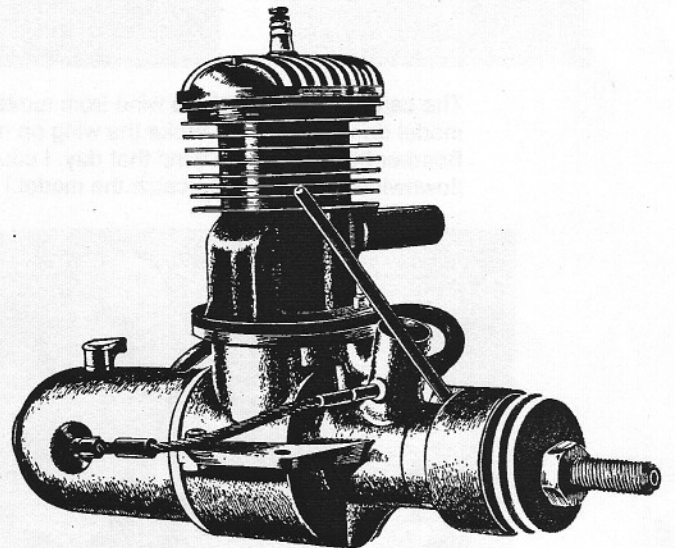
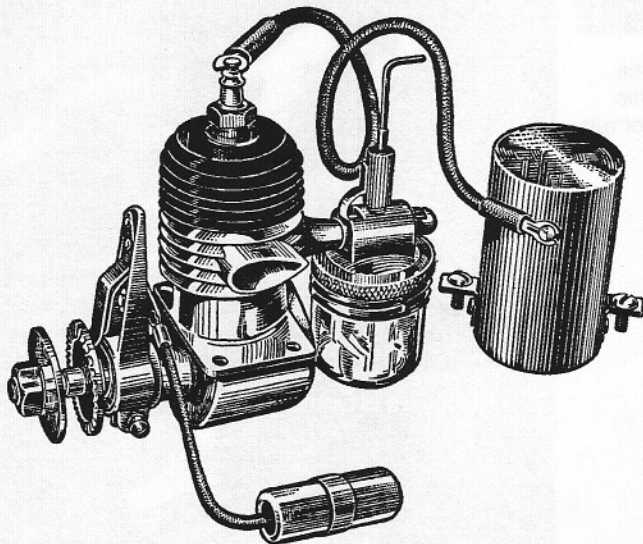


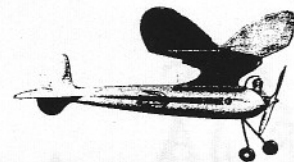
# Antique Flyer

AMA Chapter #108

December 2000

Issue 219

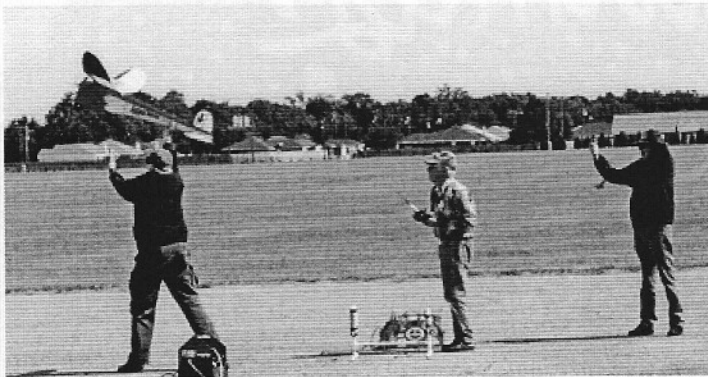




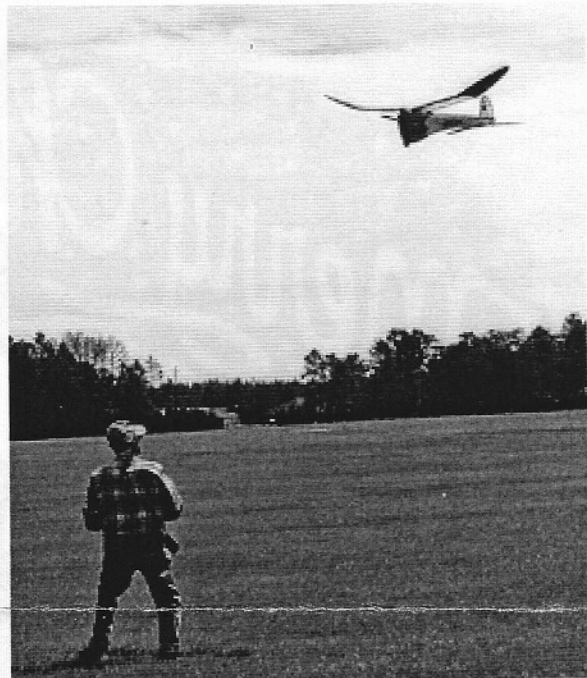
# Antique Flyer

## DON BEKINS WINS STRUCK'S RECORD HOUND EVENT AT PENSACOLA SAM CHAMPS

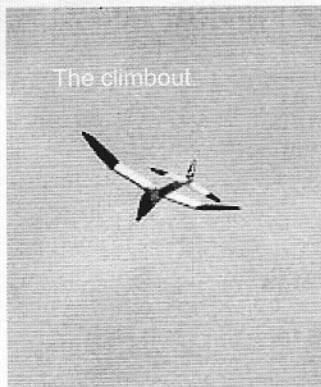
Don Bekins submitted the following photos that were taken of his winning Record Hound flight by one of the other contestants, Tom Ryan [40yrs] from Ohio, Don said, "Pretty remarkable, I thought." The photos were submitted to your editor by email and are of somewhat less resolution than many printed in the Flyer, but nevertheless they are very appropriate. The captions were written by Don.



The launch into winds gusting to 20 mph. Because of the wind, the CD allowed hand launching that day.



The approach in high wind conditions. The model glided down in a near vertical descent. The Record Hound penetrates the wind very well. Very stable model.

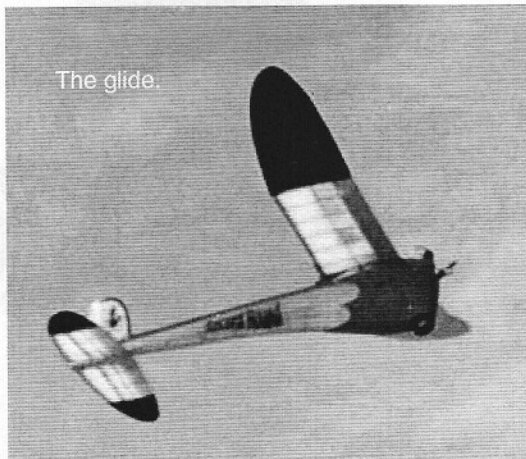


The climbout.

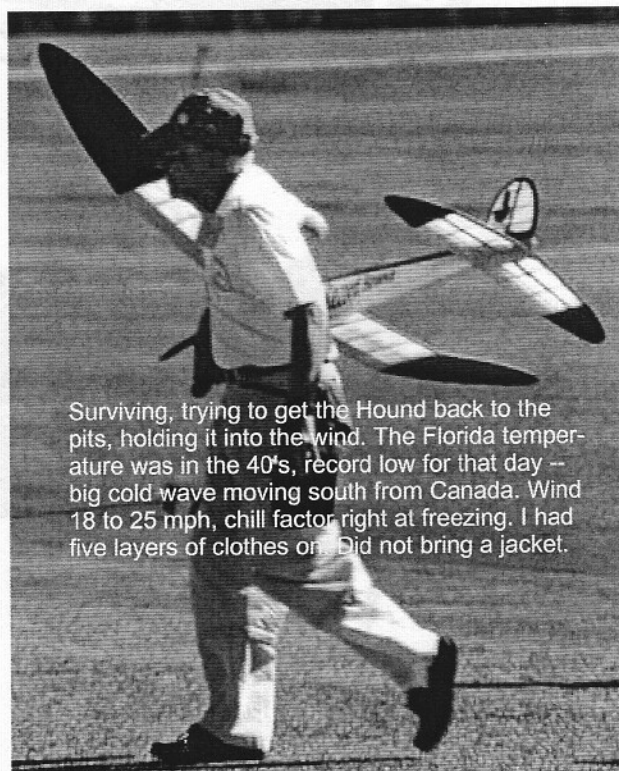


The catch.

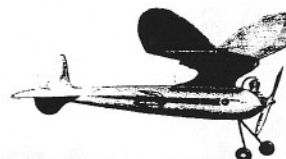
The catch --- to prevent the wind from tumbling the model down the field. [I broke the wing on my Little Bomber because of the wind that day. I could not run downwind fast enough to catch the model.]



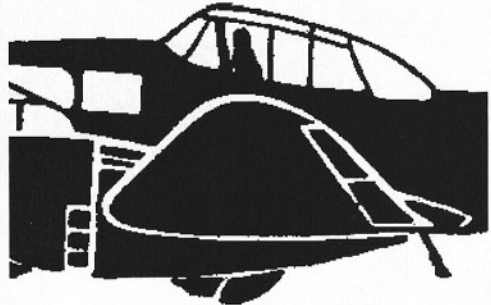
The glide.



Surviving, trying to get the Hound back to the pits, holding it into the wind. The Florida temperature was in the 40's, record low for that day -- big cold wave moving south from Canada. Wind 18 to 25 mph, chill factor right at freezing. I had five layers of clothes on. Did not bring a jacket.



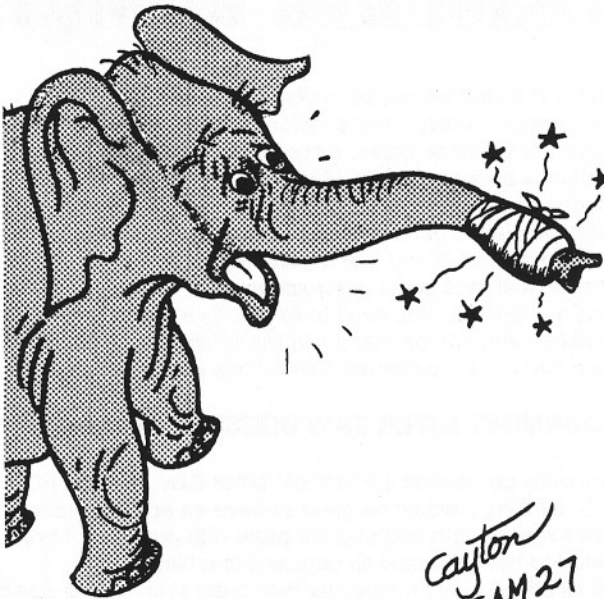
# Antique Flyer



**IDENTIFICATION**

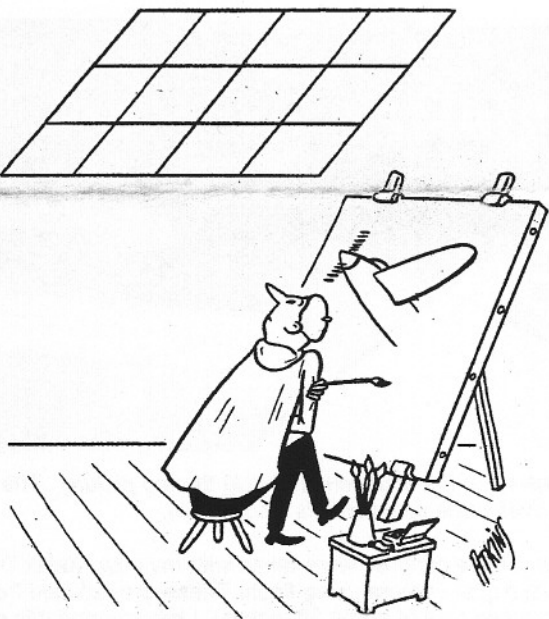
Last month's "IDENTIFICATION" was an Owlet. Here's an easy one, oui?

CARTOON BY CAYTON

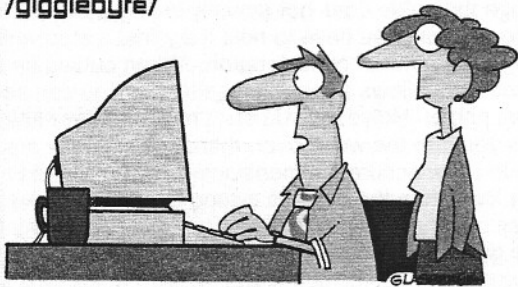


*Cayton*  
SAM 27

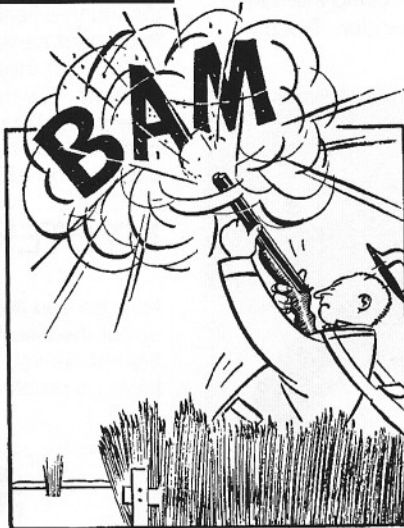
That's the last time I let anyone talk me into cranking their model airplane engine!

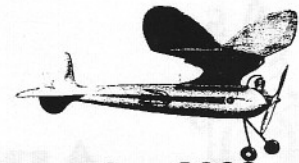


/gigglebyre/



There's 5,000 SAMTalk messages!



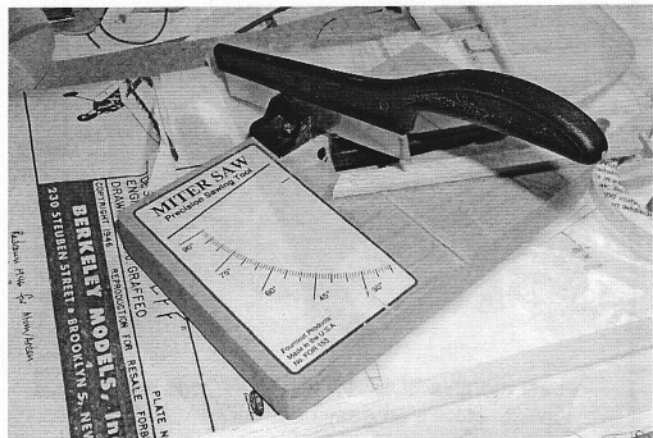
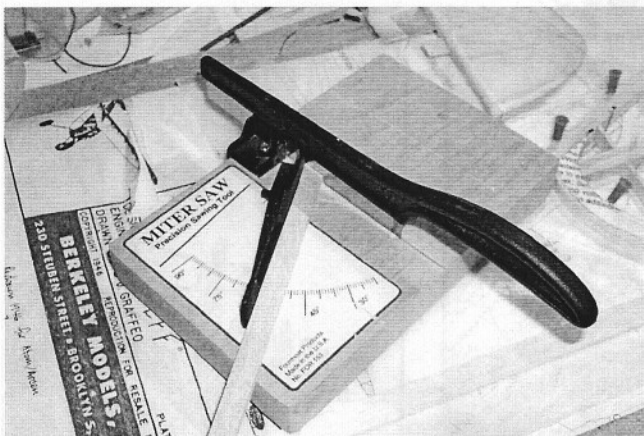


## CONSUMER REPORT

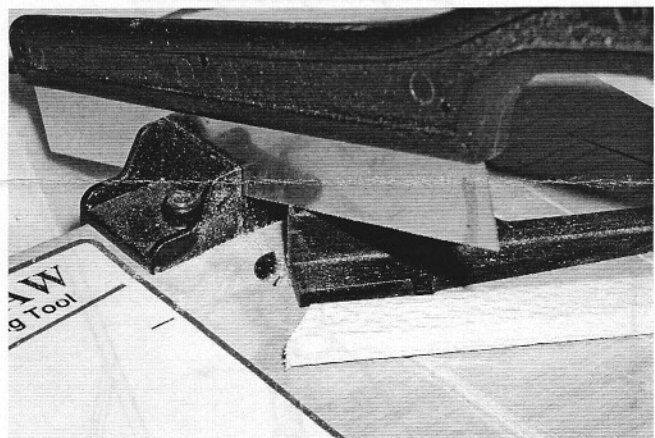
The A-F is an ideal place to discuss modeling products. Best prices, quality considerations, effectiveness, new ways to use old favorites, discoveries, and most certainly - warnings about products which don't deliver as advertised. Positive and negative aspects of the gear that we all use or perhaps plan to purchase. Each member is invited to submit info on something that is particularly good or clever or economical, or a piece of equipment that disappointed or was overpriced. You can't build and fly models without running into information that you'd like to share with other club members. Your editor will kick-off this effort with a sample.

### FOURMOST MITER SAW DOESN'T MEASURE UP

I recently purchased a Fourmost Miter Saw, Product FOR 153, thinking it would be great to have an accurate razor saw to cut square and angular parts with precision; I preferred to have the saw as opposed to a blade cutter. I received the saw promptly by mail order and it has a quality appearance - it was only when I started using it that some deficiencies became apparent. From a quality standpoint, the "precision guide" for the saw immediately became skewed; the nice plastic guides are unfortunately held in place with only one rivet each - an invitation to shift position. The accompanying photos illustrate problems that I encountered. The saw works fine for making a square cut although the guide does not actually lock in place for the 90 degree position; you have to hold it against a stop while sawing, only a minor consideration. When cutting an angle, the protractor allows a precision setting as you can see in the first photo. However, you can't make a mirror image cut unless you turn the wood over, thereby losing any marks made to allow accurate dimensioning. The second photo shows that when the guide is swung to attempt make a reverse cut, there is (1) no protractor, and (2) no way to cut as the guide interferes with the saw. This is particularly annoying when cutting some diagonals. On the plus side, the plastic is first rate, the guide operates smoothly without play and the razor saw is fairly sharp. The shortcomings of this miter saw are caused by the designer using the same guide as successfully used on the miter sander. Recommend that you pass on this tool.



Trying to make a mirror cut on the Fourmost FOR 153. Note that the guide is in the path of the razor saw.

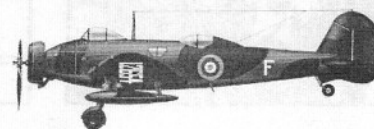


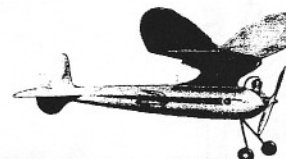
Close-up of the situation shown in the top picture. The single rivet in the saw guide is also shown.

Note: These pictures were taken with my new Kodak DC290 Zoom digital camera using flash. These are reduced from the screen size of about 30 inches! I recommend this camera as it is very versatile and uses the convenient and diminutive flash card as "film." With a simple reader, the flash card serves as another "drive" on the computer (read-write). For those images for which I want to have high quality prints, I upload the file to [imagestation.com](http://imagestation.com) (Sony) and they print sizes up to 8" x 10" and mail to me at around 49 cents for the 4" x 6". The photos are better than I get with my old Cannon AE-1.

## MYSTERY ENGINES

How do you like those engines on page 1 that Santa left under the tree? Now these aren't particularly difficult to identify but did you correctly guess the makes? Ron Keil would have no problem but, honestly, did you?





## SCRAP BOX

*End of the Y2K blatherings. Feel free to contribute to this eclectic column - anything goes!*

First of all, I would like to thank all SAM 27ers that have contributed material to the Antique Flyer this year; the photos, articles, cartoons and letters are much appreciated. I suggest that each member make an effort in 2001 to submit at least one item to the A-F - it's your newsletter. Also, the content of the A-F should reflect what the membership wants; some club newsletters are full of weighty dissertations on contests, design, engine analyses - almost scholarly, while others have witty writers, jokes and personal insights. Some are abbreviated minutes of meetings and warnings about flying field safety while others are packed with reminiscences of old time modelers. A few are lengthy blurbs about rules and changes. Each club newsletter has undoubtedly evolved based on a number of factors, the nucleus of which is the availability of an editor. As long as I'm the editor, you're stuck with what I give you unless you contribute to the content. I'm not an avid contest participant, merely a fun flyer, so you're not going to get very intelligent articles on competition in the A-F unless you contestants contribute. I've avoided much dependence on other club's newsletter material, preferring home grown. SAM 27 has a number of experts on engines, competition, building, history, junior programs, design, etc. - let's hear from you! I like illustrations and photos; Larry Kramer, John Hlebcar, Don Bekins and others have been good about sending pics (I prefer CD or email JPEG).

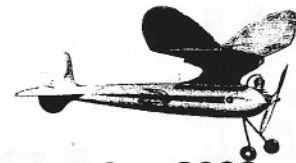
Lots of SAMTalk activity has been devoted to discussions centered around the competition aspects of SAM; hot airplanes, hot engines and heated talk. Horsepower gets the model high and a max is certain to follow. Many members are keen on competition and thrive on contests - one comment by a respected modeler suggested that he wouldn't walk across the street to fun fly. Hot engines are reworked by the engine gurus to gain a competitive edge and eyesight strain is a given. Maybe a pre-contest eye test for far vision would be the basis for a handicap system - sail boats and golfing are handicapped, why not models? As models disappear, higher hp engines will be the answer as ten to fifteen foot wingspans keep the bird in sight. Rules changes are discussed, yet most agree that no matter what the rules are, the experts will prevail - it's true in just about every endeavor, so why bother to change the rules to attempt to level a field that will always be tilted to those who have the best ability and desire to win. The majority of SAM members are not contestants nor attend the SAM Champs (my statistic - is this correct?); ask around and find out why so many SAM 27ers in the area didn't attend our annual Crash & Bash. The hard core contest fly-

ers enjoy their competition and have their fun in no less manner than the club pilot doodling around Lakeville. Everyone has their place in SAM but it would be nice to arrive at some means to bolster attendance at club contests. Perhaps an "Expert" (Bomber?) class for those who always battle it out for the top places anyway and a "Novice" class for the fun flyers putting the more obscure models and non-competitive engines into the air. Win a novice class a time or two and you get to duke it out with the big boys. No rules changes necessary - just separate the results. That's what we used to do when juniors were separated out from the older flyers (18 and over as I recall); back in Missouri/Kansas I flew alongside C.O. Wright, Siegfried (Charlie?), June Pierce and other hot shots, yet my score was only against the other junior class participants and I had loads of fun plus a lot of help from the experts. I confess to being a dedicated fun flyer and I might even compete if it made sense - which it doesn't with a field of McCoyed Bombers which would shame my pluggers. I just like the old models and vintage engines - building and flying without regard to whether the duration is 3 minutes or 7 and enjoying the company of other modelers, newcomers and experts.

Speaking of fun flying, your editor is actually building something again and it definitely falls into the fun category. Woody Bartelt is importing some new replica Atom III .098 engines and I hope to get mine in the next few months when all preliminary adjustments to the internal design are completed - the atomizer, for example. I have an original Atom which I'm using for mockup of the engine "compartment." I'm well along on a Bill Effinger designed Berkeley Musketeer "42" which came out in 1939 and which was advertised to fly with the "Mighty Atom" and others (a "48" and a 6-foot were also sold as kits by Berkeley). The plans were revised somewhat in 1946 to show just the Atom and the Arden .09. The Musketeer is a cabin model, nice lines, with the fuselage and wings somewhat in the style of the Buccaneer (designed in 1934) or the Scientific Mercury chosen for the SAM Champs 2001. It is "strong" with 3/16" lumber fuselage but I think the weight will come in close to 16 oz. where it should be. I'm using a half elevator this time as it is plenty large. C.G. control is tough with the big stick fuselage and rather beefy tail surfaces - lots of juggling. Watch out A LER!

A musing. Laser kits versus scratch built. Wing ribs are definitely nice to have laser cut - however, the rest of the aircraft, in my opinion, is not easier to build because of accurate fit parts, albeit I agree that it's a faster build with laser. I've built a few small laser kits and I find that the inability to shape parts following assembly is a negative. For example, I prefer to use one-piece laminated tips cut very thick and way oversize; the same with leading edges etc. Following a thorough glue drying, I like to "sculpt" the balsa to plans which assures smooth joints, good tapers, etc. The lamination process gives a perfect line to sand to, and for highly stressed areas, the laminations can include a lightning-holed layer of 1/64th ply.





# Antique Flyer

## PROFILE

### Walter Gunning

Walt Gunning is the subject of this issue's Member Profile. Walt is retired and began modeling in 1927. His first model was a Silver Ace Monoplane which Walt says, "Flew from hand launch to ground in shortest distance possible." His favorite model(s) was a McCoy 60 powered Comet Sailplane or a Pacer B with a Forster 29. Walt submitted the following bio but failed to mention his ownership and operation of his San Anselmo hobby shop.

"Neighbor model builder built a Cleveland Jenny. The most beautiful thing in the world to a 7 year-old boy. He bought me the Silver Ace model and helped me with it along with a string of other kits. My first silk and dope covering; didn't know there was anything else at the time.

"First flying lessons in 1929. Family doctor had a new Waco 10 (OX-5). Couldn't reach the rudder pedals sitting on three cushions so he handled the rudder needs and I handled the stick and throttle. In high school I took aeronautical engineering sponsored by Aviation Mfg. Corp. (Lycoming Division). Two years of college credit. Class designed and built our own airplane. College later on was 3 years of Mechanical Engineering and one year Industrial Electrical. Back to high school: had several hundred hours flying with Lycoming test pilots. Almost all in Stinson SR series aircraft.

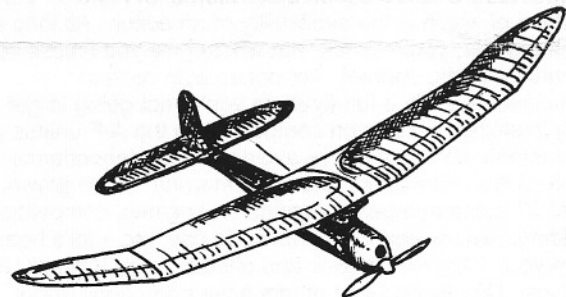
"Biggest thrill. Was invited to go along with camera crew on national Geodetic Survey. They were mapping the whole country at the time. Fairchild FC-2. We were out about 180 miles when they finished for the day. About 10 hours to this point. Pilot got out of his seat (autopilot on) and beckoned me to get in it. After strapping in and adjusting he pushed the autopilot button to 'off,' saying in a very clear voice, 'Take us home.' We hit our home filed right on the button. All he wanted to know was 'How did you do that?' We over-studied navigation in our classwork was my answer. What a thrill for a 17 year-old kid. Most vivid memory. Nicest flying airplane I have ever flown except for PT-23. Don't know which was the noisiest but suspect the FC-2.

"Model building never stopped from 1927. Built every Guilow and Cleveland model put out in the 30s. First radio effort was 1936. Sort of successful. Flew more reliably as a freeflight. Own design, radio by a guy that had his own station (W8PIK). Flew freeflight in competition from 1935 to 1962 along with control line speed, scale and team racing in their eras. Also into trains. It has been 58 years since I have not had a brass locomotive in process.

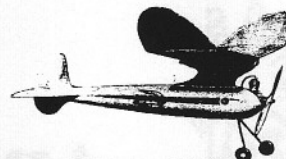
"During WW2 I flew mostly the P-38 (1243 hours) and the B-29 (1900+ hours). Civilian flying since the military until about 12 years ago. About three dozen different airplanes. Could go on to book length (*Editor: why not do it Walt?*). Still think this is a sneaky way to get one to try SAMspan.



"Forgot. Earned bread and butter for 30 some years mostly as an Engineer Mgr. in industrial refrigeration and air conditioning. Was hired originally to design wind tunnels and altitude test chambers. Wright and Langley Field were their big customers then. Ended up staying with the company (York Corp.) for 24 years. Have belonged to AMA since 1938, AMA 3950, SAM 1356. Keep 'em flying no matter what."



Walt Gunning in 1944 at the Lockheed plant in Burbank. The model that Walt is holding is a Model VG control line which is powered by a Forster 29. The VG did 96 mph.



## Models



*Mr, You beloved, great winning "Record Hound"  
thanks for making Rewards a great experience  
regards, Peter*

Another view of Don's Record Hound; this pic taken by Peter Bennett. Electron round-about - digital cam, e-mail from Australia to Don, e-mail to editor, then A-F!



Nick Sanford's Shereshaw XP-3 Twin Boom



## MYSTERY MODELER



No fair guessing on this young chap if you subscribe to SAMTalk. This proud lad is holding together his Joe Ott Wildcat (?) as his grandma snaps a picture that has been around since 1943 when this future SAM Champ contestant and winner was only 8 years old. Check out those wonderful cardboard wingtips; he figured out wing bracing also - practical!

## 53 YEARS BETWEEN



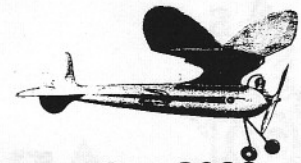
Editor's Buzzard Bombshell in 1947 with Ohlsson 60 and 2000 version with Super Cyc

**The Famous "Mercury"**  
... superbly combines all of the best qualities available in perfection.

**Mercury**  
Still Making and Breaking Records!  
Wingspan 4 ft. Length 32" Wing Area 722 sq. in.

**\$4.95**





# Antique Flyer

MODEL AIRPLANE NEWS JUNE 1939 39

## Meet the New Champion



**SCIENTIFIC..... Announces the new "MERCURY"**  
HIGH CLIMB GAS MODEL

**SPECIFICATIONS:** Wingspan 4 feet, overall length 52", total weight, with motor and ignition units: 2 1/2 lbs.  
**CLIMBS AT RATE OF 1,000 FEET PER MINUTE**

**THIS** new Scientific Gas Model has many distinctive features that you would only expect to find in kits selling at much higher prices. The complete model is light, weighing only 2 1/2 pounds ready to fly, yet by applying regular aircraft construction it is as strong as ships weighing 4 to 5 pounds.

The flying qualities of this model are far in excess of anything you might expect. Its light weight puts it in the air with a very short run, even with the motor running at half speed. Its stability is amazing, recovering rapidly from any position in which a steep climb or gust of wind may put it. It glides in long and flat, hovering about six inches off the ground for 20 feet or more, then gradually settling to the ground in an easy, smooth, three point landing.

The "MERCURY" offers you the "top" in gas models at a very low price.

**KIT IS COMPLETE** with all necessary materials including a pair of 3/32 streamline balsa wheels; shaped prop; blank; all hardware parts; ignition wire; cement; white bamboo paper; giant full size plan with instructions, etc., etc.

**DE LUXE KIT:** Complete as above, plus the addition of yellow, blue, and gold Scientific Dope, and a pair of 2 1/2" Pneumatic Rubber Wheels on axle of choice wheels. A \$10.00 value for only \$6.95

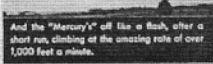
POSTPAID OR AT YOUR DEALER (less motor)

**SCIENTIFIC MODEL AIRPLANE CO.**  
218-220 MARKET ST., DEPT. MA-6 NEWARK, N.J.

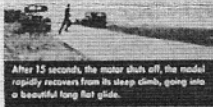
# MERCURY



Here's an actual picture story of the "Mercury" test flight at Paterson, N.J., on March 5.



And the "Mercury" will rise a flash, after a short run, climbing at the amazing rate of over 1,000 feet a minute.



After 15 seconds, the motor shuts off, the model rapidly recovers from its steep climb, going into a beautiful long flat glide.

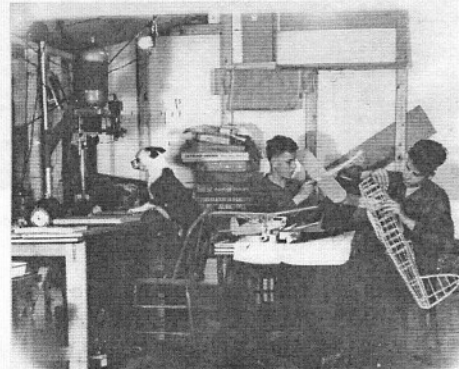


Now the "Mercury" comes in perfectly posed for a 3-point landing. A perfect flight!

## CHECK YOUR CLOSET

A recent auction by Butterfield's in San Francisco (November 14th) sold a 1909 model airplane pamphlet by E.W. Twining entitled "Model Aeroplanes: How to Build and Fly Them." Sixteen pages with paper covers, 5 1/2" x 8", this London published tome brought \$115.00. Not bad.

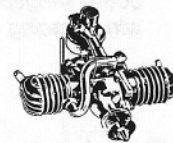
## NEAT SHOP



Taken from SAMTalk, this nifty shop photo shows the childhood production line of Bob Boulanger. Nice models and a very intelligent dog working the darkroom!

## KAPA

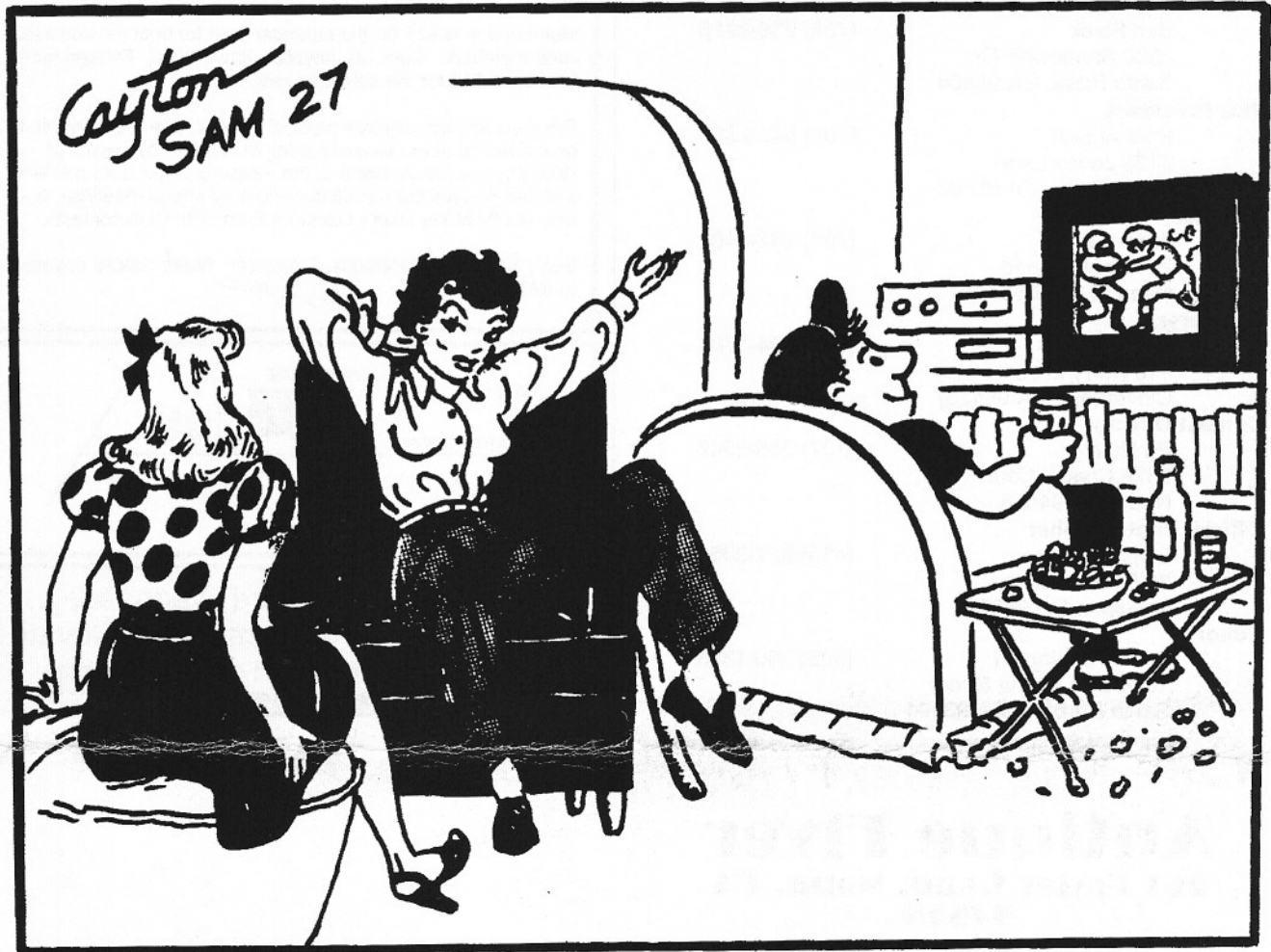
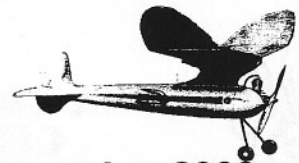
The latest issue No. 32 of The KAPA Kollector features the Cal Smith Story, the outstanding model designer, builder, illustrator and author (1915-1964). If you don't subscribe to KAPA you are really missing a terrific publication. Let loose of a measly \$8 and send it to 1788 Niobe Avenue, Anaheim, CA 92804. We're lucky to have people put out this wonderful information on oldtime modeling and kits - the organization deserves our support, so cough up your \$8 - that's an order!



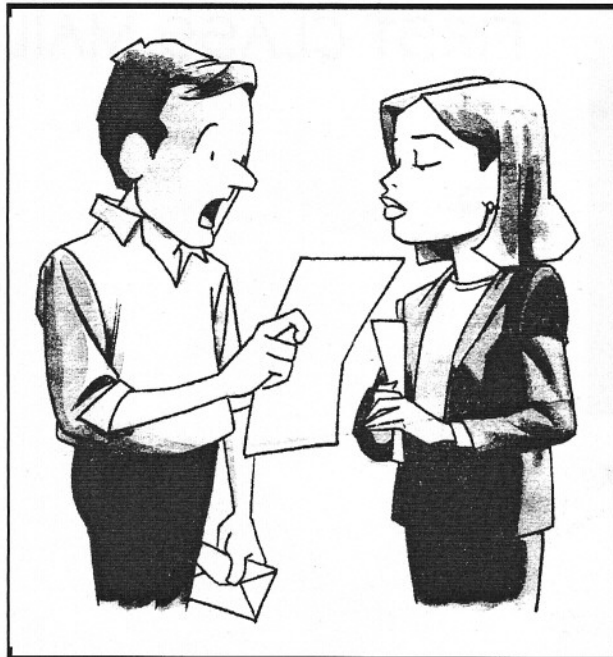
The announcement of the new Mercury by Scientific in the June 1939 MAN. This particular issue of MAN is a jewel; it is a definitive composite of the late 1930s modeling scene. Wonderful ads with many free flight gas jobs (most cabin), many engine ads, plans for a rubber XP-40, Stout Record Holder, Dolphin gas model - a newcomer to SAM should peruse this issue. And, not a single mention of a Bomber!







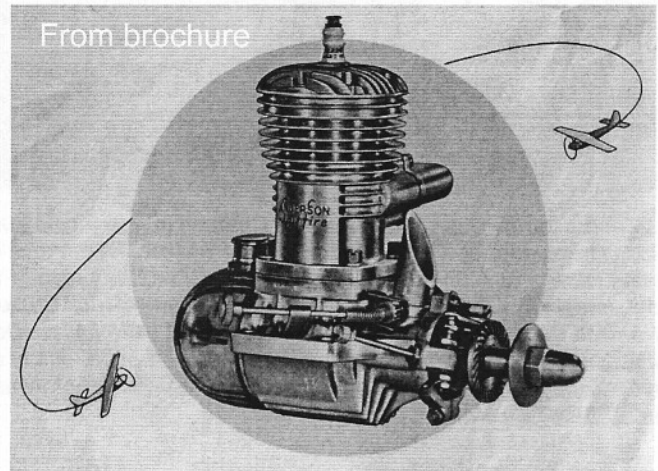
When Ed starts building a new model . . . the only thing that will pry him out of his shop is a good football game on T.V.



The A-F says we owe dues for 2001!

## DUES FOR 2001

Send in your check for \$15 for your 2001 club dues to Rod at 115 Kerry Lane, Cloverdale, CA 95425.





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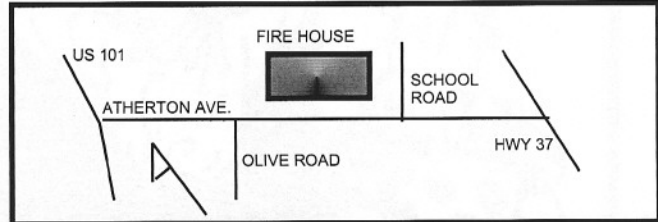
## PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

### MEMBERSHIP

Membership is \$15 for the calendar year for both full and associate members. Dues are payable January 1st. Foreign membership is \$18 for the calendar year.

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

December 2000



## FIRST CLASS MAIL

TO:

The Winners for the day. Photo at SAM Champs in Pensacola taken by Rosalia Salvador and submitted by Tandy Walker. Fred Mulholland, standing in back row, third from right was R/C Glow Champion. Paul Schmit, kneeling at far left was Ignition Grand Champ. Nick Bruschi, 3rd from left front is a SAM 27 member and V-P of SAM Italia. Don Bekins, 2nd from left next to Nick, is the subject of a photo essay on page 2. Tandy Walker is kneeling at the far right. This photo was taken off SAMTalk e-mail.