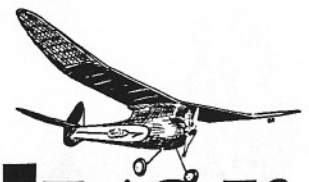




Antique Flyer



AMA Chapter #108

February 2002

Issue 226

Chapter Meetings

The following minutes for November and December are a compilation of information from Loren Kramer who is our recording secretary.

The Club Project for next year has been decided. The event is going to be A1 Towline Glider (Lil Dip, Jetstream, and Ghost). A BMJR Lil Dip will be raffled off next month followed by a Jetstream in January and a Ghost in February. The Ghost is rumored to be produced as a partial kit by Bob Holman. Rod Persons was unanimously voted in as Director of the Club Project for 2002. BMJR is making kits of the Lil Dip (the Lil dip was raffled off tonight) and Jetstream (to be raffled off in a later meeting) Bob Holman sent a partial kit for the Ghost that will be raffled off at the January meeting. Bob also has partial kits for the Lil Dip and Jetstream.

Christmas Party as reported by John Hlebcar: We had a great time. We want to thank Park Abbott and his sweetie for arranging the raffle prizes, Don Bekins for MCing, My wife for helping with the raffle tickets, Larry Kramer for taking pictures, Jerry & Phobi Long for providing music, Brian Ramsey for singing three new songs.



John Dammuler video taped Mike Fulmer's presentation a few months ago and donated a copy to the library for those who are interested to watch.

Dues for 2002 are now being taken! \$15.00 for USA members, \$18.00 for foreign members.

Rocco Ferrario reported for the Junior Old Timers that the timers are ordered, the T-Bird kits are on the way and the Lil Dip kits will be ordered when the funding comes through from AMA. The junior team is already getting ready for next years contest season.

TOFFF : The field off Lakeville highway is now mud and it is not advisable to park on it as somebody found out the hard way. They were able to get him freed by using the take off mats. Remember to be very safety conscious when flying at the Lakeville site; we don't want to get anybody injured.

The election of officers for 2002 was held and all of the officers for 2001 have been re-elected for 2002. Congratulations!

John Carlson mentioned that we used to have members send in their personal biographies and publish them in the Antique Flyer. John has volunteered to do this by calling and interviewing members on the phone. SAM 27 members at the December meeting nominated the first members to be interviewed by John. They are Don Bekins, Bud Romak, Ron Keil and Ed Hamler. (Thank you: editor)

The SAM Western Contest Schedule for 2002 was brought up at the December meeting. This is the tentative schedule: Old Timers at Weagell Field - April 7th.; SAM 21 Ranch Romp - June 1,2 at Elk Grove; Our Annual Small Rubber FF - July 20th. run by Jerry Rocha; Crash & Bash - October 4,5 & 6 the reason for changing from the our traditional weekend in September is the SAM Champs ends the 30th of August which would make it extremely difficult to run the weekend after Labor Day.

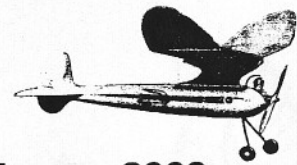
Steve Remington needs help with the Antique Flyer. Please help out by sending contributions. Send contributions for the Antique Flyer to Steve — no handwritten copy please unless it's relatively short. Always can use Scrap Box Feature, Mystery Model or Modeler Photos and photos of member's shops.

MEMBERSHIP NOTICE

Check your address label on this issue - if it reads "Expires Dec 2001" my records show that your dues are payable now. To avoid this being your last issue of the Antique Flyer, send your \$15 (\$18 for overseas members) to Rod Persons, 115 Kerry Lane, Cloverdale, CA 95425. Checks should be made out to SAM 27 and all U.S. applications should include a copy of your 2002 AMA membership card.

TECHNICAL PRESENTATIONS.

John Dammuler showed a couple of compressed air motors in November One motor was from a model that he picked up at Big Lots. It was in the damaged section; the wings were damaged. John mounted it to a Baby Boomer with a T-tail and flew it last weekend. The other one is from an Air Hog that he mounted a Peck Polymers prop on. He still has to figure a way to mount it in an airplane. That's a winter project, to have both flying by next spring.



TECHNICAL PRESENTATIONS (continued)

Buzz Passarino made the December presentation. Buzz brought in several items that he used to manufacture. The first item was a motor mount that solved the problem of making thrust adjustments. The normal way was to loosen the mount screws and put a shim under it hoping it would make a difference but most of the time didn't. These are TD motor mounts that you can adjust up, down, right, left and diagonally or any way you can think of. It really increased Buzz's ability to get what he wanted out of the plane. Buzz made everything from the mold to casting to finish machining and polishing. There were numerous samples of different stages of manufacture. The mount basically consists of a plate that mounts to the firewall with a hardened brass drive screw that fits a hole in the mount and four cap screws to adjust the thrust angle.



The next item was a tone tachometer that has an adjustable pitch to determine the RPM of a motor; you adjust the tone until it sounds the same as the engine and you read the scale that you calibrated. Buzz showed an innovative material for making rib templates. The material is Printed Circuit Board that is cut to your rib design and then drill register holes to align the ribs for sanding to final shape.

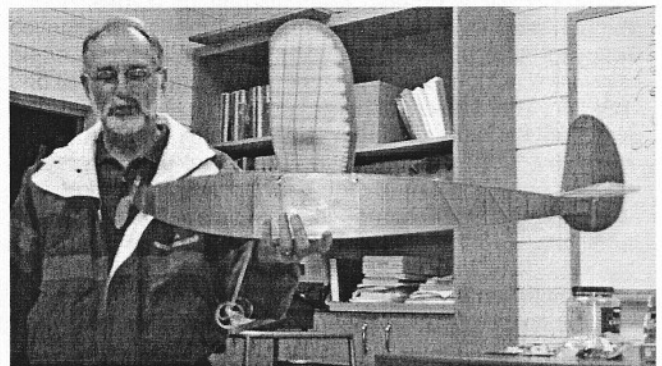
These templates will not bend or break like the aluminum or wood templates. It was mentioned that this material has many uses in model building such as servo trays and gearboxes. Another item is a balsa stripper that you push the balsa through like a table saw. It is clamped to a table and adjusted to the size you want and locked in place. The blade used is an ordinary Utility Knife blade that is rigid enough to even cut thin plywood. It also has the ability to adjust the height of the blade so you can cut thicker balsa by adjusting to cut a little over half way and flipping after the first cut and get a nice square cut. In the era when all the props were plastic Buzz saw a need for a better propeller so he started making them to fit the equipment. People were ready for a wooden prop and he was behind on the orders from the first magazine ad. Buzz manufactured them and John Tatone marketed them. Buzz had several examples from prop blanks to finished props. He used fixtures and dial indicators to make sure everything was correct to a couple of thousandths. Buzz also made the machines to manufacture the props. The machinery is still in existence, it was sold to a couple in Cloverdale who then sold it to Master Airscrew who used it to come up with their own line of props.

The next item Buzz showed was an Auto-Rudder for towline gliders. When tension is put on the tow hook it causes the ruder to straighten out and you can tow it till you are ready to launch. Then you give it a tug and it releases the hook and the rudder moves over to the stop to cause the glider to circle.

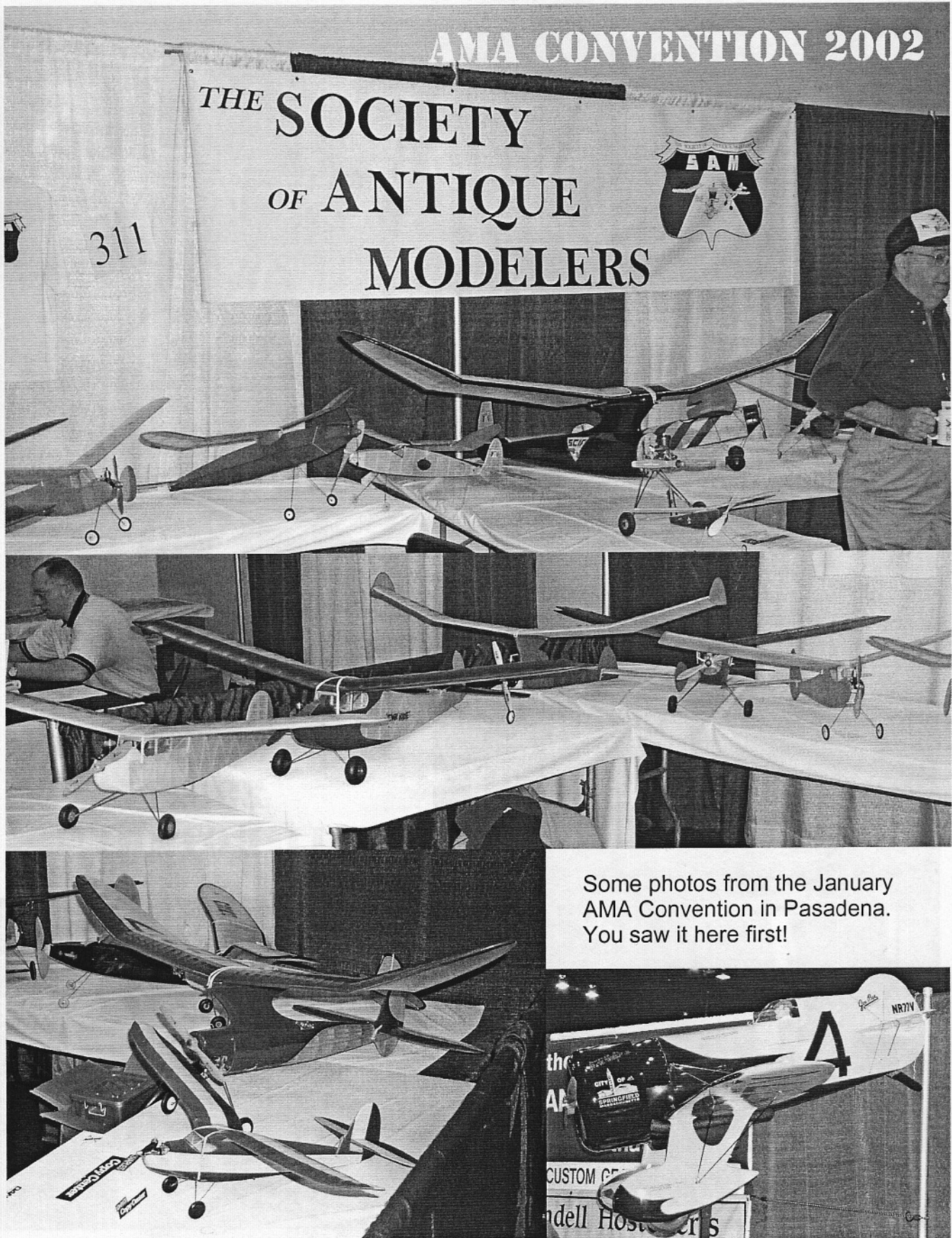
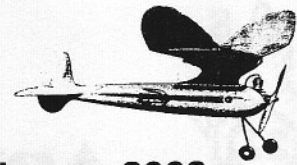
SHOW & TELL

Bill Curry brought in his new model. A Playboy Sr. Cabin by Bob Holman. It is a replacement for his Mercury, which was damaged in a crash. It was lost in the clouds and then spotted but was too close to the ground. The new plane is electric powered by the same power system used in the Mercury, Aveox 10102Y80 with an 18 x 10 prop. The Mercury weighed 57oz. this one about 35 oz. Bill modified the drawings by making it a cabin model. Jack brought in his latest model, a T-Bird that he started the samr day. It's all built up and the wings and tail are covered waiting to shrink the tissue and a finish. Ed Hamler showed his Lil Dip built from a BMJR kit. The kit comes with everything except the glue, covering and the button timer. It builds quickly, everything fits and just about falls together. It has an auto rudder, witch allows you to tow straight and when released goes to a preset circle. The model weights in at 6 oz.

Sean Andrews brought in another of his models. A Tail Firster by BMJR. Jack showed a P-30 model. It is ready for covering after 10 hours of building. Kevin had a control line plane, a Baby Flight Streak by Brodak. Ready for the engine and tank to be mounted. Ned Nevels brought in a Dallaire Sportster built from a John Pond plan. Ned had to redraw virtually all the patterns. This was done with CorelDRAW and then converted to CAD so they can be laser cut which Bob Holman did for the wing ribs. He reworked the landing gear so that it is removable, by forming them and then cutting in half and installing tubing in the fuselage to mount them. It makes it easier to transport. John Dammuler showed off his model that he got at this years Christmas party gift exchange. It is a Fumanchu covered with SAM Span stuck on with white glue. The landing gear has been modified to two wheels for easier ROG. John built this in two days. Remo Galeazzi showed an English Electric Wren scale model that he was built after finally finding a three view of in a vintage aircraft magazine. It was originally built to fly in competition started in 1922 for a cheap minimal airplane. This one had a 2-1/2 H.P. engine that got exceptional fuel mileage. The trailing edge was made of a unique material; 1/16 aluminum tubing was formed between his fingers to match the drawing. Powered with a Cox .049 with a dummy cylinder to make it look like a twin. It's covered with SAM Span except for the wing, which is covered with tissue. Remo also brought as model for the raffle. It is a Farman Sport 1923 that he built but never got around to flying.



Bill Curry with his colorful "Lanzo Classic."



AMA CONVENTION 2002

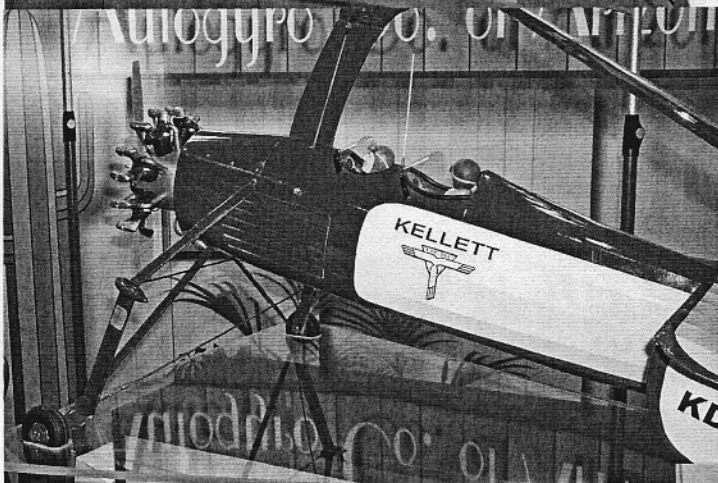
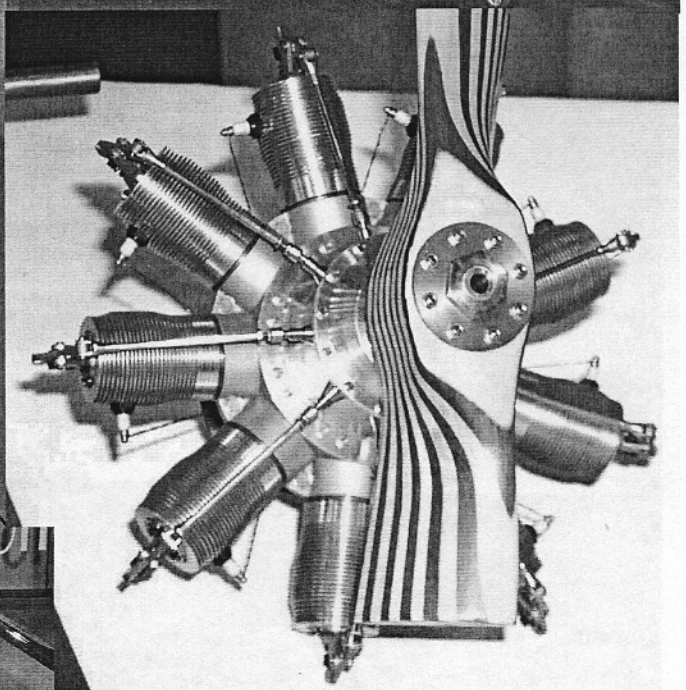
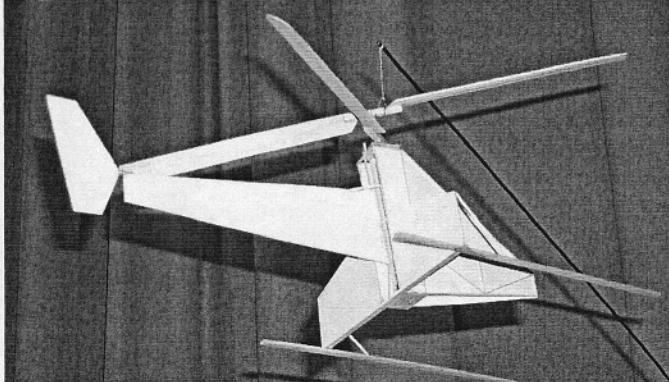
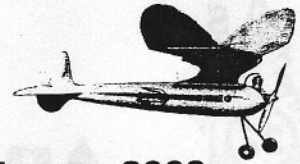
THE SOCIETY
OF ANTIQUE
MODELERS



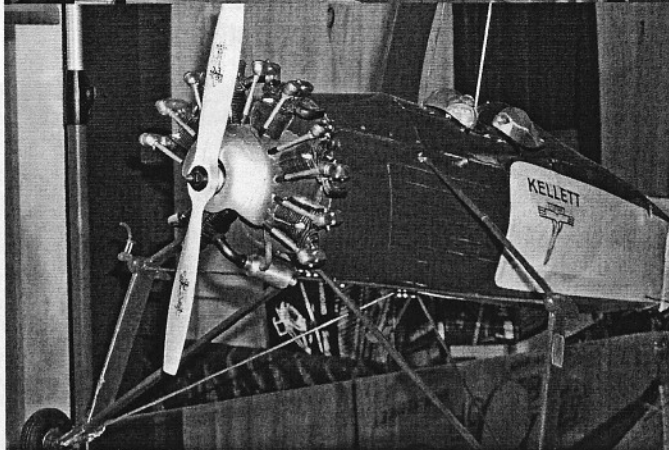
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Some photos from the January
AMA Convention in Pasadena.
You saw it here first!

the
AA
CUSTOM CENTER
dell Host...



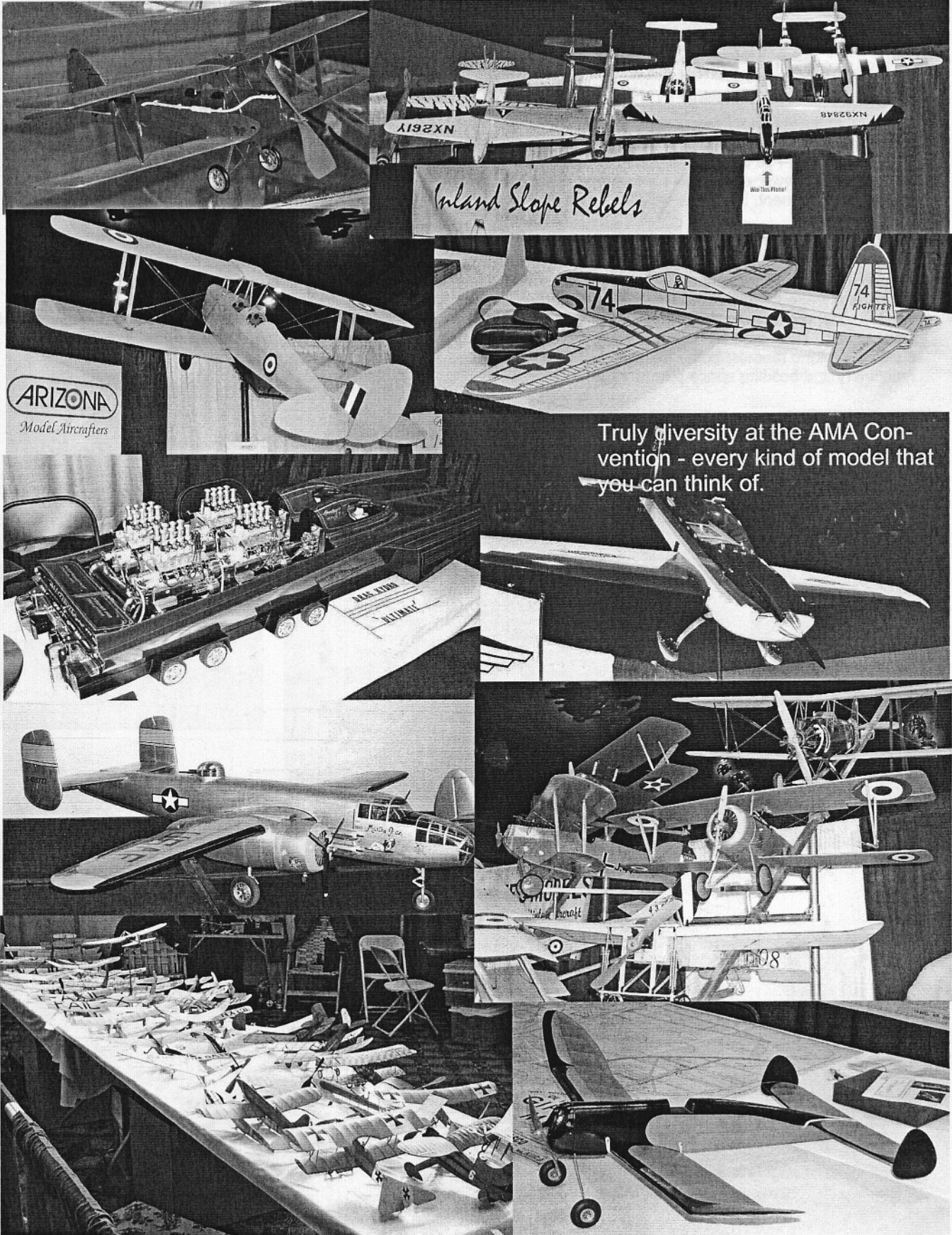
AMA CONVENTION 2002 ALL ROTARY!





Antique Flyer

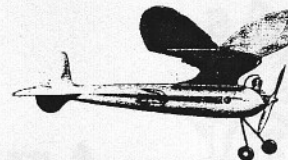
February 2002



Inland Slope Rebels

ARIZONA
Model Aircrafters

Truly diversity at the AMA Convention - every kind of model that you can think of.



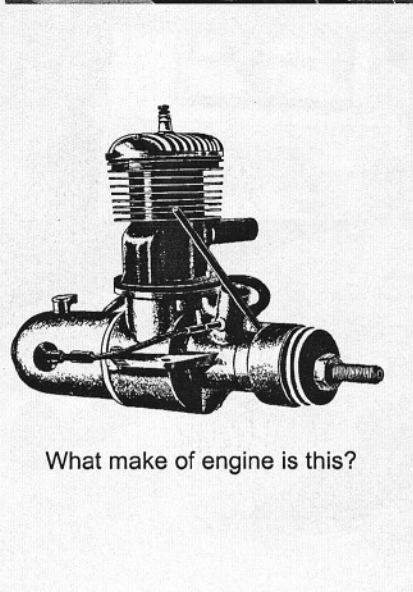
SHOPS OF SAM 27

A feature in the *Antique Flyer*, Shops of SAM 27. member,s shops are "exposed" to the world. What wives have known all along and what balsa dust clogged vacuums have attested to, are now 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.

Loren Kramer's terrific shop is featured this month. Loren offered the following comments about his building space: "These are some pictures of my shop. I started putting this shop together when I was racing R/C boats and couldn't buy the parts I needed. Since then I have had numerous projects in this shop. Starting out with R/C boat parts such as connecting rods, crankshafts, heads, motormounts, then getting into model trains and live steam, both stationary engines and locomotives. Then onto slot cars including making chassis fixtures and blue printing and modifying the motors. Now I'm building airplane models, both free flight and R/C." What's next Loren? Loren's shop has lots of space with adequate machinery and building space plus storage.

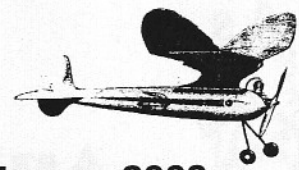


Loren's workspce along with his expert "helper". What airplane is that on the bench? This month's "Mystery Model."



What make of engine is this?

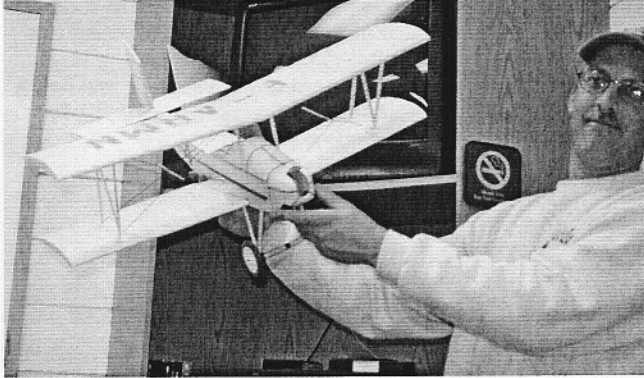




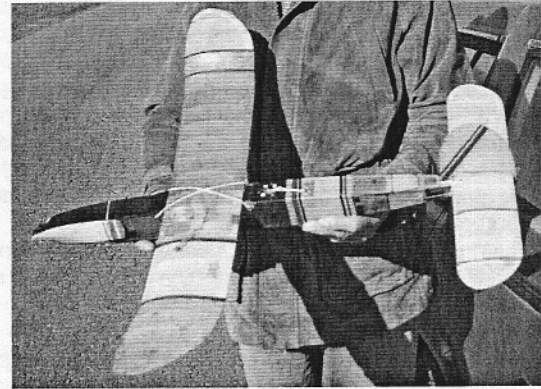
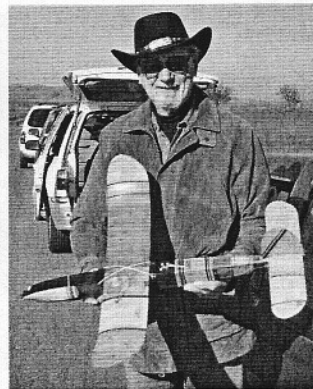
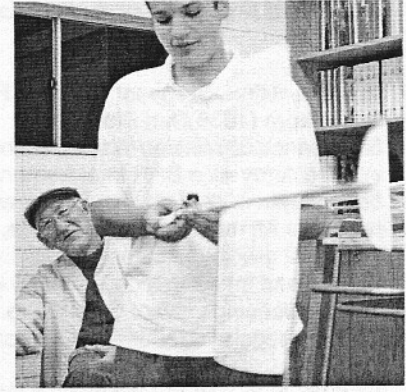
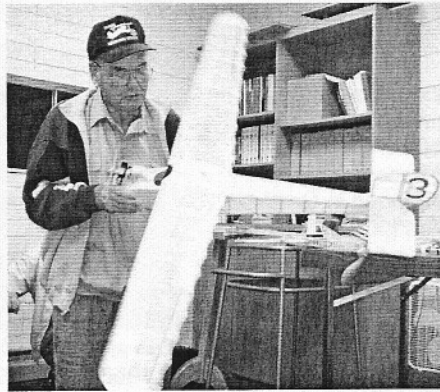
Antique Flyer

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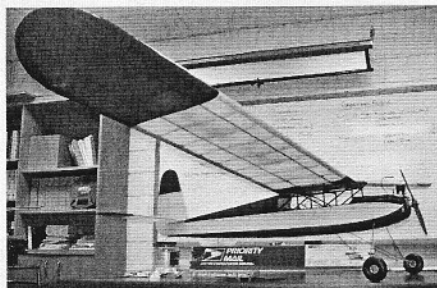
Models



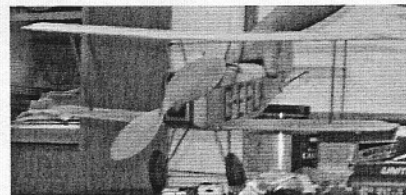
Left, clockwise: John Dammuler shows a scale Farman; a tail firster by Sean Andrews; framing up by Jake Engelskirger; Kevin shows his Baby Flight Streak by Brodak; Remo Galeazzi with his English Electric Wren, and Ned Nevels explains the construction details of his Dallaire Sportster.



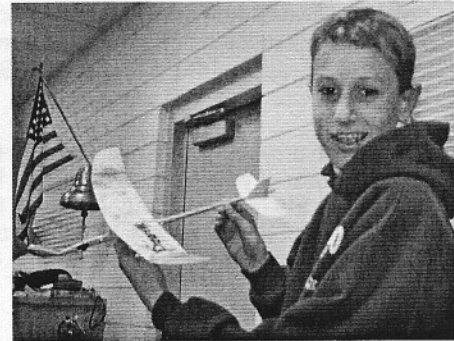
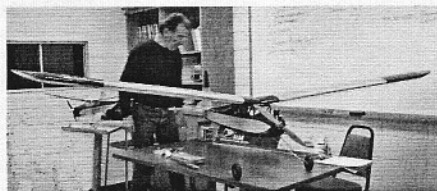
Stew Bennett (above) is shown with his "Jaberwacky" after it was retrieved from a six-month "tie-down" in a vineyard; it was lost at the June Club Rubber Contest.

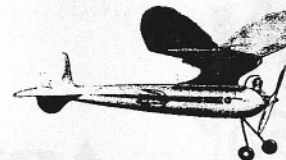


Ed Hamler brought his ten-foot wing-span Dallaire to show at the January 2002 SAM 27 meeting - classic!



Above: Farman Sport 1923 donated to raffle by Remo. Right: Jake Engelskirger with a nice HLG





Model Aircrafters Department

MEMBER PROFILE RON KEIL

John Carlson is now interviewing SAM 27 members for future Member Profiles in the A-F. This month John caught Ron Keil in an unguarded moment and squeezed the essence of Ron's modeling career out of him. Thanks Ron and John.

Ron is a retired Sergeant of the SFPD and a real rarity: a native born (1936) San Franciscan. Ron was raised in the San Francisco Mission District, ("South of the Slot"), went into the Army as a BAR infantryman and became a trombone player in an Army band. He was stationed in Germany where he met and married Hilda, a World Class baker and most gracious hostess. They lived for a time in Marin County and later moved to Kelseyville to a house on a hill with a sweeping view of Clear Lake. Despite the long drive, Ron is a regular attendee of the monthly SAM 27 meetings.

As a youth in San Francisco he lived almost across the street from the Columbia Park Boys Club, so naturally he hung out there, where there was a room with many model airplanes hanging from the ceiling and building classes for the boys. Ron says he was hooked and from that time on it was hard to find him without his hands on a model. When he visited his Grandmother he would fashion gliders from strawberry baskets which, at that time were made from thinly shaved wood. After starting with stick ROG models, the first real model that flew well was a Pacific Ace. His favorite model was a monster 15' span Dallaire, originally powered by an O&R 60 and later by a higher power converted O&R industrial engine.

Over the years Ron has built and flown many types of models, U/Control, FF rubber indoor and outdoor, slope gliders, etc. While in Germany he belonged to a model club and there built and flew his first R/C model, a rudder only escapement. Ron has belonged to a number of clubs and has flown all types of models in many locations in the Bay Area. He seldom flew in competitions until he joined SAM. Ron was one of the founders of SAM 27 and has served as President, V/P and C/D.

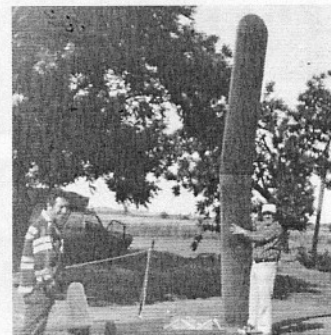
Ron is also a member of SAM 74 in the Clear Lake area. For a number of years they had a great flying field. The owners decided to plant grapes so now Ron flies at the Clear Lake Modelers field. Because of noise restrictions he has had to convert models from ignition to glow with

mufflers. Ron and a few of his buddies also fly monthly indoors at the local National Guard Armory. The models range from Hanger Rats, Peanut Scale to Ron's own design electric R/C. Ron is also greatly into engine collecting and is a frequent attendee at MECA Collectos where he buys and sells. He does a fair amount of engine work and has a lot of spare parts. For anyone with engine questions, Ron is a good place to start, and maybe finish.

SAM 27 is indebted to Ron for his founding efforts and continuing support.



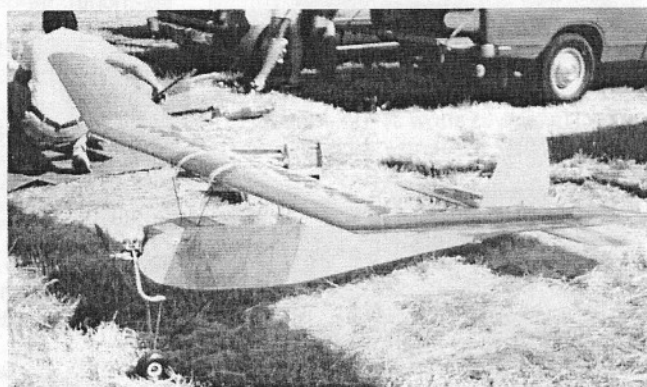
Ron and son in Germany in 1956 with a 1/2 Cherokee Free Flight.

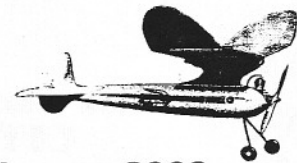


Ron's 15" Dallaire Sportster shown below at "Two Rock" field - he had a J-3 Cub fly around it to check this bird out! He's holding the 32 sq. ft. wing at Merwin Ranch in the old photo above. Huge! (undated).



12' Lanzo R/B with Taplin Twin Diesel. Tatum made the exhaust extension from a french horn part - blew smoke rings.





SCRAP BOX

GianFranco Lusso's shop was featured in the last issue of the A-F and several mystery airplanes were presented. Gianco has written to clear up several of the mysteries, but didn't solve the question of the one that he's holding.

"I was delighted to see my story in the last Antique Flier, thanks for correcting my "frintlish, namely cocktail of french, italian, english", not the best cocktail better a good Dry Martini or an Americano (50% Camapri,50% Martini sweet).

"I take the opportunity to clear the 'mysteries on my shop': The wing belongs to the Thermic 100 I had prepared for Las Vegas. I entered the model in two competitions in Italy: one in San Marino on a very very windy day (ask Nik he was very upset) where I got the first place and than to the Italian Championship in Siena, when on a lot better condition, the model got again the first place. The Thermic is really a superb flier which can cope easily also in windy condition and capable of getting the best from the smallest mini-thermic. The fuselage bone behind me is the fuselage of a KA 8 scale 1:4, this is the glider on which I got my silver badge and made the beginning of the cross country flights. I hope to finish the HB 847 for this summer only or autumn because the priority is for the models for competition. The last, the fuselage of the german fighter, is the fuselage of a park flier semiscale Taube which I fly on the beach in front of my flat at the seaside for the benefit of my grandchildren. Hoping to see in Muncie I send my best wishes for the New Year and a lot of fun with the models."

JIMMIE ALLEN POSTAL. John Hlebcar got the following results from Jerry Rocha:

- Club and City and Points
1. SAM N-X-211, St. Louis, MO 1002
 2. SAM 27, Napa, CA 922
 3. SAM 1, Denver, CO 905
 4. Scale Staffel, San Diego, CA 781
 5. Thermaleers, St Louis, MO 724
 6. Cloudbusters, Metro Detroit, MI 554
 7. Michigan Antique Modelers, Wyoming, MI 439
 8. Old Time Eagles SAM II, Monsey, NY 431
 9. Utah State Aeromodelers, Salt Lake, UT 336
 10. Hawkeye Aeroneers, Cedar Rapids, IA 177

SAM N-X-211 will be the host for the Jimmie Allen 2002 Postal Contest. Their address for information is Ron Carr,418 Madrina Court,Ballwin, MO 63021 (636) 394-9709

Keep'em Flying - John H



CARTOON BY CAYTON



Don't take it so hard doctor. Modelers are a bit different from the rest of us - and they're almost always incurable.

MERCURY. The original Fleetwind 60 engine installation in my Mercury has been changed to an Ohlsson 60. The Fleetwind proved to be somewhat balky and temperamental but an article in the Engine Collectors' Journal, Volume 26 - #3, August 2001, convinced me that I would just as soon not blow up what is otherwise a very nice display engine. The early Fleetwind's had a stamping or drawn piston with the rod permanently attached by means of a yoke riveted to the piston crown. Apparently this led to failures and Hoof changed to a conventional, cast and ground piston/rod arrangement on later production and offered the new piston as a kit. My Fleetwind has the early piston. The writer of the article states, "...my advice is, do not try to run a Fleetwind with the type one piston..." Since I'd already been running the engine, I decided that discretion was in order; no more Fleetwind unless I can get a type two piston/rod, so now I'm in the market for one. The Mercury was constructed using the Holman kit; those of you who used a flying horizontal tail made the better choice. I chose a conventional stabilizer/elevator and found during the first few flights that the longitudinal dihedral or decalage was excessive; the fuselage cabin wing rest has a subtle angle built in giving far too much wing incidence. I raised the stabilizer L.E. by 3.5 degrees of positive incidence, almost matching the wing chord, and the first flight with this setup proved successful. In addition, I'm trying out a "secret Weapon", an Ikarus micro gyro yaw damper which is set at a very low sensitivity but which I plan on increasing to observe results - I'll let you know how it works on an old timer. It only weighs 5.2 grams.





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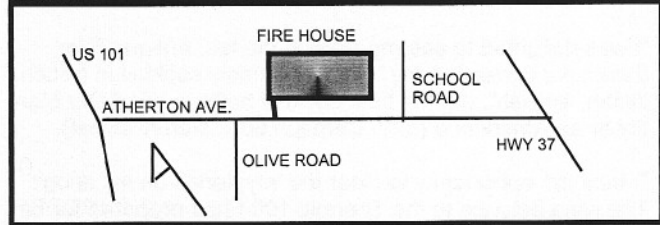
MEMBERSHIP

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.

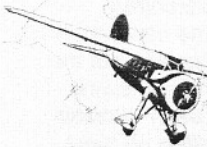
Send dues to Rod Persons, Treasurer. Make checks payable to SAM 27.



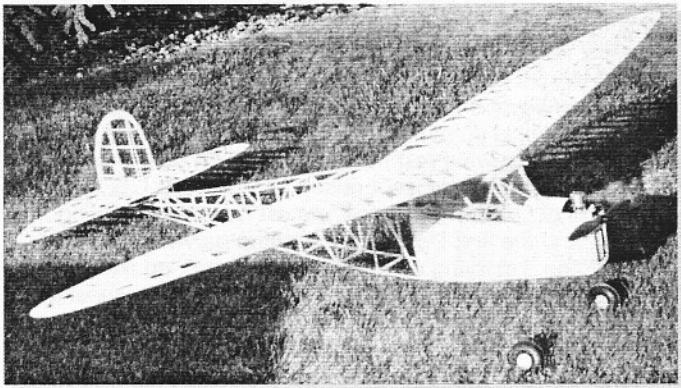
Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

Antique Flyer

201 Foster Road, Napa, CA 94558



February 2002



Bones of Ron Keil's Clipper - date unknown. See page 8 for a Member Profile of Ron and his magnificent Dallaire, built during his "big is better" period.

SPECIAL IN THIS ISSUE: Photos of the SAM booth at the January AMA Convention along with additional pics.

FIRST CLASS MAIL

TO: