



# Antique Flyer

AMA Chapter #108

December 2001

Issue 225



Here's wishing all SAM 27 members  
and their families a happy and  
thoughtful Christmas holiday



## MEETING NOTES

### OCTOBER CHAPTER MEETING

By Loren Kramer

Park Abbott conducted the meeting. Memberships total 118 as of this meeting. Jerry Rocha brought his friend Jim Rose from Salt Lake City. Rocco Ferrario showed up with his group including 4 new members

**ANNOUNCEMENTS:** Videos and other club newsletters available from Ray McGowan. SAMSPAN is available from Ned Nevels — call him before the meeting if you have an order... Club decals and O&R tee shirts — contact Rod Persons. LETS SUPPORT THE ANTIQUE FLYER!!! Steve Remington needs articles for Antique Flyer; send contributions for the Antique Flyer to Steve Remington — no handwritten copy please unless short. Need: Scrap Box Feature, Mystery Model or Modeler Photos, Photos of member's shops.

Ed Hamler mentioned a proposal to schedule a one day SAM Old Time event at Skaggs Island in conjunction with North Bay R/C. It would be a one day contest held on a Saturday next spring to introduce them to SAM type models and events. We would need to provide some models since they don't have many of SAM type models. The rules would be relaxed a bit, several flyers could fly the same model to see how they would do. Just put something together for just a fun day of flying. The models would be R/C Power, Gas and Electric. We need to have some volunteers of models to fly.

**JUNIOR OLDTIMER REPORT:** Rocco Ferrario Rocco introduced the juniors he brought from Napa, Anthony, Jack, Ryan, Kevin, John, and Jake. The SAM Junior Team has 6 or 7 members already building models.

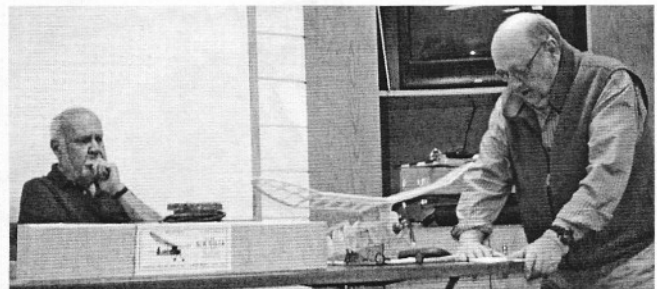
**TOFF REPORT:** The SAM Junior Team will be out flying during the Christmas school break in December as a semi mandatory practice session.

**CLUB PROJECT:** The Club Project for next year has not been decided. Talk is still going on about a Towline Glider, possibly one of the three A1 Gliders from the NFFS contest (Lil Dip, Jetstream, and Ghost). If there is no more ideas this will probably be the project for next year.

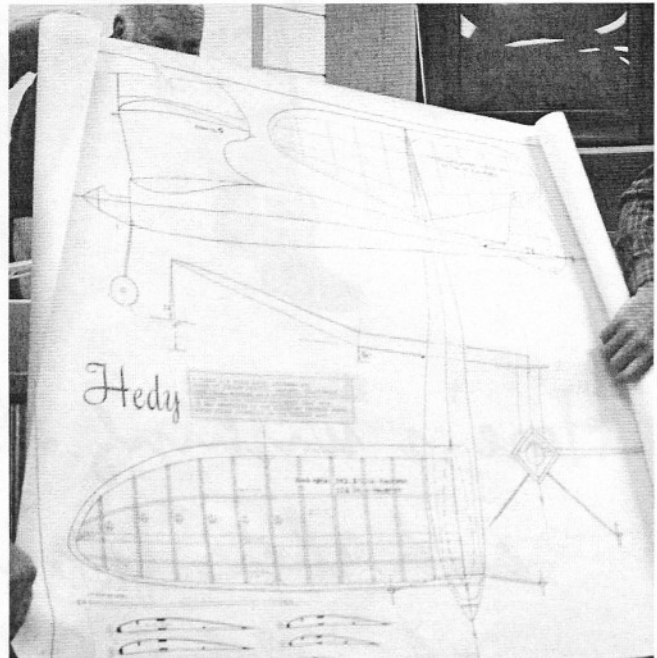
**TECHNICAL PRESENTATION:** Bill Vanderbeek explained the One Design event for the gliders. The one design event is usually a power model but they decided to try a towline glider for the next three years (one design as year x 3years = 3 designs). The 3 models are Lil Dip, Jet Stream and the Ghost. Basically it's a straight towline event, no circle towing, you feel the air, tow the model up and dump it. There are kits readily available for these planes so it shouldn't be too hard to compete. BMJR is kiting the Lil Dip

and the Jet Stream.

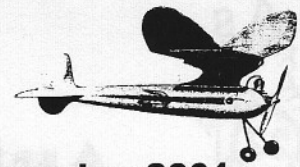
**SHOW & TELL:** John Carlson showed the model he won at last months raffle. It is a New Ruler that is partially built that he is donating to this months raffle with a Cox .020. Jim Rose showed Jet Speed model that he flew at a contest in southern California. The design is Iron Sides designed by Jerry Thomas, its capable of speeds in the 190's. Andrew Tickle had a PAW diesel that he used in a electric to gas conversion model that flew quit well compared to the electric motor until zapped the con rod. The reason it flew better was that taking out the 1/2 pound cobalt motor and the 1 pound battery pack and replace it with a 5 1/2 oz. Diesel motor. Rocco showed his newest acquisition from EBAY, a ready to fly U-Control model (Radco Flybaby). Powered by a Norvel engine and all it needs to fly is to put the flying surfaces on. Rod Persons showed some carbon fiber rod that he picked up at a kite shop. There is a large selection of sizes and wall thicknesses available, straight and tapered. If you need some carbon fiber rod check out a kite shop.



John Carlson shows off his "won" "New Ruler" with .020.

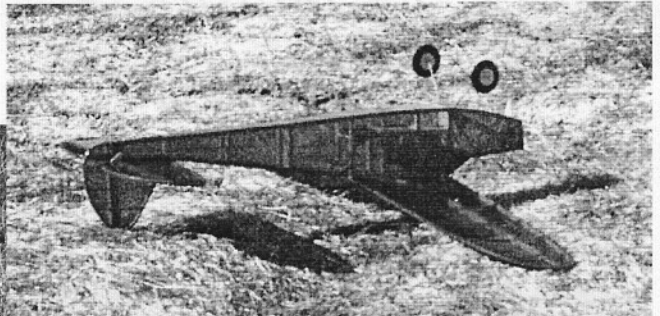


Stu Bennett's plans for the "Hedy" that he designed at age 17; named after movie star Hedy LaMar, Stu was secretly in love with her at the time but nothing came of it.



## RUBBER REIGNS AT TOFFEE

Left: Jerry Long's SNJ. Below: Ed Solenberger shows how to make a perfect three-point landing on Lakeville turf.



Above Left: George Benson and his "Quadraplane." Above: Phobie Long, George, and Jerry Long dogfight their shadows. Below Left: Ed Solenberger with his original ROG which he designed and built in 1965. Below: Phobie applies the lube to her engine in preparation for winding.





## MEMBER PROFILE GIANFRANCO LUSSO

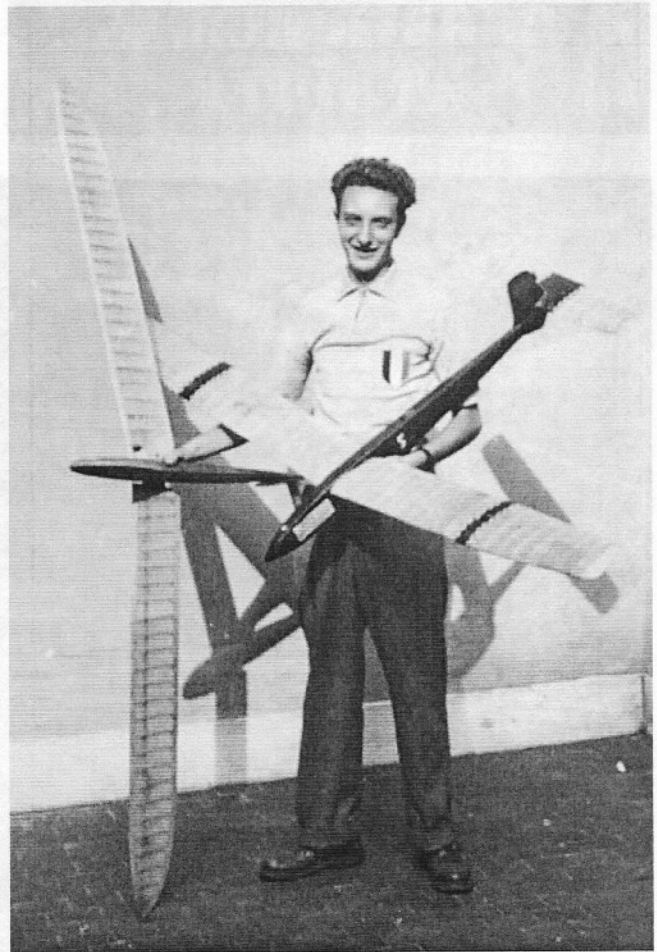
Gianco's story by GianFranco Lusso

I was born in Torino, north of Italy, well before WW II. Since I can remember I was an "airplane lover", in order to keep me quiet it was just necessary to give me an airplane toy. As soon as I was able to put together pieces of wood, glue and nails started the "G.A.I." (Gianco's Aircraft Industries) During the war the family left Torino for our country house, my airplane interest was now fuelled by the pictures of the Italian and German aircraft and later also by English and American, of course the activity of "G.A.I." was now concentrated on war planes full of guns. At school all my books were decorated with airplane drawings from the single engine to gigantic 12 engines of course all projects of the "G.A.I." development department. The serious things started at the age of 13 when an uncle gave me a small book printed by a Model Shop base in Milan (the MONO which is still existing) dealing with model airplane construction. This book became my "bible" and after long studies and trials I was able to put together a 40 inch glider which "miracle"!! made something similar to a glide in my garden and then, a longer one, in the garden of the country house. Few months later I joined the AGO model club, of which I am still member today, starting my modelling life building small gliders or rubber models.

In 1952 I made my first competition, (rubber models with maximum span of 25 inches, a type of model very popular during the war and in the few following years, due to the little material and rubber required), beginners luck!!! my model got two nice thermals and I got the third place and first of the juniors.

This success further boosted my modelling activity and I participate in many local competitions in northern Italy in the glider junior category, then, further beginners luck, on my first entry in the Italian Championship in 1954 I became Italian glider champion.

The model project was of Paolo Evangelists AGO group members and is published on page 87 of the 1953 Zaik Yearbook. The winning original model was lost during a training flight, the D.T. parachute being not enough to cope with a strong thermal. Forty years later I built it again this time with tailplane D.T. entering it in the 1994 Middle Wallop O.T. A/2 contest, my first free flight contest again after 30 years, coached by my friend Carlo Varetto, former A/2 Italian team member; I was lucky to win.

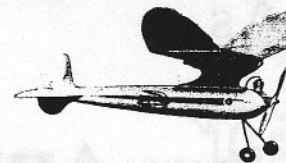


*Gianco after winning the 1954 Italian Glider Championship.*

I again entered the model in the 1995 Middle Wallop meeting but when in UK I got a nasty virus pneumonia and instead of enjoying the competition I "enjoyed" high fever in my hotel room and, then, back home, I had the pleasure to "enjoy" ten days in the hospital.

In 1999, pushed by my friend Bernard Levasseur, chairman of French SAM, I again entered the model in the French O.T. championship and the model, continuing the lucky tradition, got first place.

After winning the Italian championship I was offered with a G.20 engine (2.5 cc) and I built a couple of stunt U control but I was never very keen on this discipline, so I moved to gas models (FAI formula with 2.5 cc), I entered with alternate success in various competitions allowing the Aero Club Torino team to win the 1958 Italian team championship. Then studies, job and family commitments curtailed my model activity but still managed to enter few gas models competition and also "Coupe d'Hiver" during the winter season. Beginning seventies I stopped free flight competitions, anyhow the bug was still there and just to "do something" I moved to RC gliders entering a few



1967 AGO Team at a Coupe d'Hivre competition. Gianco is on the left, winning 2nd place

During the last five years I attended different O.T. competition in Italy with good results and some F3J competitions where my results were in the average of the competitors but never on the top.

Invited by Don Bekins last year, I joined the Italian group competing in Pensacola and you know the result this year I had planned the visit to La Vegas but unfortunately a sudden management problem in Company of which I am in the Board (anyone know the Diadora soccer shoes ?) obliged me to take care of the financial/ administration area of that company with weekly two days trips to the Venice area thus rendering impossible the trip to USA; this

(continued from page 4) competitions. For business reasons I moved to Switzerland in 1973 and the move reduced a little more my modelling activity limited now to sport flying and no competitions at all.

In Switzerland I started to fly full size gliders, getting my licence and then the silver and gold badges; also if the gliders activity was my main interest, I continued to build RC motor gliders that replaced the full size activity during winter. At the end of 1995, after more than 900 hours flying on seven different sailplanes, I was obliged to stop flying for medical reasons so I came back to activity in two categories, F3J and O.T. gliders and electrics (where I live, engine noise is not accepted). In respect to free flight, there is no chance in Switzerland as there is practically no free space and, on top of that, I cannot run as I was used years ago.



Gianco in 1999 with the model that won the French OT Glider Championship, same design as in 1954.

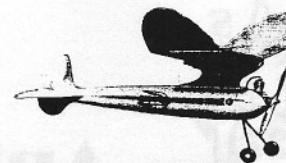
burden is luckily near the end and by mid December I can again start planning a decent competition season with, of course Muncie as priority.

Thanks to Gianco for such a thorough write-up and excellent photos to accompany his story, particularly the b&w photos from 1954 and 1967. This effort should inspire more SAM 27 members to submit their photos and profiles. Gianco's shop is also featured in this issue.

Your editor has a few member profiles in the "waiting to be used" file, but most could use more photos from the past.



1999 in Pavollo, Italy. The glider is the championnet of E. Fillou of France. Nice lines with great wing fillets.



## SHOPS OF SAM 27

As a feature in the *Antique Flyer*, shops of SAM 27 members are "exposed" to the world. What wives have known all along and what balsa dust clogged vacuums have attested to, is shared with fellow members of the modeling fraternity. The A-F is asking that you humble yourself and submit photos and a write-up of your favorite working area, warts and all. Now there will be some shops exposed which will put most of us to shame for our lack of neatness and paucity of equipment, but which will give us an incentive to clean up our act - well, maybe your act.

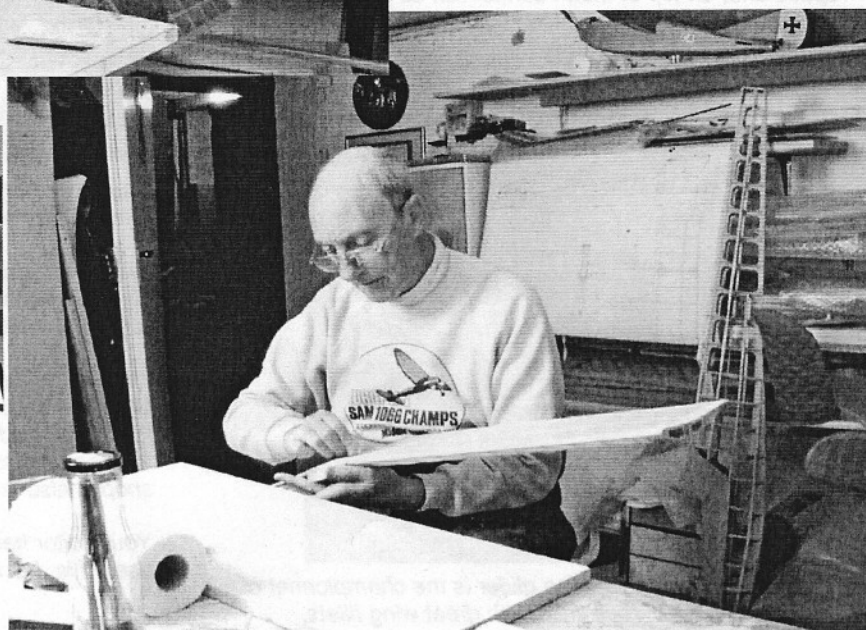
The shop featured this issue is undoubtedly one of the farthest from Sonoma County that the A-F has pictured. Now we need to get some rival shops from Australia, Italy, England, Czechoslovakia and points east. Gianco Lusso's basement modeling workshop in Geneve, Switzerland appears to be pretty standard with the usual benches, open shelves, wood storage, plans and miscellaneous clutter that signify that building is going on. The photos of Gianco's workshop were taken by Sebastian Bertrand.

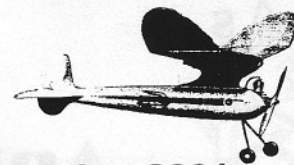


Gianco, at left, is working on an electric powered ship although he has failed to let us know what it is. The lettering on the starboard wing is "PB2". So, this model is the "Mystery Model" for December 2001. Gianco said in his profile article that internal combustion engine noise just doesn't wash in the Swiss environment - wonder what they do about motorcycles and boomer stereos? What does the wing, below, belong to? Another mystery. Appears to be an OT glider fuselage bones behind Gianco plus a mystery German fighter on the shelf.



Far from his shop, Gianco is shown sitting in a DG 100 sailplane. He flew more than 900 hours in Switzerland before losing his medical license. Great Swiss mountain waves for soaring.





## Models

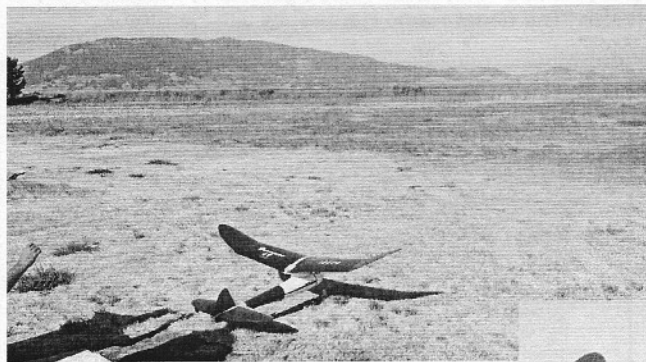
### SEEN AT LAKEVILLE



John Hlebcar initiates Bill Curry into the knighthood of SAM 227 TOFFF. Ray McGowan's "Hurricane 69" takes-off below; originally built in 1942 and redone in the 1950s!

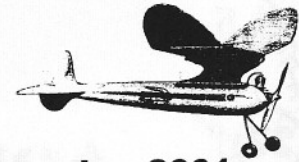


Dick Irwin and Ray McGowan patrol the flight line. Dick is shown below preparing his "Wog" for it's maiden flight.



Loren Kramer launches his electrified Astro 05 "Playboy" below left. The Lakeville gang hangs out below.



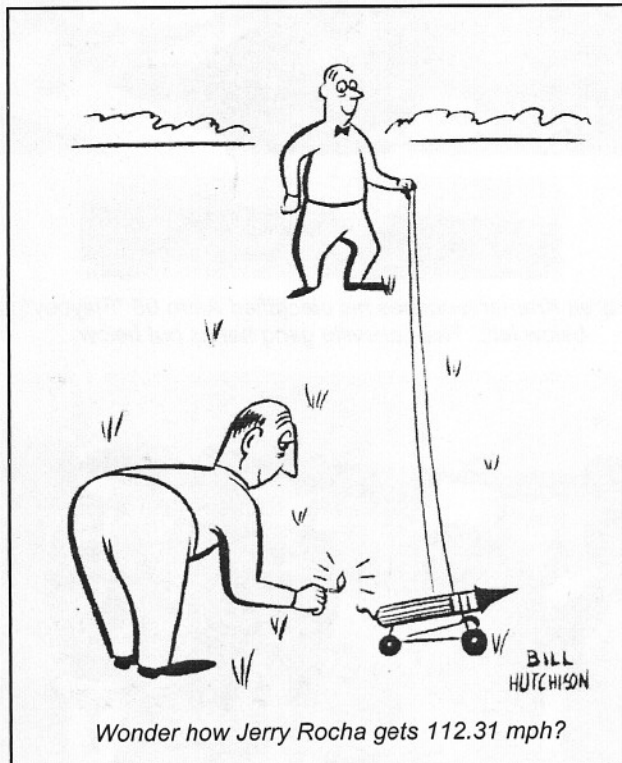


## SCRAP BOX

**GOOD GUY OF THE MONTH:** I have used Dave Gierke's "Demon-Clean" as a very satisfactory engine cleaner and highly recommend it. I had a half-empty can sitting on the back of my bench for a few months - went to use it and found that the engine cleaner had clean eaten itself through the can somehow. Called Dave and he said that he'd only had about three cases of that and that he was checking it out with his chemist. Mean- while, Dave shipped me a free replacement can. You can order at (716) 681-4840.

Ever use the last drop from a CA bottle? I don't use a lot of that stuff so a bottle lasts for a year. I've found that Pacer "Slo-Zap" PT-20 doesn't harden in the bottle and I can get a 1 oz to drain the last dribble of CA.

SAM 27 members have been getting good press lately. Noticed that Bud Romak and Jerry Rocha both have nice photos in the December "Model Aviation"; Bud with a Wakefield and Jerry with his Speed 1/2A U-control models, Speed and Profile Proto.



Error: Page 5 photo should read "E. Fillon"; this glider is shown in the 1950 Aeromodeller Plans Service catalog as having a 111 inch wingspan. with elliptical dihedral.

**REMEMBER WHEN?** For old timers only - hey, that's us! Do you remember the NBC radio show, "The Aldrich Family" starring Henry Aldrich, with his mom calling "HENREEEE"? Young Henry was always the butt of some shenanigan within the family. In 1940, the program featured him, played by the actor Ezra Stone, building a gas-powered free flight model airplane. So you wonder how you can build a model on the radio? Ezra Stone did actually construct an Atom powered "Buckaroo" at home to ensure an authentic story line. A picture of his with his "Buckaroo" appeared in "Flying Aces". Imagine model airplane building being the subject of a modern TV situation comedy - if it doesn't have sex or bathroom humor, it doesn't wash.

On the subject of radio, do you know that the early radio feature, "The Air Adventures of Jimmie Allen" saw its last original script in 1936 but continued as one of radio's few rerun transcription series into the fifties?

With his companion and idol, veteran pilot and former World War I flying ace Speed Robertson, Jimmie throttled his racing plane, the "Blue Bird Special", into a whole skyful of adventures.....In the early days of the series, Jimmie was only a pilot trainee at National Airways' Kansas City Terminal, but with Speed's knowledge aid and assistance, Jimmie soon became a co-pilot and finally a full-fledged pilot. On the day he officially received his flying wings, Jimmie was also honored at a celebration party tossed by Speed and two of Jimmie's other friends at National Airways, the anecdote-wielding airplane mechanic, Flash, and Jimmie's lithe, raven-haired girl friend, Barbara Croft. (From "The Great Radio Heroes" by Jim Harmon.)



Some websites for your perusal: Kenny's Old Time Model Airplane Magazine, [www.ualberta.ca/~khorne/](http://www.ualberta.ca/~khorne/) and the MECA site, [www.modelengine.org](http://www.modelengine.org). And don't forget to check out [www.collectair.com](http://www.collectair.com) for an Early Bird story.





## CORRESPONDENCE

Received from our Staff Cartoonist, **Earl Cayton**:  
 "I want to thank you for suggesting 'The KAPA KOLLECTOR' in the A-F for SAM 27 club members in a recent issue. It should be a "must" for everyone interested in vintage modeling - and the price is right.

"The first issue that I received featured **Cal Smith**. I was privileged to know Cal because we were both Army Air Corps pilots stationed at the same air base for awhile during WWII. He was a gifted artist and his models showed meticulous workmanship. Few people knew that he did most of the artwork for Army air training manuals during WWII (*Editor: MAN's Jo Kotula also illustrated many Air Force publications*). Some modelers collect kit boxes from vintage (plastic) kits. Cal performed the art work for the majority of these; he had over fifty of the models published. It is a shame that he passed away from a heart attack in his late 40s."

### HONEY DIPPERS

*Our club photographer, Larry Kramer, sent the following story - no model airplanes, but nevertheless a lesson in life that we all have had one time or another.*

I had an experience in my life 57 years ago. I think it was instrumental in changing my life. I became a member of the CCC in September of 1940. We were posted to Yellow Springs, Ohio and from there to Lapine, Oregon. This was a three company camp and our company had the job of clearing the land of timber. Another company was building a dam on the Dechutes River, eventually creating Wickiup Lake, which is now a recreation area. As we moved into late fall, the weather worsened and at times became uncomfortable. Regardless of the weather, every one was required to join into calisthenics.

As I was kind of a wise guy, I was always looking for an easy way to do anything. I noticed that about four men in our barracks were always missing at our daily jumping jacks and I began looking into this. I discovered that they were going into the latrine and sitting on the "john". So, I reasoned, why couldn't I be one of them? The next day I went down early and got a seat. Now, I thought I was being smart, no more exercises.

Things were looking up and we were all laughing and having a good time when things got awfully quiet. I looked up and there was the Sergeant writing in his little black book. Oh, oh, I thought, now I've done it. This did not look good. Needless to say we did not pursue that pastime again.

Nothing happened, and eventually our camp moved to Bend, Oregon. At this camp we were working on the canal that would transport the water from Lake Wickiup to an area that would need the water for agriculture. In the early part of January, as we were preparing to board the trucks to take us to the work area, the Sergeant called my name and

three others. He said, "you don't have to work today". With a sinking feeling I realized my three companions were the same ones that had been sitting on the "john" that day. The "Sarg" then asked us to follow him to the supply room where we picked up shovels, picks, rope and buckets. Then, after measuring from the barracks, he told us to dig. After several feet we uncovered an iron lid. When we removed the lid we discovered the septic tank. By using rope and buckets we had to empty that tank. Took us three days. What an awful experience! Talk about the punishment fitting the crime. "Sarg" sure evened the score. Thinking back on it now, it's funny, but not then I assure you. We took a lot of good natured kidding, (some not so good). For three days we were ostracized from all camp activity, even to using our own area of the mess hall. No one wanted to have any thing to do with us. Can't say that I blame them. From then on we were known as the "Honey-dippers".

Here is rendition of the SAM Approved Designs List for gas models. (Taken from SAMTalk)  
<http://www.kiva.net/~wdhannum/Designs/index.html>  
 Here is another real good list.  
<http://members.dcsi.net.au/jtboundy/Pics/SamSearch.htm>

## SAM 49 TAFT CONTEST



*Don Bekins at the SAM 49 Taft End of the Year Contest. Photos taken by Scott Metzler.*



*The "Bomber"*



*The group at Taft contest headquarters.*



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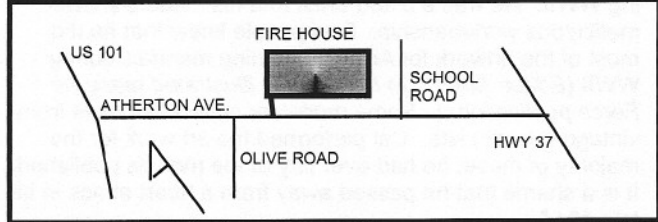
## MEMBERSHIP

Membership is \$15 (\$18 Foreign) for the calendar year for both full and associate members. Dues are payable January 1st. DUES ARE NOW PAYABLE FOR 2002.

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. DUES ARE NOW PAYABLE FOR 2002.

Send dues to Rod Persons, Treasurer. Make checks payable to SAM 27. DUES ARE NOW PAYABLE FOR 2002.



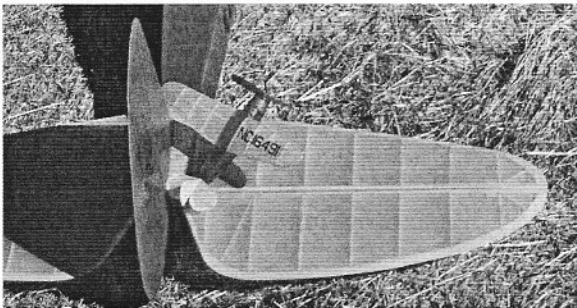
Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

# Antique Flyer

201 Foster Road, Napa, CA 94558



December 2001



Look carefully! Don Bekins' "Airborn" is a host to a yellow-orange, stab-sitting, parasite peanut. Dick Irwin's "Wog" below and page 7. DUES PAYABLE



## FIRST CLASS MAIL

TO: