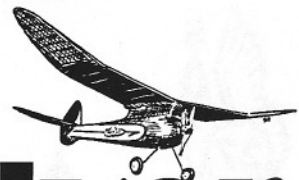




Antique Flyer



AMA Chapter #108

February 2001

Issue 220

December Chapter Meeting

by John Hlebar

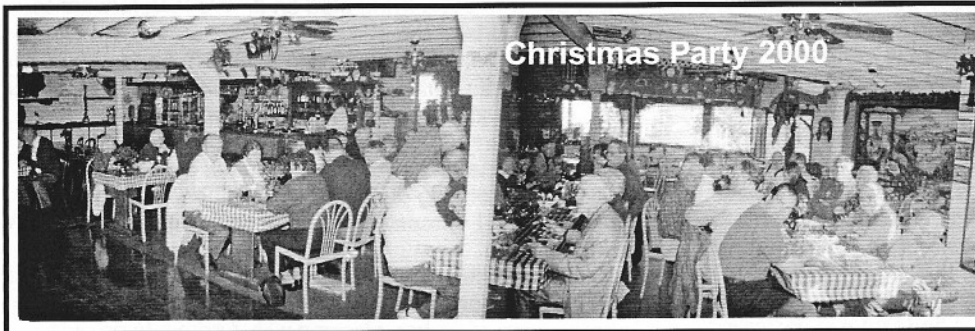
This is my last set of meeting notes as I step aside and make way for Loren Kramer to take over in 2001. Welcome aboard Loren and I hope all of those who lent me a helping hand will offer up the same courteous assistance to you in the coming years. I had a chance to draw upon my experience as past president and started the meeting by sitting in for Pres Bert who was delayed by his Christmas mail delivery duties. My first duty was to welcome Fred Emmert and his lovely wife Phyllis to the meeting. He had to go somewhere with her earlier, so to our benefit, she got to go somewhere with him. Thanks to the recruiting powers of Don Bekins, two new Italian members, Evandro Femminella and Gaetano Fratini have increased our membership to an all time high of 111 of the really nicest people I have ever had the chance to know. No need for me to gloat as I now have to go to work to get all of them to reenlist – as of this writing, 66 have renewed for 2001. Everyone else keep an eye on your address label, as it will warn you whether this is your last issue of the Antique

❑ Not to harp, but if membership renewal has slipped your mind, send \$15.00 and proof of AMA membership (\$18.00 for overseas members) to Rod Persons; 115 Kerry Lane; Cloverdale, CA 95425

CONTEST REPORTS

❑ Ed Hamler reported on the SAM 93 Tulsa's first C Ignition postal meet held in July. SAM 27 came in first, followed by SAM 93, and Houston came in 3rd. The thing about winning is we get to host the event in 2001. Certificates were awarded to Ed, Park Abbott, Don Bekins, Dick Irwin and Trevor Shiraishi. The SAM CHAMPS Las Vegas dates for 2001 are: check in on Sunday, September 30 thru check out on Saturday, October 6th. Ed will be the R/C CD and has lots of good help lined up already. There are four honorees this year – Ben Sheersshaw, Chet Lanzo, Carl Goldberg, and Frank Ziac. Ed showed the plans for Ben Sheersshaw's Scientific Mercury for that event, but any Sheersshaw design is eligible. Winner is the best one of five flights, which can be flown over any of the days of the week. These designs can be scaled or unscaled, but be sure to check the rules carefully for engine run times for the various combinations. See the next issue of SAM SPEAKS for all these rules and more.

❑ Jerry Rocha brought the list of 2000 Jimmie Allen Results with him. We came in 2nd (878 seconds team total) in a field of 16 teams behind the first place San Diego Orbiters (895 seconds). SAM 1 in Denver was 3rd with 875 seconds. Congratulations to our guys Jerry Rocha, Jerry Long, and Fred Emmert. Jerry passed the list around for those present to see.



Flyer. I would remind everyone also that current membership in this club and AMA are required to fly at the club's Lakeville site.

ANNOUNCEMENTS

❑ On a sad note – former member Nick Nicholau passed away on Sunday, 3 December. He was a friend of many of us and will be missed.

❑ Several folks have wondered how John Pond is doing. The answer is some days better than others. To send him a card or note, which will reach him on the better days, use this address:

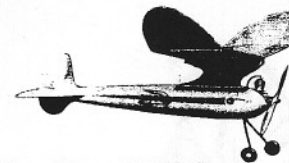
John Pond
Pleasant View Convalescent Hospital
22590 Boss Avenue, Room 86-B
Cupertino, CA 95014

JUNIOR OLDTIMER REPORT

Nothing happening at the moment. I did ask what ever happened to Trevor, as we haven't seen him in a while. Ed told us Trevor passed the GED and got out of High School. He is currently taking two years worth of courses at two different Junior Colleges in Santa Rosa and Napa, so he could get into Cal State, Davis. Then recently he contacted Ed for a letter of recommendation so he could get into George Lucas's Industrial Light and Magic – Go Trevor!

INSIDE REPORT

Mini Report on the R/JL Collecto and AMA Convention/Trade Show in Pasadena, photos and more! Page 4



TOFFF GUY REPORT

We had been turning out every week except on the 14th of December a small contingent had agreed to go up to Lake Hennessey to fly float planes. That was good timing as the weather was bad at Lakeville and they had a pretty good time where they went – Ed even got to blow up a rubber raft. Everyone was flying Sea Masters and Andrew gave a rave review of that aircraft. Since then the weather at Lakeville has been really great until today – which is why I am sitting here getting caught up. Another day like this and I may even start building again!



Pete Samuelsen at Eloy

OLD BUSINESS

□ Park Abbot gave a report on the Christmas Party where all went well and he enjoyed his part in it. He particularly expressed his thanks to Jerry and Phobie Long for consenting to perform for us. They really added to the occasion and they were great – Thanks again from us all!

□ For our 2001 club project – I contacted Fred Terzian about what rules govern the catapult for an event like this. This is his reply: "John, AMA rules allow a six inch dowel or holding device to which a nine inch loop of 1/4 inch rubber is attached at the top. The flat strand is approximately 18 inches long and with both ends tied together (to form the loop). Most catapult gliders for this class range in the 14 to 20 inch wingspan category. I find that it is easier for me to wrap some of the nine-inch loop around the dowel, shortening its length to match my outstretched arm "span". This also helps in launching larger or heavier gliders. I also prefer placing the launching hook closer to the CG of the glider rather than closer to the nose. It helps the transition and also shortens the distance that you have to pull the rubber loop." I thank Fred for this and will use it verbatim for our event. Although Rocco was absent, he provided me with several dozen plan packets of HLG plans that he had purchased over time from Bob Larsh. These envelopes were handed out to members at the meeting, with one qualification – Rocco talked to Bob who agreed these packets could be distributed to club members with the provision, if you took one of them; you had to participate in the HLG event. Rocco will make as many copies as we need for SAM 27 members worldwide who wished to participate. Just send me \$6.00 to cover the cost of ship-

ping and handling. Of course, if you already have plans for your favorite old time HLG, that won't be necessary. I made a motion that for Bob Larsh's generosity we make him a member of SAM 27 for 2001 to keep him posted of our progress. Next, I will get all of these rules and a few more together on one sheet and figure out how to handle the postal part of it. You are welcome to contact me with any ideas you have along these lines. Anyone who contacts me after the rules have been published and wants to change them will automatically become chairman of the event.

NEW BUSINESS

□ As noted above, we have a Recording Secretary! I did a search on our membership and contacted the only two eligible* people, who both gave me a positive response. To make a long story short, at the meeting I nominated Loren Kramer and the multitude wished him a happy journey on the sea of meeting notes. Bob May also said he might do it but had several travel conflicts this year that made him ineligible. * - Eligibility = the required e-mail capability to our Editor Steve and regular attendance at meetings.

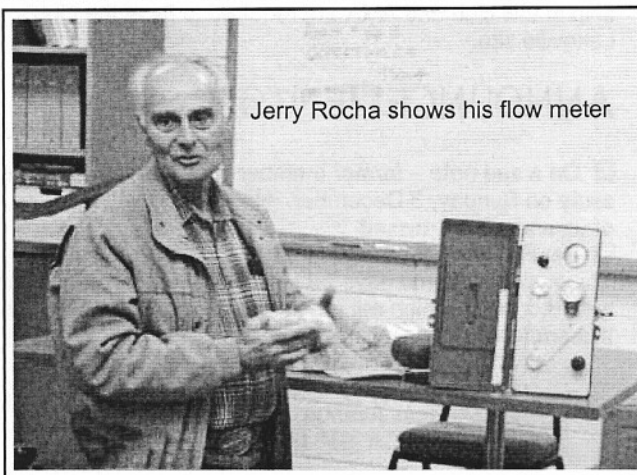
SHOW AND TELL – AND YEAR END GRAND PRIZE RAFFLE

□ Ed Hamler showed his Scientific Mercury in progress. He is going to put a flying stab on it. We look forward to monthly reports of the build.

□ Fred Emmert did a show and tell of his Anderson Pylon and Drobshoff Challenger before we raffled them off as our year end grand prizes. Rod Persons won the Anderson Pylon and Larry Kramer won the Challenger.

□ Jerry Rocha displayed his flow meter for adjusting the needle valve setting on his speed engines. It takes the guesswork out of resetting the needle valve to a previously known setting.

□ Andrew Tickle showed his plans for the electric Halcyon that he flies every Thursday. John Carlson drew the plans after several of us had pleaded with Andrew to provide plans for this great flying airplane. Thanks to both of them!



Jerry Rocha shows his flow meter



AMONG THE MODEL MAKERS



Thanks to Don Bekins for sending this photo via Italy; left to right, Ed Hamler, Paolo Montesi, Ninetto Ridenti (winner of the Concours d'Elegance) and Don Bekins. Taken in the National Naval Air Museum, Pensacola, site of the Champs banquet. Ridenti is a member of SAM 27 and lives in Rome



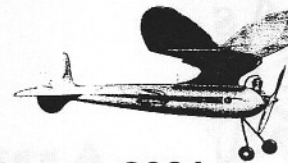
Fred Emmert demonstrates how to make a right angle at the December meeting - looks like his Anderson Pylon behind him. Note SAMTalk editor, Ned Nevels, either taking a photo or observing Fred with binoculars.



Don concentrating during winning flight of Record Hound Special Event. Peter Bennett (SAM Australia newsletter editor) and Gianfranco Lusso, Switzerland, "assist."



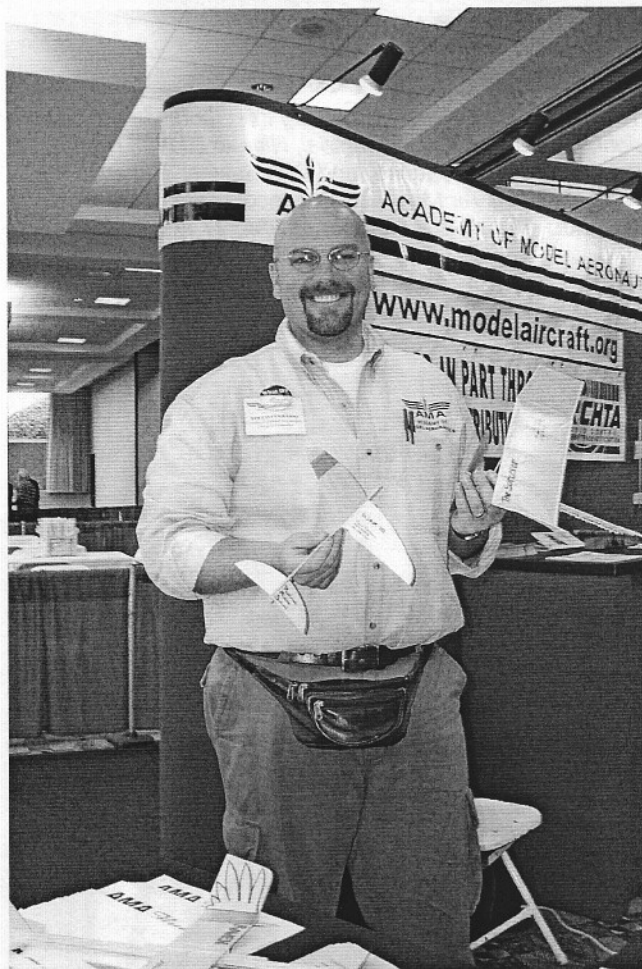
Loren Schmidt launches Rocketeer A, a 1940 H&F, at Eloy



MECA COLLECTO AND AMA CONVENTION MINI REPORT

A MECA Collecto at the RJL/MECOA/K&B factory in Monrovia was held during the same three day period as the Pasadena AMA Convention and Trade Show. Your editor attended both activities on Friday, January 19th. Fortunately, the Collecto at RJL started at 9:00 a.m. and the Pasadena show didn't start Friday until noon. Friday's attendance at the Collecto, both sellers and buyers, was sort of sparse. I was able to meet Woody Bartelt of Aero Electric however, and received the latest info on my new Atom - he had a sample with him and it looks great. Made in the Ukraine, there will be a slight delay as several parts are to be changed to a better hardness. He had a nice selection of replica and antique engines for sale including a new Burgess M5 in it's original box. The Fox .059 is an eye-fu and very tempting - can be purchased with a "shrunken" head/sparkplug for show and a runnable head/glow plug. Also, I purchased a Herb Wahl Ohlsson Gold Seal Commemorative engine from Bob Osenga, a real beauty made in the 80's - I'm sure you've all seen one - it's a work of art. No kit finds although I was tempted by a nice example of the Megow wartime "Jap Slapper" all hardwood and cardboard kit - not a balsa kit design but a design specifically for hardwood with little cardstock fillets all over the place. The RJL facility is quite impressive with lots of rather high tech casting and manufacturing machinery for turning out numerous new engines and replicas. After thoroughly scouring the Collecto, I dashed over to Pasadena to get in line for the noon opening - hundreds of people. Probably because it was a work day, the crowd was decidedly grey - I hope the hobby attracted a younger following over the weekend or it's doomed. The AMA Education Committee had a booth near the entrance and our own SAM 27 Rocco Ferrario was manning the effort (see photos) - Rocco deserves a lot of praise for his dedication to AMA youth activities and education. Overall the show was very impressive although some manufacturers were absent, some aspects of modeling were under represented, and there were lots of sameness amongst products. The CAP/Edge/Extra/Giles/etc. dominated the ARF fleet. World War I kits and ARFs were magnificent in the Arizona and 3 Sea Bees booths and the 1937 Keller YG-1B by the Autogyro Compny of Arizona is really something to behold. Miniature replicas of real engines were displayed at several exhibits; real running 1/4 scale OX Type engines, 1/4 scale Gome rotary, auto engines etc. Dumas had an interesting booth with many examples of their models and Sandy Peck and Bob Holman both had booths. The SAM exhibit didn't have much in the way of models representing the Old Timer or Antique eras - could have been better but then perhaps the weekend show was improved. Had a nice chat with Rich LaGrange, the AMA Museum Librarian/Registrar, and Bob Underwood. Model clubs involving tanks (R/C Armor), scale working ships, R/C Scale Warship Combat, model railroading and R/C Scale were represented. A large tank had continuous R/C ship and sub activity including a R/C rowboat - really! Not very many giant scale WWII aircraft on exhibit, either in booths or in the exhibit area. A

Focke Wulf Fw 189 looked real enough to get in (see photo). A Denny Jr. bolstered the antique arena. I've been critical of the FMA receiver (ignition interference) but I do credit them with a wide range of electronic products which have a good reputation; I purchased an FMA Einstein charger/discharger at the show and it works fine as advertised. Also got some Fox gas fuel tubing in yellow. Micro Fasteners offered tons of miniature fasteners (I recently got an order from them including size 0 1/4" wood screws) and Dave Brown Products had a ton of stuff. All in all, a hall full of model material worth seeing. The swap meet room was full on Friday, much more than the Collecto. Some very nice engines in boxes, some rare, albeit pricey, and lots of more modern stuff although there were a few nice old kits. Walked out of the swap meet empty handed - amazing! There were other AMA attractions and programs which I skipped but will be covered in the next "Model Aviation" I'm certain. The Black Sheep Squadron had an area where they were flying rubber powered profile models. Plan on attending this AMA expo next year. I went to an Antique Toy Show in Glendale on Saturday - more on that later.



Rocco Ferrario at the AMA Convention booth showing Fred Terzian's winning HLG. Rocco is on the Education Committee.



CONVENTION SCENE





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AMA CONVENTION



Dave Brown
AMA President



BOVINE ANGLING AT THE CHEESE FACTORY

by Larry Kramer

This story began about 20 years ago at the Marin French Cheese Factory in Marin County. At this time of my career as a contest flier of R/C sailplanes I still had a desire to be a winning pilot. To this end I would take every opportunity to practice my flying skills.

On this particular day, I had set up a high start and was practicing landings. By using a recorder and counting the time down from two minutes the object was to land with no time left of have the time run over. Also it was necessary to come to rest as close to the spot as possible.

It was a nice day and I was by myself. After an hour or so I flew into a thermal and I began to ride it up with my sailplane and was really enjoying myself when I realized that I was there to practice landings and came down.

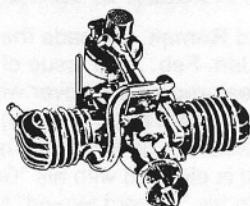
For those who aren't familiar with high starts, they are composed of 100 feet of rubber or bungy and 300 feet of monofilament line with a parachute on the end. This is stretched out and when released at the height of launch the parachute will carry the line back toward the pilot (hopefully).

After retrieving my model I searched for the end of the high start in preparation of another flight. I searched long and hard but the chute was nowhere to be found. Monofilament is hard to see in tall grass, but the red chute should have been easy to see.

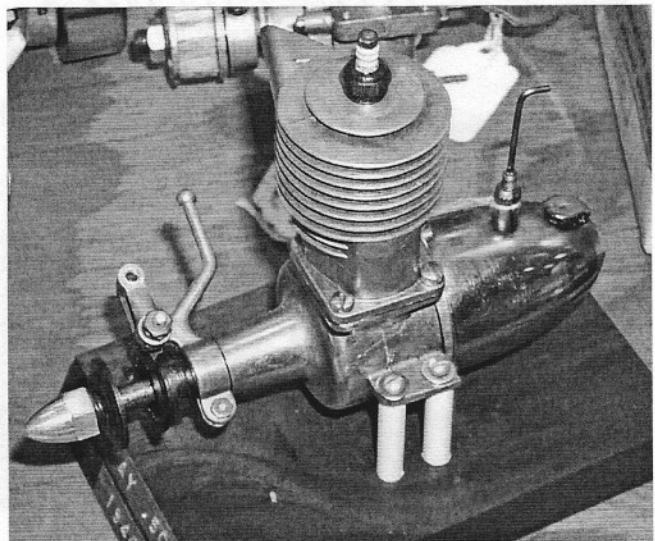
In looking for the chute I felt the line around my legs so I started to pull in on the line. It felt like it was caught up on something and as I pulled one of the cows (did I forget to mention the field was shared with numerous bovines?) started to act funny. She was jumping and kicking and then I realized that she had swallowed the parachute. That line was stretched out right up to her mouth! The truth, so help me.

Now I had a big problem. What do I do with a cow that big? First thing I thought about was going up close to her and cutting the line and run like h---. Nope that wouldn't do. I'm not getting that close to her, she is real mad and, beside, no telling what that line will do to her insides. That left me with only one option, fight her for it!

She put up a terrific battle but I won. I mean that I was successful in finally pulling out the parachute from her stomach. Anyway, she ran off and I was through flying for the day. Boy, that chute was sure ruined!



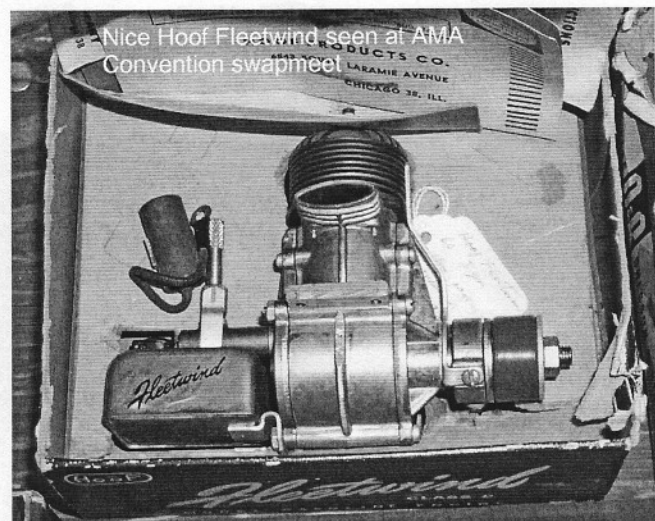
MYSTERY ENGINE

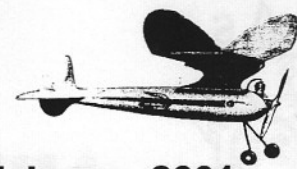


IDENTIFICATION TEST



I think that this one is pretty tough - look at that weird nose! And, have you ever seen a landing gear like that?

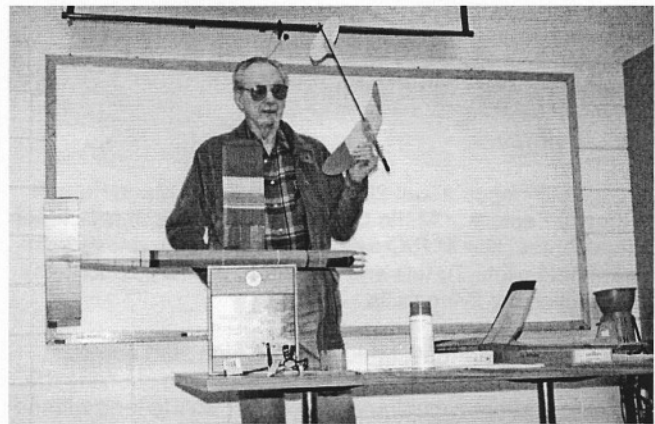




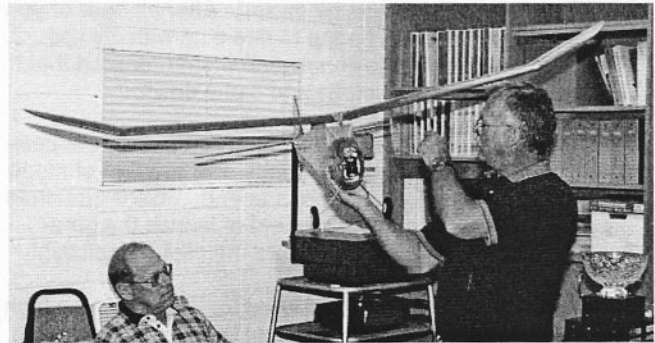
Model Aircrafters Department



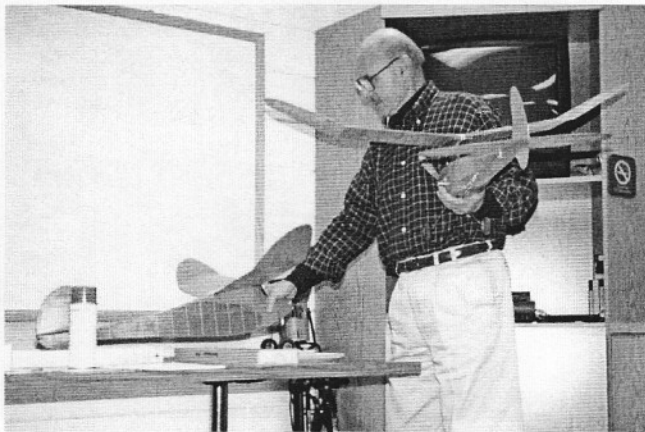
Pete Samuelsen surveys the aftermath of his Foote West-erner's partial demise at Lakeville. Details at 11:00.



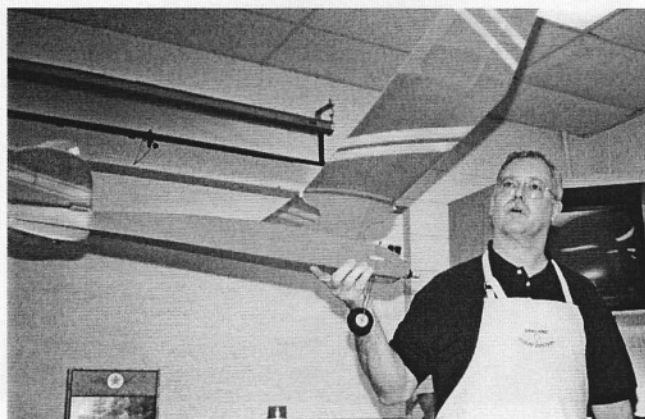
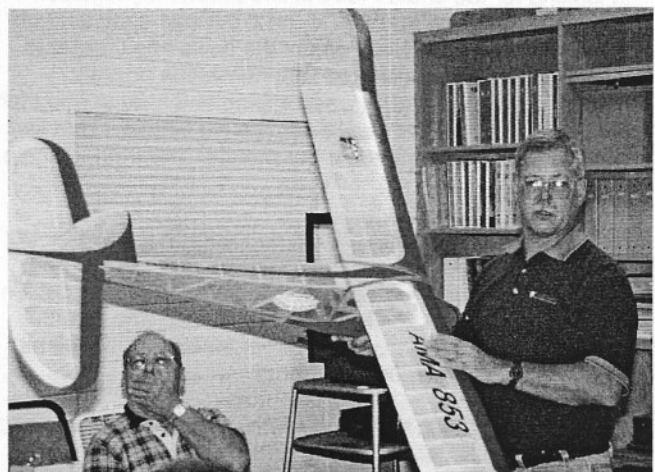
Stew Bennett shows three free flight models, each designed to fly for 2 minutes in still air - and his will do it!



Bill Vanderbeek shows his free flight "Vagabond" which is a Bill Winter design - an Eagle kit was put out in '45 (I think). Rod Persons (in pic below) is either a) aghast, or b) stifling some sort of comment.



The "builders" builder, Bud Romak shows his free flight Drobshoff designed "Challenger" and a Goldberg designed "Mercury" powered by an Arden 19 - No, it's not the Scientific "Mercury". Photos by Larry Kramer at Jan. meeting. Bill Vanderbeek (below) shows his nice Papa DeBolt designed "Airfoiler", naturally a free flight.



CONGRATULATIONS

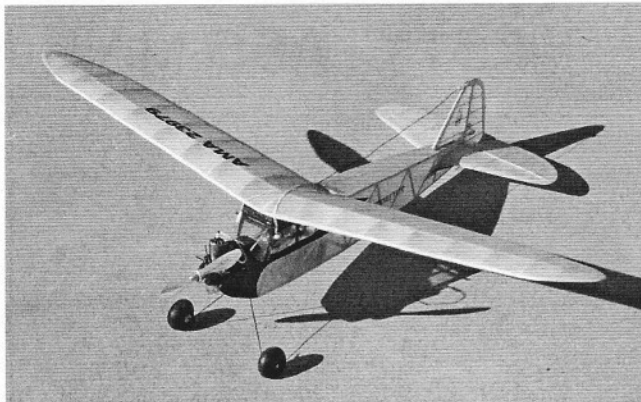
Let's hear it for **Bud Romak**; he made the **SAM Hall of Fame 2000**. Also in the Jan.-Feb. 2001 issue of SAM Speaks, **Tandy Walker** is featured on the cover with his Bomber (he's recovering well from recent heart surgery). In addition, **Ed Hamler's** smiling face let's us know that he's RC CD for 2001 Champs. Also, Bud is pictured with his "Go-Getter" and **Don Bekins** is seen with his "Record Hound" twice, once in company with **Nick Bruschi**. SAM 27 media hounds.



SCRAP BOX



O.K. You can have that new SAM approved engine but I get a new dress with new shoes to match.



Your editor's Berkeley "Musketeer 42". Bill Effinger wrote in "Air World" concerning Berkeley kits: "Today, the models we put out in kit form fall into six definite categories: 1) The "Brigadier" - a simple primary gas model for the beginner. 2) The "Musketeer" - a secondary design introducing the gas model builder to tapered wing and Warren Truss fuselage construction." etc. This Atom powered midget has only 224 sq. in. area - wing loading will be around 12.5 oz./sq. ft. in R/C configuration. More on weight analysis in future A-F.

Even Before the War this Offer was Unusual Today it's Amazing

THIS COMPLETE COMBINATION at only \$29.95

1 Class 'C' Super BROWN MOTOR: .60 cu. inch displacement with HURLEMAN TIMER, coil, condenser, spark plug and hi-tension lead. Factory run and block-tested.

and

1 Scientific MERCURY Class 'C' Flying Kit (Designed for and around the BROWN motor). Six ft. wingspan, complete with hardware, 3/2" streamline wheels, hardwood mounts, finished prop, cement and GM silkspan.

also

1 AUSTIN Flight Timer. Slide switch, metal battery box and five feet of oil and waterproof hook-up wire.

Les Myers
MODEL MART HOBBIES
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 PHILADELPHIA 2, PA.

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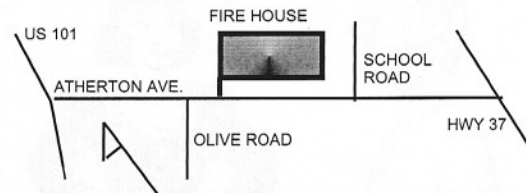
MEMBERSHIP

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

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



February 2001



Bert Flack (on right), the outgoing SAM 27 president for 2000, turns over the club gavel to the new, 2001 president, John Dammuler.

FIRST CLASS MAIL

TO: