steps. Her mouth was moving but I couldn't hear a word she said, my ears were ringing so bad. But the look on her face told me I was in deep trouble. My Mother told my Dad when he got home, he laughed and that made it a lot worse for me.

I took the motor to my friend and proudly said "I got it running." To his credit he told me since I got it to run, it was mine. And that's how I got my first gas engine. As the years moved on that story became one of those stories that get repeated at all the family gatherings.



ART CROKER DONATES KIT TO RAFFLE

From Park Abbott and Ed Hamler

Art Croker donated a nice VENGEANCE 2M Electric Glider Kit by Davey Systems to the SAM 27 raffle, probably the Christmas Party Raffle. Thanks Art.

Park wrote, "I just saw your e-mail about Art Croker donating an electric glider to SAM 27. Art and I have been friends since 1948 when he married my cousin. She passed away about two or three years ago and since then Art has been alone except he has one daughter, Leslie. A few weeks ago Art called me to tell me that he has lost his sight. His left eyesight was always very poor and for all purposes he was actually blind in that eye. Then, recently, he awoke one morning to find that something had happened during the night and he had lost all the sight in his right eye. So now he is actually blind. He can no longer drive or do anything a sighted person can do. That is the reason he has donated the electric glider to SAM 27. He told me he is disposing of all his models etc. Just thought I'd pass that on to you. I think Art is about 78 years old. I think Art's predicament should be mentioned in the SAM 27 newsletter."



Fred Terzian at the SAM 27 meeting showing a NORCAL Trophy.

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Models



Above: Don Bekins with his Playboy.

Above Left: Mike Hughes with his Powerhouse.

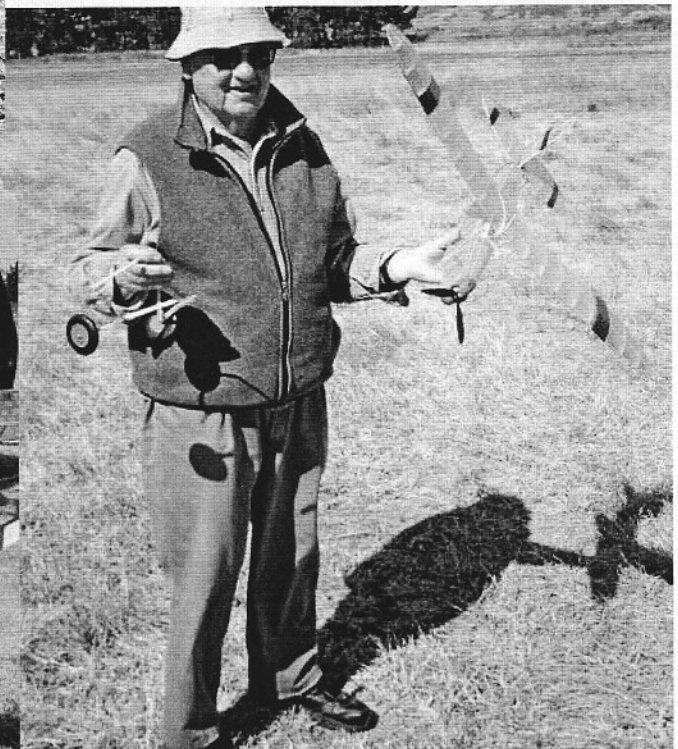
Lower Left: Gunnar Anderson, Don Bekins, Park Abbott and Dick Irwin ponder the question; where is Don going to hang the McCoy?

Left: Larry Kramer's SOS Puss Moth.

Below: John Carlson shows his SOS Skokie.

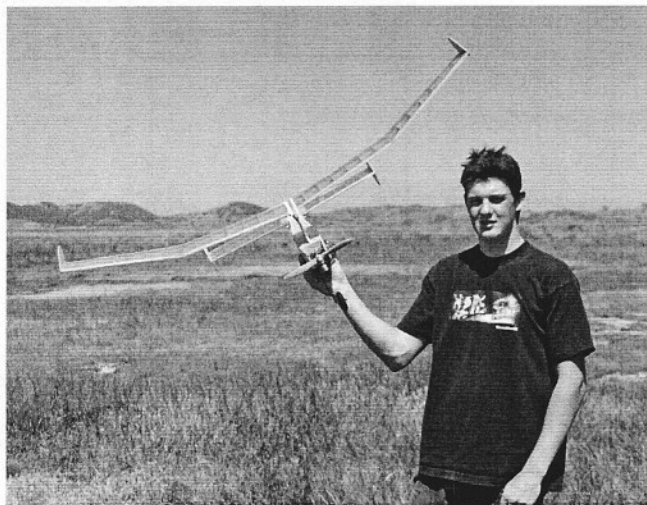


Photos by John Hlebcar and Larry Kramer.



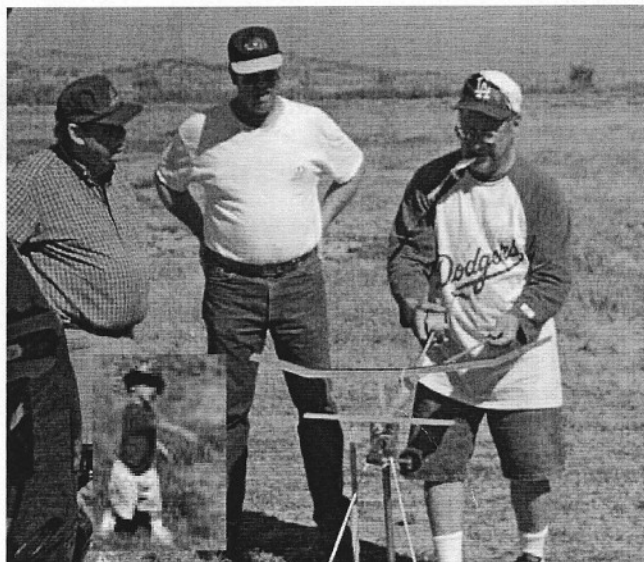
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AMONG THE MODEL MAKERS

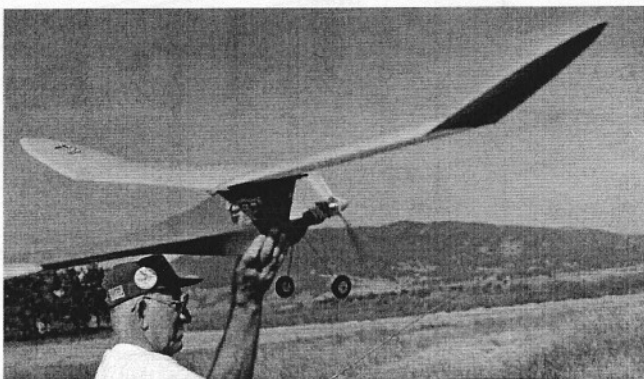
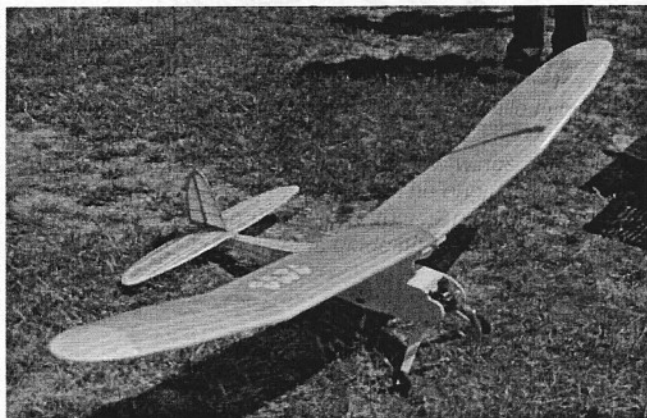
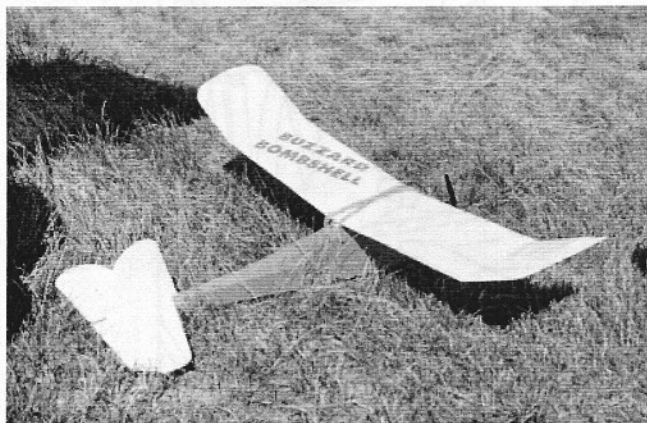


Trevor Shiraishi with his nice Strato Streak while flying at the Lakeville Field.

Below: A buzzard Bombshell with yellow wings and tail assembly and an orange fuselage. The original 1940 versions were orange and black. Bottom: An unidentified Playboy. Sorry, but builder is unidentified, looks great!



Top: Mike Clancy and Loren Kramer "help" Rod Persons with his P-30 - all hiding in the shadows of their caps. Insert Rod's grandson Jeff showing launch form to grandpa. Above: New member Bob Harvey shows his Playboy. Below: Dick Irwin shows his new Foote Westerner LER.





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Models

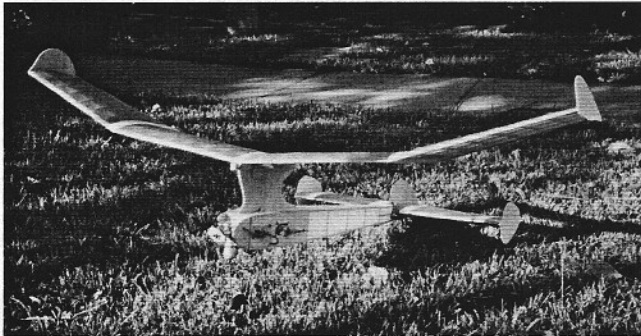


From Antique Toy World

Antique Flyer

SAM 30 CONTEST REPORTED BY TREVOR SHIRAISHI

I just got these photos developed. It's contest coverage from the SAM 30 contest at the Schmidt Ranch. With 16 flyers, 69 events, and 168 flights, Ed Hamler received overall trophy, A Texaco trophy goes to Bob Munn. Raffle winner Dan Carpenter received a Torp 32. I'll give you a SAM 30 newsletter for contest results as well. I made three flights with a second in A Texaco with a 24:16. I had an ATT with A LER ignition because of engine trouble. In 1/2A Texaco, I had trouble with the power lines so I didn't place. I still had the greatest time because Dan Carpenter and Ed Hamler especially gave me a lot of assistance with my flights as well as knowledge about flying. Hope you can set aside some room in our newsletter for this coverage of the SAM 30 contest. All photos were made by me. Thanks, Trevor Shiraishi, SAM 27. (Editor: Thanks for the info and pics Trevor. There would be no newsletter if members didn't contribute.)



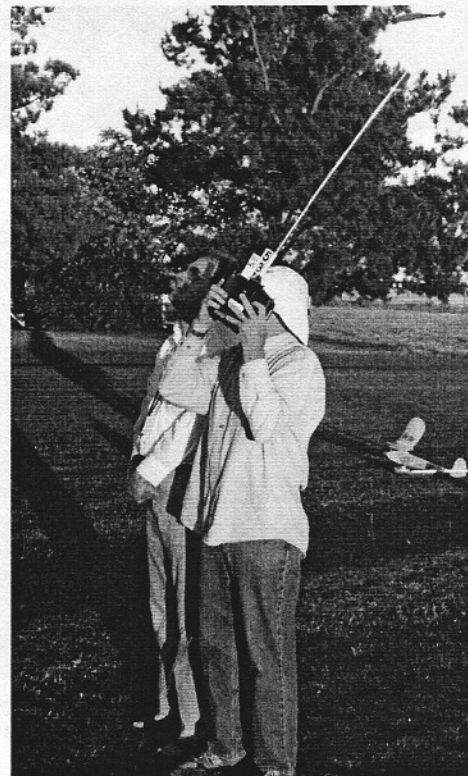
Trevor reports that this absolutely "beautiful" Strato Streak was built by the photographer, Trevor.



Ed Hamler's "A" Ignition Foote Westerner exhibits Ed's perfect construction techniques. Powered by a Shilen 19, this bird took first place in "A" LER Ignition in a fly-off against a J2 Cub - guess whose?



Our man from SAMTalk, Ned Nevels, holds his Playboy Sr. which came from Terry Weldon's estate. Powered by a K&B 35, Ned took fourth place in "C" LER Glow with a very respectable score. Below: Hiding from the camera, Dan Carpenter and Ed Hamler are in the intense mode while flying the scaled Foote Westerner. The antenna streamer tips us off that the model is well downwind.



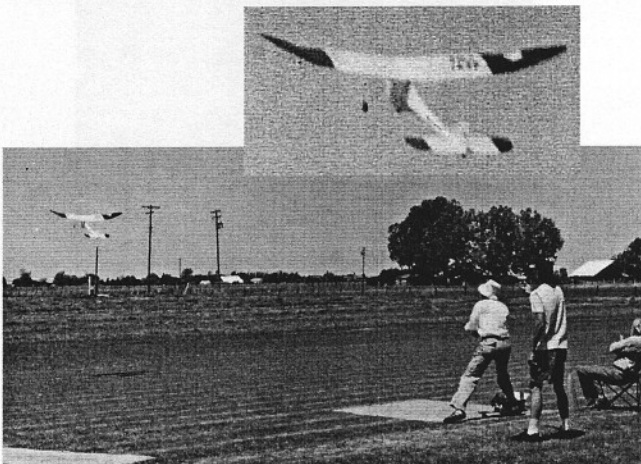
MORE SAM 30 CONTEST



Dan Carpenter readies his scaled up "A" Foote Westerner for Class C while Ed Hamler waits to fly.



Henry Smith prepares his beautiful "A" Norcal III for flight.



Ed Hamler demonstrates his "focus on flying" posture while taking his Westerner off. Inserted blowup may be a little grainy but doesn't it look great?

SPEAKING OF CONTESTS.....

Ed Hamler placed in seven, count them, seven events with his suitcase RC-1 at the Ninth Annual Jim Clem Memorial Old Timers Contest in June at Tulsa, Oklahoma. Ed received a nice write-up in SAM 93's "High Flight" newsletter along with two photos. Jim Steinberg, C.D. commented in the newsletter that only 25 contestants showed up for what he says has "become one of the premier Old Timer contests in the country." He wonders what it takes to get a better turnout. Got any ideas, give him a call at (918) 835-4071 or jsteinb656@aol.com.

MORE ON SAM 30 CONTEST:

The results sheet from the SAM 30 Contest shows Ned Nevells taking first in Ohlsson 23 with his RC-1, third in Antique with his Record Breaker and of course fourth in "C" LER Glow with his Playboy Sr. as depicted on page 7. Bob Munn placed fifth in "C" LER Glow flying his Bomber with an OS52FS and first place in "A" Texaco, again with a Bomber powered with a diesel. Loren Schmidt took second in Nostalgia and third in Brown Jr. LER with his TD Coupe. Trevor took second in "A" Texaco with his Diesel Bomber along with an off field excursion with his Playboy Jr. in 1/2A Texaco.

MYSTERY MODEL(S)

Here's another 1944 photo showing a base workshop with a batch of U-controls. See how many of these you can identify! Sort of appropriate to California since the GI on the left is from Los Angeles.



CORRESPONDENCE

Earl Cayton made a guess on the Identity Test: "The rudder looks like an AT-6 or SN-J. If it is, then the stab. is not accurate. I flew the N.A. AT-6 in advanced flying school before checking out in the P-40 Warhawk in the WWII Army Air Corps, I also flew the AT-6 in military flight instructors school. Even after we got jets, we always had a couple of T-6s as squadron "hacks" until the late 1950s.

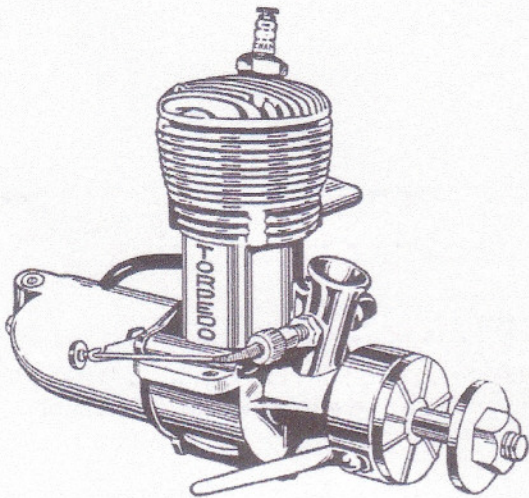
NICK BRUSCHI REPORTS FROM SAN MARINO

Nick Bruschi, SAM 27's member from San (SAM?) Marino writes that he has recently completed a *Whirlaway*.

The *Whirlaway* is a 1946 model designed by Lew Dewitt and is powered by a McCoy 49. The model has an 83.5 inch wingspan and is covered with SAMSpan.

Nick won the Concourse with the *Whirlaway* at the Pavullo meeting in May. Nick adds, "Hope you like it. It's sort of 'different'". Nick sends his best wishes to the members of SAM 27.

Editor: Note the unusual engine installation with the overhead cowling faired into the wing L.E. Is this a "pylon" model? That five-section wing should glide with the best of them. Nick didn't say anything about flying. The model appears to be a free-flight in these pictures but upon close scrutiny, I think there's a rudder showing and what appears to be a control rod in the aft fuselage. However, Nick uses very small control surfaces (for trim only) so it's pretty easy to miss them! A very beautifully crafted model. And, the use of the McCoy redhead in a 1946 design is appropriate.





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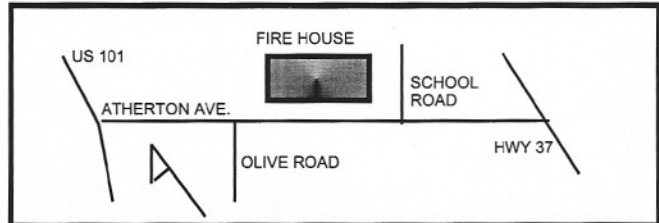
MEMBERSHIP

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.

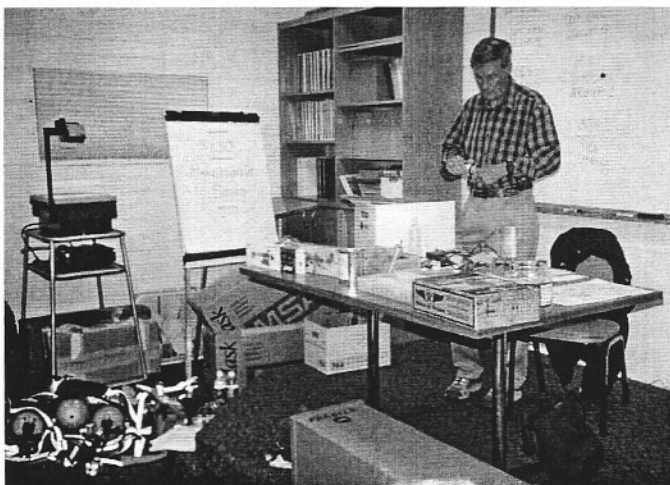
Send dues to Rod Persons, Treasurer. Make checks payable to SAM 27.



Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

Antique Flyer 201 Foster Road, Napa, CA 94558

Summer 2000



Believe it or not, all this paraphernalia is part of George Benson's Technical Presentation at the June meeting.

FIRST CLASS MAIL

TO: