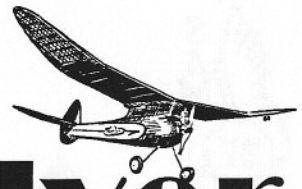




# Antique Flyer



AMA Chapter #108

Spring 2001

Issue 221

## January Chapter Meeting

By Loren Kramer

Our new president John Dammuler started the first meeting of the new year. Our membership renewal totals 71 including new members Bruce Augustus from Sun Valley, Idaho and Gabriele Montebelli from Italy

## ANNOUNCEMENTS

Videos and other club newsletters available from Ray McGowan. SAMSPAN is available from John Carlson - call him before the meeting if you have an order... Club decals and O&R tee shirts - contact Rod Persons. Send contributions for the Antique Flyer to Steve Remington - no handwritten copy please: Scrap Box items, Mystery Models, Engines or Modeler, Member's Shops Photos and ANY OTHER ITEMS OF INTEREST!!!

When out at the field if there are new modelers to you, check to see if they are members of AMA for insurance reasons. Then try to get them to join SAM27.

## TOFFF

On a recent TOFFF day 2 models were almost lost. Larry Kramer was flying his Playboy Sr. when he lost sight of it. Every body was looking when Dick Irwin spotted it. After showing Larry were it was Dick lost sight of his SOS Lanzo, it was spotted just before it hit. Larry flew his back but Dick's was damaged.

Paul Samuelson crashed his Foote Westerner between two cars. The elevators are controlled by two servos, one of which failed causing only one to operate, with the high powered engine caused it to spin in.

## OLD BUSINESS

2001 Club Project. - Any Old Timer Hand Launch Glider is eligible. Rules (format) are on Page 5 of this issue. Club Treasurer Report - We have approximately \$2300 in the account now. When the remaining members renew it should be about \$2800.

## NEW BUSINESS

Ned Nevels and Ed Hamler were discussing the Ohlsson 23 event on the way to the meeting; it keeps growing and won't die even though no promoting is done. They suggested promoting an Ohlsson 23 Postal event.

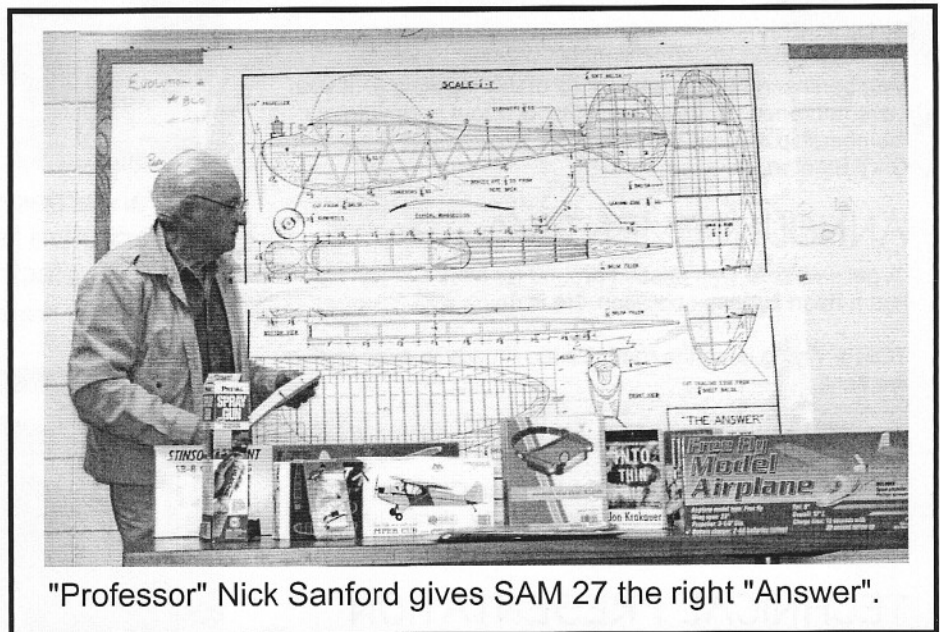
Bert Flak was presented with a plaque for service as president.

## TECHNICAL PRESENTATIONS

Fred Terzian talked about the difficulty spotting a free flight model when it gets far away. His suggestion was a strobe from a disposable camera. They are not hard to take apart and provide a flash that can be seen from quite a distance.

## SHOW AND TELL

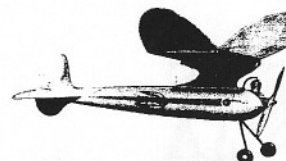
Bud Romak showed two gas models- 1941 Drobshof Chal-



"Professor" Nick Sanford gives SAM 27 the right "Answer".

lenger w/Elfin .15, Carl Goldberg Mercury w/Arden .19 built from a Klarich short kit. It flew right off the board. Bud used a new technique for rib gussets on the wing, one on the bottom the other on the top. Which kept the trailing edged straight.

Andrew Tickle came up with a retrieval idea for float planes. Put a reversing switch in a plane so you can motor up to a stalled plane in reverse then snag it with a hook and drag it back to shore.



# Antique Flyer

Stu Bennet from The Oakland Cloud Dusters reports that for the last two years they have been having monthly contests for small field postals. No maxes over two minutes, no models with more than thirty-inch wingspan, with sub-classifications. That allowed a variety of events. It has been very successful with a field of about a half a mile square without any model loss. Stu brought three models that he flies in these contests.

Bill Vanderbeek showed his Hal deBolt Airfoiler Old Timer w/ Torpedo 29 power.

Jerry Rocca showed a battery charger for starter batteries that charges automatically without over charging. Power Sonic, PSC-12800A Available from Interstate Batteries in Santa Rosa for \$34.95 or a Knock off at Harbor Freight for \$14.95.

## February Chapter Meeting

By Loren Kramer

Membership renewals total 91 as of this meeting — If you have not renewed, do it now; John is about to update our membership records with the AMA. Welcome to our guest Gary Stanton.

## ANNOUNCEMENTS

A get well card was passed around for Mike Clancy. He had a heart bypass operation. He is doing well.

TOFFF Flying is on the road, it's too muddy to even walk on the field.

## OLD BUSINESS

Year 2001 Club Project — John Hlebcar. Old timer HLG (catapult), postal, possible dates are May, June, July, August, 4 rounds total. Details can be found on page 5.

## TECHNICAL PRESENTATION

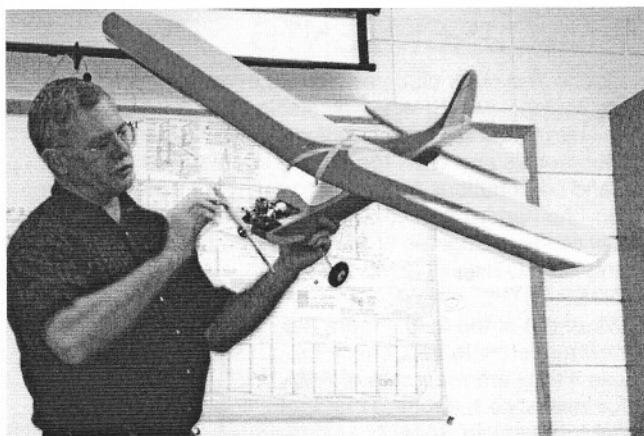
Bill Vanderbeek passed out a copy of an article from Air Trails Pictorial, December 1947. "The Center of Gravity Question" by Henry Cole. Bill uses this method to trim out his models very quickly. With a few calculations you can determine where the center of gravity should be.

## SHOW AND TELL

Bud Womak showed His Lil' Spook, Ohlson .19 Powered, w/texas timer. Looking forward to flying it. It flies better than any Spook he's seen. Gary Stanton brought his new Scien-

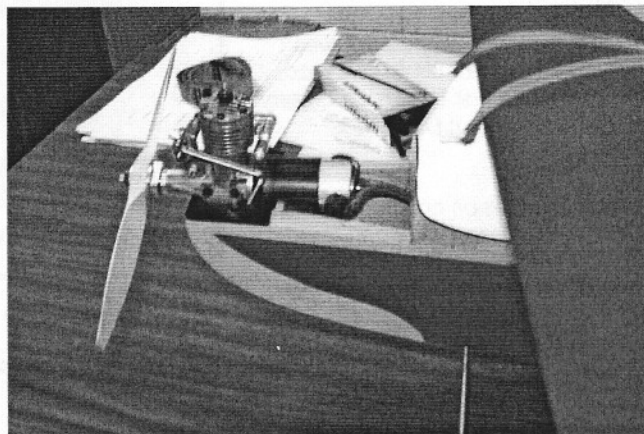
tific Mercury built from a Bob Holman kit. O.S. 32 powered. The first to finish one in the Northern California area. The windshield was put on with glue from Orchard Supply, 3M Super Strength Glue (cat. No.6004).

Rod Persons showed a canopy he made for his 1/12th scale RV-6. Mount the plug on a board to hold it. Have your helper heat it with a heat gun, and when it becomes pliable, pull it over the plug, continue this until it is finished. Rod also showed a Japanese pull saw purchased from Harbor Freight that is very sharp and thin.



Bill Vanderbeek shows his Electric Spirit with a deceptive "engine" gutted to accept the electric motor "gas tank".

(Photos by Larry Kramer at March meeting, taken with his new digital camera.)



**SCIENTIFIC MERCURYS.** How many Mercurys are being constructed by SAM 27 members? Let me know if you're building one and I'll list all of them in the next A-F. Also, let me know what engine(s) you plan on using.





## THE SWALLOW

by Remo Galeazzi

*The following true story appeared in the EAA 124 newsletter in May 1992. Remo may again get to spot a Swallow as several flying replicas are under construction and are for sale, presumably to be used for private museum or airshow flying. Powered by modern engines, the Me 262 replicas appear exactly as the original because the new engines fit inside of the Jumo envelope. Your editor was fortunate to be able to visit the NASM restoration facility many times between 1978 and 1990 and follow the restoration of the museum's Me 262 A-1a/U3 which is now on display. For info on the NASM 262, read "Messerschmitt Me 262, Arrow to the Future" by Walter J. Boyne.*

*We are fortunate to have SAM 27 members who have lived extraordinary experiences and thank Remo for allowing us to reprint this article. Your editor has made several minor corrections or additions.*

The word swallow immediately conjures up (at least in me) a mental image of a fleet, colorful, delicate bird. Their graceful swoops as they flit about catching their dinners and their intricate gyrations as they diligently construct those architectural masterpieces that will later be used as their nests, touches one's heart. But that cute little forked tail beastie is not what the title is referring to. The one to which the title is referring was far from the soft, likable little bird of Capistrano fame - it had two underslung jets, one under each wing and carried an armament of four 30 mm cannons in the nose with a total of 360 rounds of ammo. Officially it was known as the Messerschmitt Me 262A-2a Schwalbe (Swallow).

I'll tell you about the first time I laid eyes on one. But, before I begin, I want you to let your mind drift a little and try to think of what follows in its true context. This happened, as near as I can remember, about Christmas of 1944 and I'm sure that as you mentally fix this time frame you'll understand that every airplane that most people had ever seen had a propeller on it - at least one, and some had more. We all understood, more or less, that the propeller was turned by the engine, it was pitched to push the air towards the tail of the airplane, and that's what made the airplane go. That's how airplanes had been made to fly ever since Orville and Wilbur did their thing. You can imagine, then, the consternation that took place when we received those strange three-views at Battery B headquarters depicting a sleek, low-winged aircraft, the front view displaying two underslung powerplants, a fuselage shaped like an inverted "V" and no propellers.

We had heard rumors of these strange creations as our airmen began encountering them, but our anti-aircraft gunners had never seen one and to us it seemed as though we were looking at something from outer space! No props!

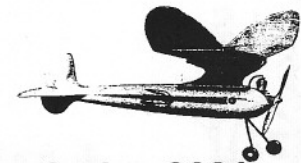
Yet, the figures indicated that they went like a bat out of hell. We kept thinking in terms of rockets, but the test said that they were powered by jet propulsion, whatever that was. How naive we were! But how quickly we got smart.



Our 40 mm Anti-aircraft Automatic Weapons Battalion (the 788th) had been employed shooting Buzz Bombs in the low lands around Antwerp, Belgium. Then the Krauts broke through the lines and one of the last of the great battles of the Second World War began. We were sent up to the city of Verviers, in Belgium, to protect a large ammo dump which was located in the outskirts of the city. The Germans had already formed a large salient deep into Belgium, and with the large number of troops and Panzer divisions employed they appeared to be unstoppable. The "Bulge" as it was called, extended miles past our positions and below us - Bastogne, which had been surrounded entrapping the 101st Airborne Division, was about 6-7 miles to the south of us. Out thirty-two guns were deployed in a giant arc about the ammo dump and either battalions were deployed to complete the circle. I was an outpost radio operator and my duty was to observe aircraft movements, hostile or friendly, and report my observations to the guns, each having a radio receiver tuned to my transmitting frequency. I would report the approximate height, number of aircraft, type or aircraft and direction of flight. Each battery had an outpost and we were equally spaced to form a larger circle about the guns, the radius being about seven or eight miles.

It was quite an advantage for the guns in the line of flight to know that a gaggle of 109s was approaching their position from such and such direction - they'd already be pointing at them by the time they got there. Up until the 16th or 17th of December (I'm not really sure about the date, but I think I'm close) the fog had been down to the snow and visibility was nil - so neither our air power nor the enemies' could be used. But on the aforementioned date the weather suddenly cleared and the sky was a clean, crisp blue, and the terrain covered with about two feet of snow, I could from my vantage point high on a hill, see for miles in all directions.

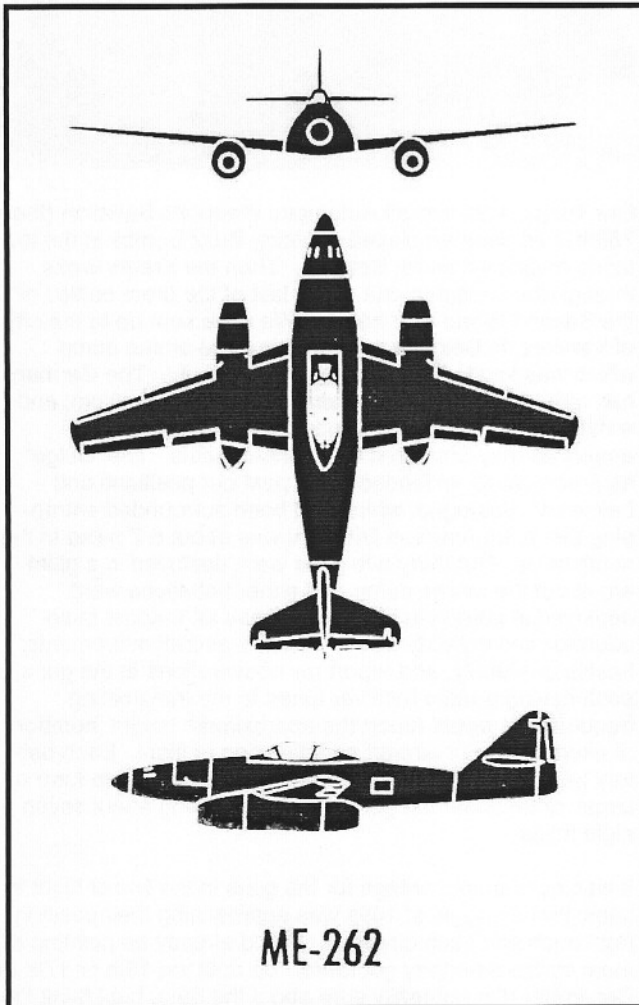
The outpost operators would be given new coordinates almost daily at about 0400 hours along with the frequency that we'd be using that day, and our code word to identify our station. The Germans would often jam us, and we had to change frequency crystals all the time to try and stay ahead of them. We would locate the coordinates on our



# Antique Flyer

## THE SWALLOW (continued from p.3)

chart and head out in the dark with our radio equipment aboard a six-by-six. The driver would dump us off at our location, or as close to it as we could get, and leave us to our work until he returned after dark to bring us back to Battery Headquarters. I still have the chart I used that day back in December 1944 and it still had the mark that I made on it to locate our outpost position.



This seems kind of silly even as I'm thinking of it but do you know that I still remember the man's name that owned the property we were on that day? His name was Monsieur Detry. I remember him especially because he was so good to us (there were two of us on outpost) - he brought us hot food more than once, for all we had were a couple of "K" rations - and you must remember that those people had hardly enough to survive themselves. He had a large family, all daughters, the eldest about eighteen, who was excruciatingly pretty. I remember that real well.

I spent most of my waking (and sleeping) hours while overseas, in holes - holes for the guns, holes for the radio,

etc. It was not only required, but quite necessary. It was back-breaking work, abut after a few times of ducking shrapnel that started to fly around, I realized that it was work worth doing. So the first thing we did upon arriving at our position was to start digging to try to get the holes done before sunup. They had to be dug according to specifications, so there was no way to cut corners to try and make an easier job of it. At this particular place, though, digging was futile, for as we got past the snow we found the ground to be frozen to more than a foot down. We built a revetment of snow and hunkered down under a leafless apple tree so that we couldn't be easily seen and as the dawn broke I could see that a farm house was nestled in the snow about two hundred yards to the north of us and an old church occupied the crest of the hill about the same distance to the south.

As the sun rose I could see the rolling hills white with glistening snow, to infinity. It was a good day for airplane spotting and it started with some distant contrails flying east into Germany, and more beyond those, and even more beyond those. As the bombers flying high over head passed our position I could see that the bomber stream reached to the horizon to the west and eventually would reach the eastern horizon forming a continuous canopy of white over our heads. The sky had been clear and blue at sun-up, but by 1000 hours it was totally obscured from the white of the contrails.

Down below the bombers, we were kept busy calling in aircraft of all types; Me 109s, Fw 190s, Typhoons, Tempests, Thunderbolts, and P-51s. Sometimes we'd spot an odd Ju 88 or Ju 188, and more times than we would have wished, we would call in a disabled bomber circling a nearby emergency landing strip, the crew parachuting out one by one and the pilot then attempting a landing with his damaged craft. You could actually see great gaping holes of jagged metal on some of them, holes so large that it was possible to see right through the bomber as it flew over. I remember one that had the whole half of a stabilizer gone, and still it kept flying, circling the strip awaiting its turn.

This was the scenario till about 1400 hours when things quieted down a bit. We couldn't move around much, and regardless of the show packs and overcoats that we wore, we were always close to freezing. I was jumping up and down trying to get some blood moving when I noticed something coming towards me very close to the ground. There was no noise, only this thing getting larger and larger. Suddenly I saw the inverted "V" and the two pods under the wings, just as I had seen in the identification silhouettes.

Damn! I was actually looking at an Me 262! He was flying east like a scalded bunny. And I knew something that the pilot of the Me 262 didn't know. There were two P-51s coming down on him from above and directly behind, and since he was just coasting, the P-51s were gaining on him. He couldn't have been more than twenty-five feet off the snow and not more than fifty feet away from me and, just as he came abreast, the P-51s cut loose with all they had. He





# Antique Flyer

## HLG RULES

### SAM 27 2001 Club Project - Old-Timer Hand Launched Glider Postal Event - Rules and Additional Exceptions

RULES – Well, we have to have some rules, so the **SAM** rules for HLG will serve as our starting point –

“Hand Launched Glider designs which were published or kitted prior to December 31, 1942 are allowed. The models are to be faithfully reproduced except as follows:

- A. Finger grips may be added.
- B. D/T's may be employed as long as outlines remain the same.
- C. Modern type wing airfoils are prohibited.
- D. Wing undercamber is optional.
- E. The material and thickness of the fuselage may be changed, but not the height or length.
- F. Three (3) gliders may be used to make nine (9) official flights.
- G. The total time of three (3) best flights will determine the winner.”

**Additional Exceptions** - The first desired exception was a request from old-armed guys to allow catapult launch. I contacted Fred Terzian about what rules govern the catapult for an event like this. I offer up his reply for your use. We will use it verbatim for our event -

“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 wing-span 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.”

Rocco Ferrario 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 a recent club 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 shipping and handling. Of course, if you

already have plans for your favorite old time HLG, that won't be necessary. For Bob Larsh's generosity we make him a member of SAM 27 for 2001 to keep him posted of our progress.

Rocco has taught many of the students in his summer classes to fly gliders. He suggests the following –

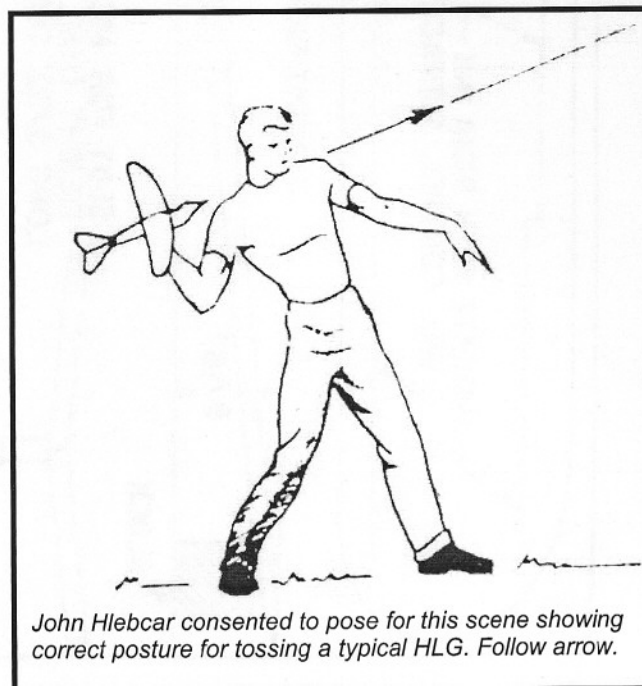
Add about 1/2" to 3/4" aft of the catapult glider as designed, to use as a grip for launching.

Bob Larsh had the following suggestions as part of his glider listing –

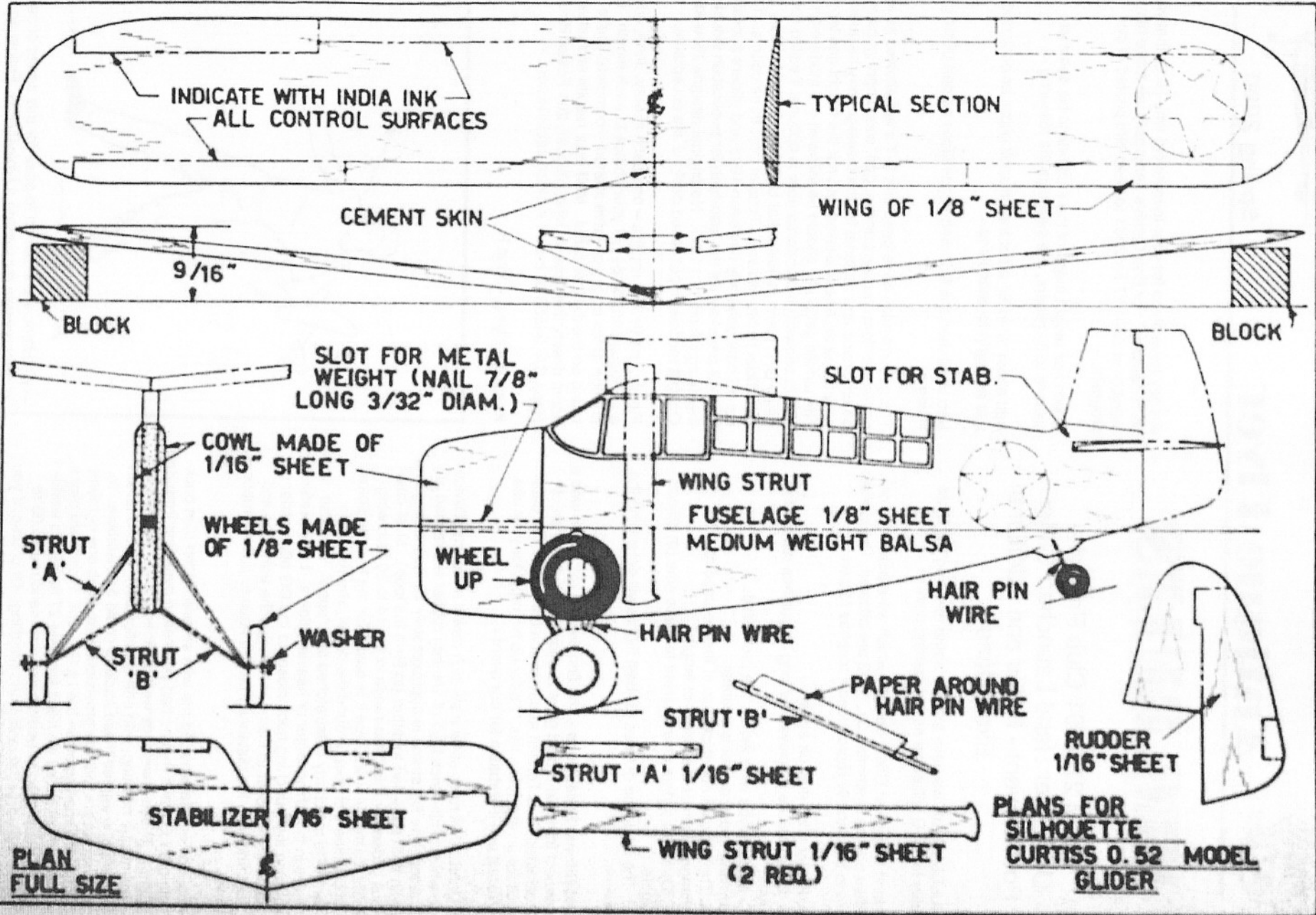
The general rules have been that D/T's are allowed as long as the planform remains unchanged, wing finger grips may be employed and material for the fuselage may be substituted and the thickness altered, but not the height and length. The airfoils generally should be followed (no modern-type airfoils allowed) but undercamber is optional if called for, as many O.T. plans indicate that U.C. is up to the builder. Nine (9) official flights allowed. Total of best three counts. The cut-off date generally has been 1943 and gliders published in 1943 are okay, as the lead-time for publication would put the design in prior to 1943. No original designs allowed. Only kit models or published designs are acceptable.

Finally, lets fly four rounds – one each in May, June, July, and August, on the day of your choice in each month. Don't change dates once you have started – complete you're round on the date selected. **Mail** your results and other pertinent descriptive data to John Hlebcar, 201 Foster Road, Napa CA 94558 or e-mail < hlebcar@juno.com >.

Keep 'em Flying - John H



*John Hlebcar consented to pose for this scene showing correct posture for tossing a typical HLG. Follow arrow.*



## HLG INFORMATION

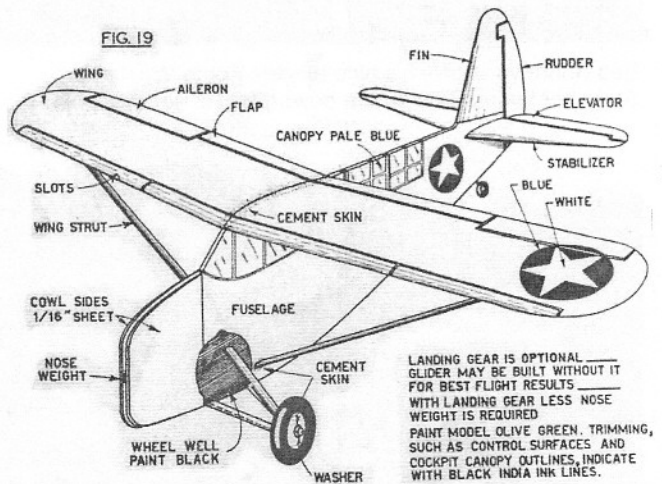
### ALTERNATIVE DESIGNS

The rules on page 5 for the HLG postal contest state that the glider must be designed or kitted in accordance with old timer rules. I have reviewed the glider package provided by Rocco Ferrario and Bob Larsh and detect a certain "sameness" to all of them and a particular lack of authenticity as to configuration. In an effort to bring the latest in old timer technology to SAM 27, I have scoured publications of the O-T period, and with apologies to Fred Terzian and Rocco, I humbly submit the enclosed designs which should bring new meaning and significance to the term "high performance". Although some of you may protest that these designs give "unfair" advantage to the constructors, I believe that they are well within the limitations of our SAM preamble and if you can put a McCoy on an "antique" bomber, then you should be able to explore the boundary limits of self-expression and compete with these aeronautical achievers. In particular, the low-cost of the "Glider #1" should allow unrestricted building; it is suggested that perhaps an indoor contest be held for #1 at a future meeting.

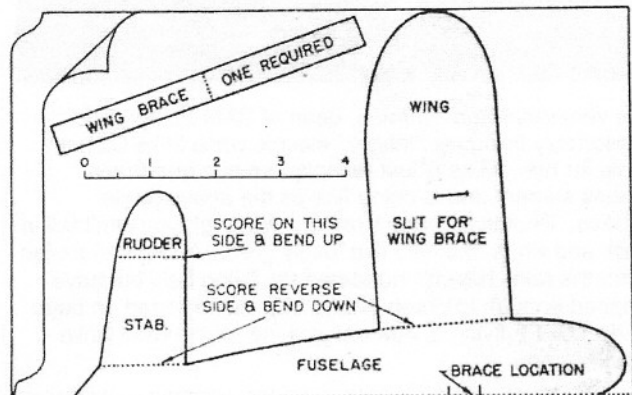
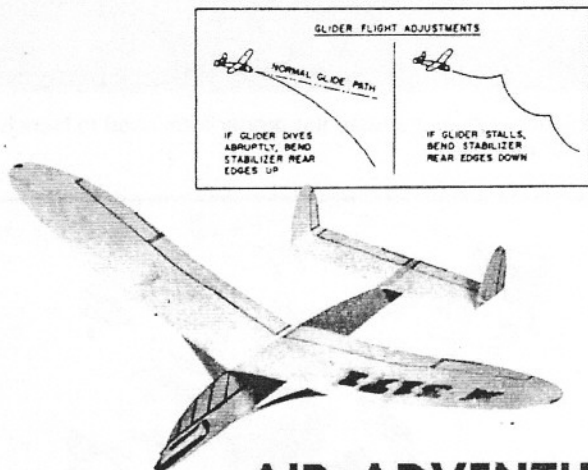
Decoration of these high performance beauties is mandatory and, in fact, comprises most of the overall points in competition with the less decorated and mundane designs usually associated with HLGs. Each contestant should receive a minimum of 60 seconds and as much as 200 seconds in bonus for the degree of effort expended in satisfying realism in color scheme.

NOTE: The O-52s actually had a grey underbody in addition to the "olive green". The Glider #1 size is optional, the larger the more performance. 72" is considered to be the maximum however for convenient folding and hand launching.

The Curtiss O-52 has been voted the World's Most Outstanding Aeronautical Design Achievement by a panel of experts (most of whom were drinking port out of paper bags when I last saw them). For those of you not familiar with this famous airplane, the following description is borrowed from a prestigious book: "The Curtiss Model 85 Owl drew heavily on experience with 1934/1939 Naval models, using the Hawk III (BF2C-1) landing gear and the collapsible rear turtledeck structure of the SOC and SO3C Seagulls and the SB2C-1 Helldiver that gave the observer/gunner a clear field of fire for his single 0.50-inch calibre machine gun. The 203 all-metal O-52s were not used in combat in World War II, but served as trainers." Without a doubt, had this lethal weapon been unleashed on the enemy during WWII, the war would have been over quickly. Several historians have suggested that the O-52 use was suppressed by the military-industrial complex in order to allow development of atomic weaponry. Now you can memorialize this moment in history by building a replica HLG.



Complete Instructions for Easy Assembly



## AIR ADVENTURERS TRAINING GLIDER #1



## AMONG THE MODEL MAKERS



Bob Andrews shows his nice electric Foote Westerner. Sorry but information on the powerplant is not available.



Paul Stober demonstrates the proper form used to launch his "C" free flight

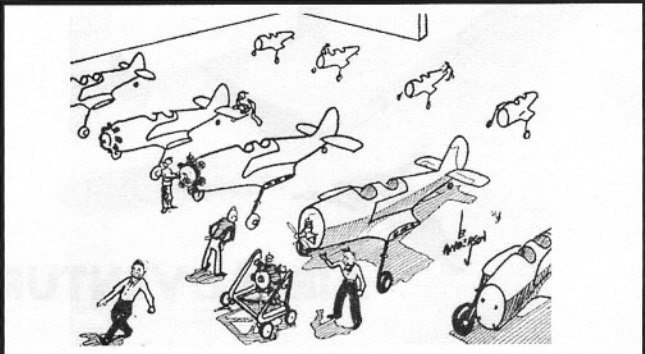


The venerable Earl Hoffman, dean of SAM 27 flyers, is comfortably flying the "Miss 2" electric while Mike Clancy spots for him. Mike is just recently out of a quadruple bypass surgery and is doing fine as the above photo testifies. Photos by Larry Kramer. Although you can't tell in black and white, the field is a lovely green during that period when the rains haven't inundated the flying field but have dropped enough to green everything. As reported on page 1, the TOFFF flying is now being done off the road while dodging cars.



### MYSTERY MODELER

You should be able to identify this mystery modeler by his choice of apparel. Too bad it's not in color!



Must be a McCoy!



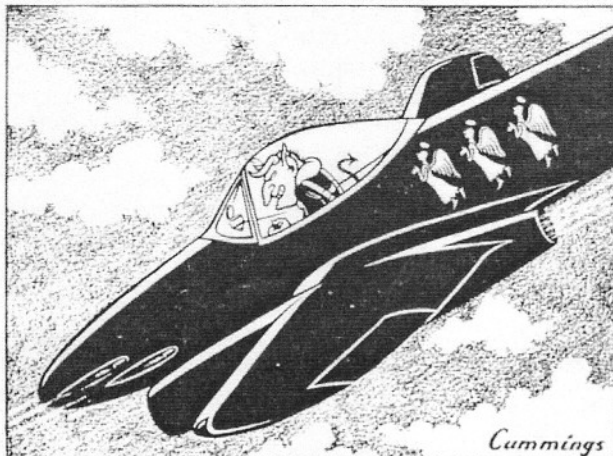
# Antique Flyer

## THE SWALLOW (continued from p. 4)

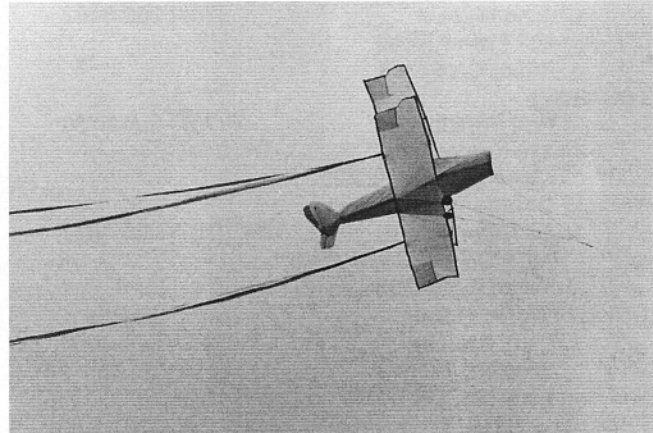
was so near, that when he saw the tracers going by his plane I could see him turn and look back at the attacking P-51s - believe it or not, I could actually see that he had a stubble on his face! He immediately poured the coal to the 262, and it was then that I heard the whining woosh of the turbines - some white smoke came out of the pods and he was gone, pulling away from the P-51s as they chased him to no avail, finally disappearing over the horizon. This happened, of course, in a matter of a few seconds, but the scene as I described it remains implanted in my mind, and indeed, the older I get, the sharper it seems to become.

Before it was over our outfit managed to shoot down two Me 262s - but for a curious reason. In March of 1943 the first Me 262 flew, but Hitler refused to give it priority - the reasons being beyond the scope of this article, but when it did become operational in (April) 1944, he insisted that it be used as a bomber! (decision made on November 4, 1944 to build as fighter) They carried two (500 kg ,1100 pound) bombs and would fly into enemy territory (ours) very high where our fighters couldn't reach them, and after dropping their loads would drop down to the deck to escape radar and head for home. Their range was short, so while hedge-hopping back they would give their engines a squirt, coast awhile, and repeat the procedure so as to preserve fuel, thereby increasing their range. This, no doubt is what "my" 262 was doing when I spotted him - and this is why we were able to shoot two down. They just stumbled over our guns at relatively low speed while returning to base.

So, to be strictly accurate, the one that I saw must have been a Me 262A-2a "Sturmvogel" (Stormbird). The wingspan of all models was 40 feet 11 inches and had a length of 39 feet 9 inches and a wing area of 234 square feet. They were powered by two Junkers Jumo 109-004B engines rated at 1980 lbs. of static thrust each. Fuel capacity was 565 Imperial gallons and the maximum speed was 540 mph. Some swallow! *Thanks for the story Remo.*



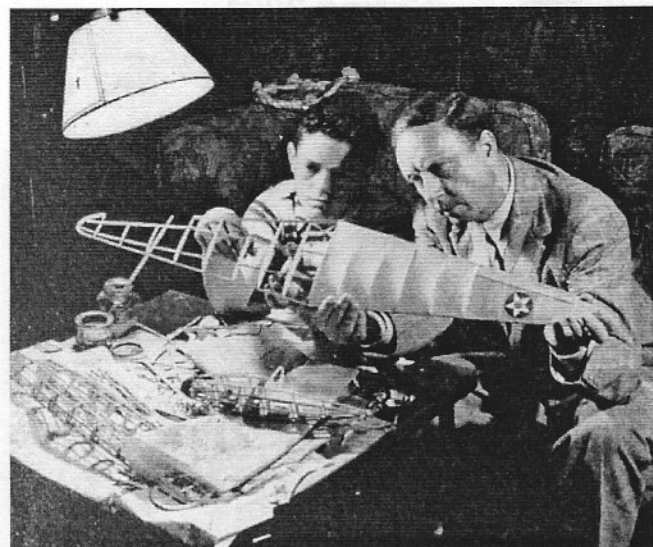
From the wartime British publication, "Aircraft Recognition", dated April 1945. From the collection of The Museum of Aircraft Recognition.



The resourceful John Hlebcar will fly in any kind of weather. This old timer biplane is shown fighting the elements with John at the stick, I mean string. John has been awarded this issue's "SAM 27 Master the Air" award.



Model  
Aircrafters  
Department



I couldn't resist printing this wonderful photo from the Oct. 20, 1941 "Life" magazine. It illustrated the home life of an author, Dr. A.J. Cronin, while he works with his son Patrick. This appears to be a Joe Ott P-38 kit. A nice job of covering on that wing - why would you apply the insignia and aileron outline on just one wing before covering the other?



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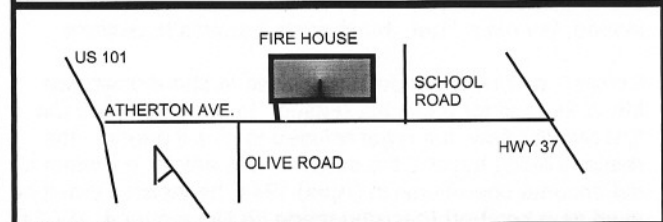
### MEMBERSHIP

Membership is \$15 (\$18 Foreign) 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.

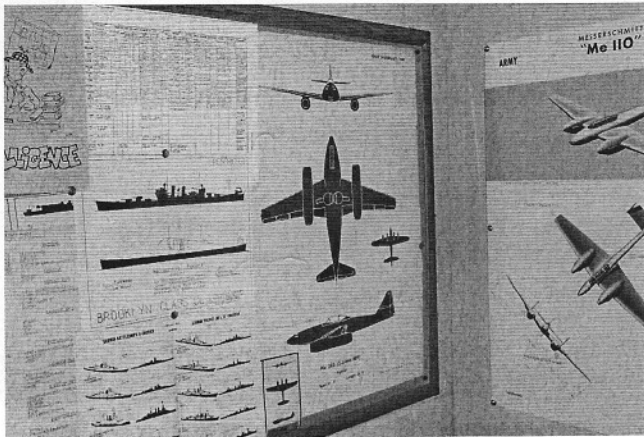
Send dues to Rod Persons, Treasurer. Make checks payable to SAM 27.



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

Spring 2001



Remo Galeazzi learned these silhouettes as seen in a typical WWII barracks-style training room (this one happens to be in Santa Barbara). See his story beginning on page 3 and learn how one of these aircraft left a lasting impression. Can you identify the posters?

## FIRST CLASS MAIL

TO: