

## MEMBER PROFILE - BUD ROMAK

**Bud Romak** enjoys life, which accounts for the seemingly perpetual smile on his face. A major source of his enjoyment is the building and flying of model airplanes. Modeling came naturally and he is good at it. Bud's passion is free flight which he, and many others, consider the purest form of modeling. The challenge of building and trimming a model to satisfactorily fly freely in a desired manner is what motivates these free fliers. Bud said he tried R/C but it didn't "turn him on". (Wait until the legs give out !!!) Bud was born in Oakland, CA in 1928. When Bud was about 10, his Uncle Eli, who was active with the Jr. Bird-

men and an excellent builder, got him started in the hobby and taught him how to build models. It was at the start of junior high school that Bud began to build hand-launched gliders, rubber models and gas jobs. His idols at that time were Carl Goldberg, fellow SAM 27'er Stu Bennett, Manny Andrade, Don Foote and many of the Oakland Cloud Dusters. Bud remembers how he was always looking in from the outside and admiring the models and fliers of the OCD. He could not join the Club at that time because of the high qualifications they required. Finally in 1958, 18 years later, they accepted Bud's 5 bucks and he became a proud

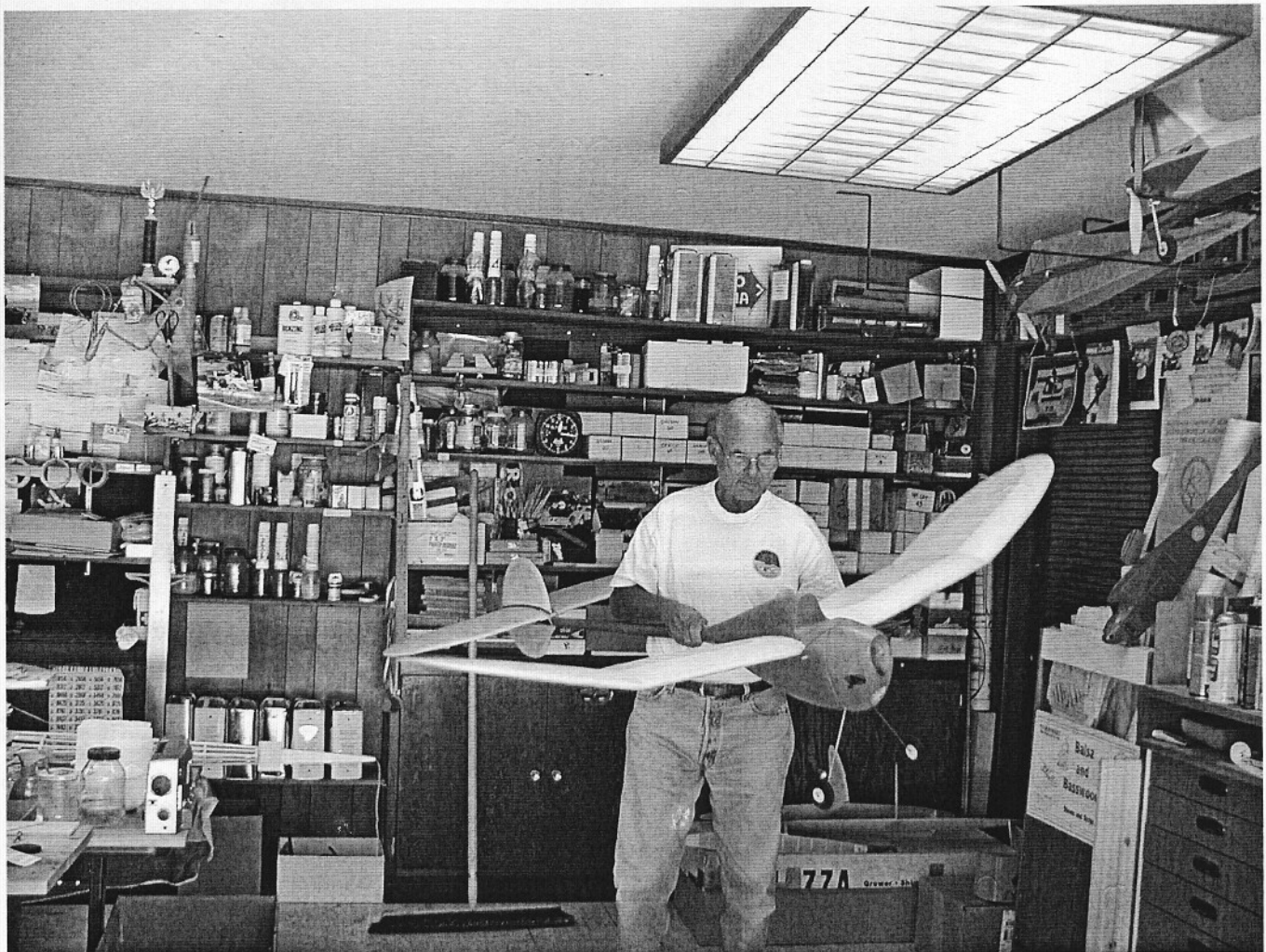
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# Antique Flyer

(**BUD ROMAK** continued from page 1) member. After high school Bud went into the Army and served three years with the 82nd Airborne. Upon completion of his service he attended Heald College and earned a degree in Civil Engineering. About this time he married his boyhood sweetheart Patricia and subsequently produced 4 sons and 6 grandchildren. Bud and Pat recently celebrated their 52nd Anniversary. Bud worked in the US Steel Engineering Department for a year after finishing school but, at his fathers urging, joined the family's business, the Romak Iron Works in Oakland, later relocated to Benicia. After many years with the Iron Works, industry advancements required that many of the operations be computerized. Bud was not interested in computers so decided to retire, sell his share in the business to his sons and concentrate on modeling. In 1961 Bud started serious indoor competition with Joe Bilgri as mentor. In 1966 he was on the USA indoor team with Joe Bilgri and Frank Cumming competing at the World Champs in Hungary, after which he gave his models and model boxes to the Hungarian and Romanian teams and still sends care packages of balsa and indoor supplies to them.

He was Indoor World Champion in 1976, USA F1D team member in 1966, '72, '76 and '84. He served as Team Manager 8 times in the period of 1968 to 2000. The 1998 Championships were held at the famous underground Romanian salt mines in Slanic, about which Bud wrote a fascinating article appearing in the June 1999 issue of AMA's Model Aviation magazine. Other noteworthy accomplishments include 1941 World Record holder in ROW Rubber C Fuselage, 1942 ROW Class C Gas (Foot Westerner, Bud's "favorite model") and 1997 SAM Champs FF Power Champion. In recognition of his many accomplishments Bud has been elected to the SAM, NFFS and AMA Halls of Fame.

Club memberships include SAM/SAM 27 (per Bud: "The best SAM Chapter"), Oakland Cloud Dusters (OCD), Southern California Ignition Flyers (SCIF), Southern California Aircraft Modelers and Pilots Society (SCAMPS), Detroit Balsa Bugs, National Free Flight Society (NFFS) and the AMA. Bud's other diversions include sports car racing for a number of years, and full scale flying, earning his Private Pilot's license in a J4 Cub followed by time in a Cessna, however these always took a back seat to building and flying models.



# Antique Flyer

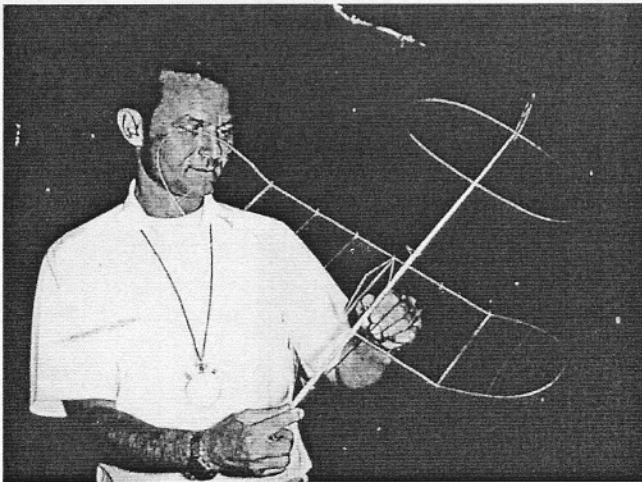
(BUD ROMAK continued from page 2)

Bud is possibly the most prolific model builder of all time. In his 50+ years in the hobby his total output is in the high hundreds. Currently he builds from 30 to 40 models a year. Hardly a day goes by when he doesn't have a model in progress and is thinking about the next one. On trips to Muncie, IN to compete in the AMA Nationals, he and Bill Vanderbeek take turns driving the motor home and building models on the way; each has a goal of having two ready for covering by arrival time.

What happens to old Models? "They crash, get lost, are given away, tossed or burned."

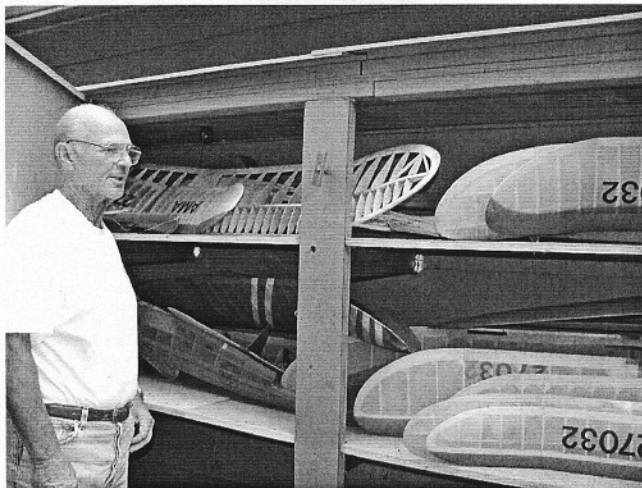
When asked if he had any words of wisdom for others, Bud's reply was "Do what comes naturally and what you enjoy. Persevere and the reward is yours." SAM 27 is fortunate to have such a distinguished modeler as a Member.

This profile was submitted by John Carlson and the shop photos were taken by Don Bekins.

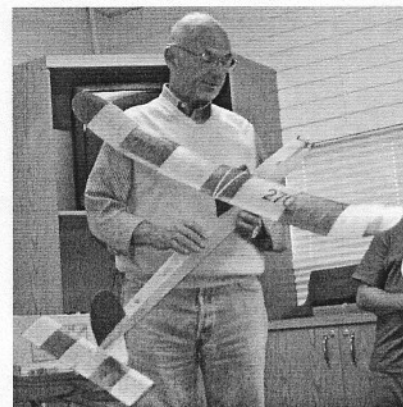


The photo above is Bud in 1976 at Cardington, England; he was Indoor World Champion in that year.

Below: Bud is surveying some of his current inventory.



An array of clippings from Bud's modelling past. At top is a "San Francisco News" item of an ROG contest at Lake Merced. Receiving trophies (L to R) are Bud Romak, Richard Pittenger and Don Foote, flying his "Westerner." At middle right, "They sailed through the air" with Bud at right who won a gold trophy. Middle right is a picture of top winners: John Tatone, Bud Romak, Paul Thurston, and Charles Dorsett in front row. In back, John Drobshoff, Andrew Tagliafico, Curt Holzhauser, Ralph Iglar, John Pond, Bill Gunther, Tom Smith, Jack Dyer, and Dave Goodman. At bottom, Bud is the short one at the Oakland Naval Airbase. The skinny clipping is entitled, "Bud Romak - J.A. of Week". Bud was the "Junior Aviator of the Week" as one of the outstanding young model plane builders of the West at the age of 13. Bud's 16 year-old brother Earle is pictured at the extreme right of the top clipping, another winner and mentor. What great modeling memories!



Recent picture of Bud with a Moffett that he presented at the May SAM27 meeting. He designed this model on a Sunday, built and had it finished by Wednesday.

# Antique Flyer

## SAM 27 RUBBER MEET

**SATURDAY, JULY 20TH**

Don't forget the SAM 27 Special Rubber Meet scheduled for 7AM to 12PM on Saturday, 20 July at the Lakeville Road flying site. Events are OT Small Rubber, Hand Launch Glider & Catapult Combined, P-30 Rubber, and .020 Replica & 1/4 A Nostalgia Combined. Trophies will be awarded for each event including an overall award for Junior Champion. You must be present to collect trophies. No fuse DTs are allowed. Contact **Jerry Rocha** at (707) 255-0651 or e-mail **John Hlebcar** at <hlebc@juno.com > for further info. Jerry also reminds us that SAM 27 has scheduled Saturday, 24 August for participation in this year's Jimmie Allen Postal event. Mark your calendars now for these two fun days at the Lakeville site!

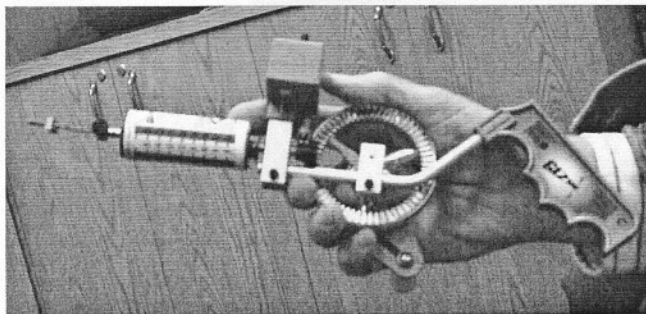


Paul Stober with a new free flight that he had hoped to fly this particular day but high winds prevented the test flight.

Below: Paul gets a great launch with his gas job. Sorry, but more information on this beautiful ship wasn't provided.



This is a SAM27 member getting up at 3:00 am to prepare for the Saturday Special Rubber Meet on July 20th.



Jerry Rocha, Rubber Meet CD, shows his "Gizmo Winder" which he plans on using on July 20th.



## Models



Ed Solenberger launches the "Airborne" for Don Bekins at a Lakeville TOFF session.



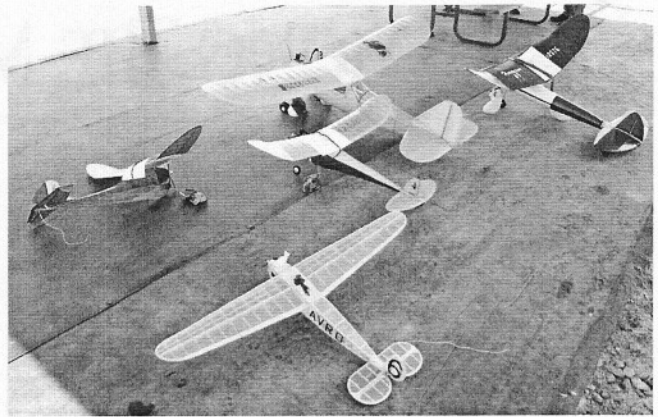
Ed Hamler launches his scaled down "Quaker".



Larry Kramer's nice "Pacific Ace".



Lots of flightline activity at the May 4th Antique Aeromodel Fun Fly held by SAM 27 at Skaggs Island.



This is Ray McGowan's stable of flyers, featuring the "Super Buccaneer", at Skaggs Island Fun Fly.



John Carlson works on his "Bomber" while Loren Kramer adds his encouragement.



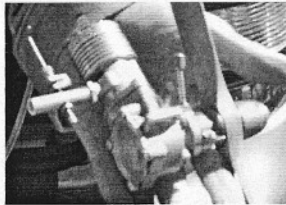
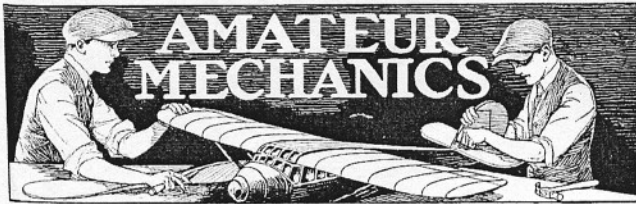
This is Don Bekins' "Air Force" that he brought to Skaggs Island Fun Fly. How many of these birds got in the air? Now for your test: Can you identify, by name, all of these models? I sure wish this page was in color!



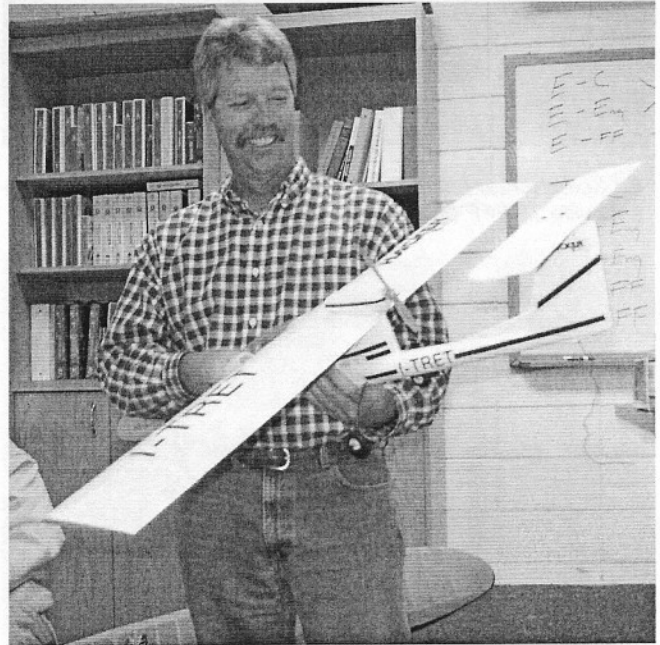
Ed Hamler's "1935 Sportster" is in the pits with the rest of Ed's fleet waiting to fly at Skaggs Island.



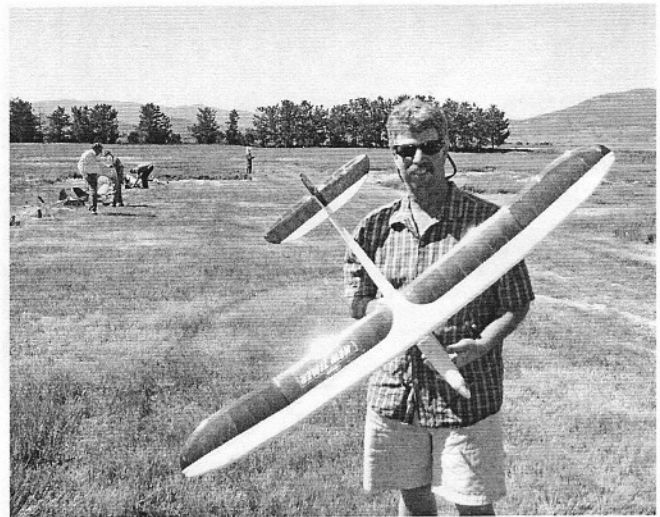
## AMONG THE MODEL MAKERS



Ed Solenberger built this engine from castings that he bought over eBay. He finished all the parts without plans or any written directions. A really nice looking engine and it runs like a champ. What's the cubic inch?

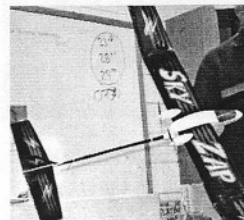


L.J. shows off his "Hacker" electric-powered ARF. Below: L.J. with his pretty "New Timer" at Lakeville. This is also an electric model.



Jerry Rocha, in the photo above, shows his "T-Bird" which is covered with SamSpan. Jerry reports that he likes the covering material very well.

Kevin Foster, at left, shows off his "T-Bird" which appears similar, but not the same, to Jerry's "Bird". How many "T-Bird" designs are there?



Left: L.J. shows his "Sky Zap" ARF, twin electric-powered. A neat arrangement for guidance. The model has no elevator, rudder or flaps. All control is accomplished by running left or right motor, or both. Hugs thermals. See editor's ARF comments further in A-F.

## SCRAP BOX

### ARF ATTACK!

Critical mass appears to be on the horizon, so your editor is jumping into the breach with some comments and suggestions concerning the ubiquitous ARFs and the Antique Flyer content. I've not heard anything from any member about ARFs, so this is my solo foray into controversial ARFdom.

I have no problem with any of the ARFs or ARF flying or ARF anything. I think many of them are rather neat and I'm enjoying flying an Ikarus Bleriot III-type myself - foam and carbonfibre wing, sort of antique looking and about 8 minutes on a 250 mah battery. Fun and you could fly one of these in your backyard. So don't get me wrong; I'm not against ARFs. I do believe, however, that the rise in ARF flying does endanger craftsmanship in younger flyers who may not have developed the building skills that come with repeated bouts with the building board. Also, the fine art of setting-up and trimming a new model is lost if it flies right out of the box as is the joy of trying to figure out where to fit all that radio gear. Since SAM is not exactly made up of young flyers, we're not in danger of losing crafts skills, so that's not really an issue with our organization (which is probably going to fade into the sunset anyhow) which doesn't allow ARFs into competition in the first place. But ARFs are beginning to rule the R/C model world - just checkout the magazine ads and product reviews.

The question is: where exactly do ARFs fit into SAM? And the Antique Flyer? There's the risk I guess of SAM flying sites being overrun with buzzing back-and-forth electrics or giant-scale ARFs on approach, but this kind of problem can always be solved with field rules, common sense, gentle persuasion and fellowship. Then also there is the new crop of "old timer" ARFs, a "Playboy" right out of the container; looks like a duck, flies like a duck, and may even quack. But is it a duck? One of these days a C-D is going to be challenged with this problem.

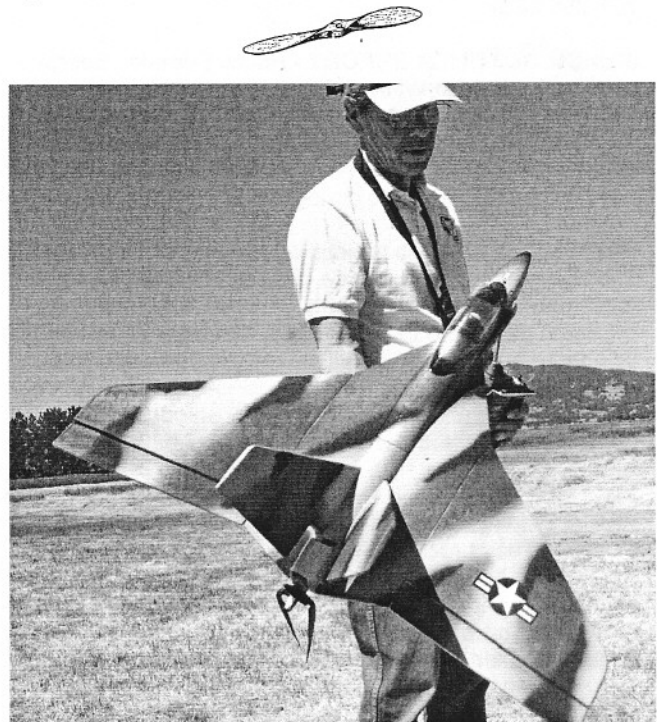
As editor of the A-F, I've been faced with a paucity of member-submitted articles - on any subject - so, as a result, I obviously depend heavily on photos. My priority list for photo inclusion is, first of all, general interest for the members. I lean toward pictures of modelers with their models and secondly, the airplanes alone. Larry Kramer, Don Bekins and a few others submit photos and I massage and choose amongst them the best I can. Also, I try to concentrate on SAM 27 members and their guests. I get very few photos of SAM 27 members participating in contest

activity - everyone is too busy to take pictures. I admit a bias toward greasy and noisy machinery.

I don't want members to get their knickers in a knot, but I've decided that as editor I'm going to exclude any picture of an ARF by itself (any kind of ARF) and I would like guidance as to whether ARFs should be pictured as long as it is shown with the owner. What do you think?

Why should these models be excluded? Because they're all the same cookie-cutter examples out of the box. If we are to picture ARFs, then the A-F needs to set up a special "Chinese Model Maker of the Month" column. These nice models can be seen in catalogs and magazines - no need to put them in the A-F just because someone bought one. I'll run pictures of Ray's venerable "Hurricane" over and over because we all know who built it and rebuilds it. Please notice that I'm not talking about the subject of "old timer" models - I'll run pictures of **any** kind of airplane that **you build** whether it's an "old timer" or not - that's not the issue.

SAM is slowly drifting away from its original concept and I guess that's inevitable. Electrics, Coxs, carbonfibre, highly reworked engines, plastic, and so forth. But I think we should try to preserve the concept of **building** model airplanes as long as we can, particularly the old model designs. Go fly your ARF and enjoy but, as a member of SAM, we should also be striving to preserve the history of modelling and living up to SAM's preamble. The Antique Flyer should be dedicated to that effort.



*Charles Arthur is pictured with his nifty electric ARF fighter; it is reported to be very quick and maneuverable. I propose continuing to use ARF photos if the owner/member is pictured. What do you think?*



## Chapter Meetings

John Carlson filled in for John Dammuler who could not make the April meeting of SAM 27. Don Bekins brought John Boyle from Santa Fe New Mexico. John stopped by after a Turbine show The Best of the West. Another guest was Jim Temple who has been flying since he was a kid. Now he builds them and his son crashes them. By the May meeting, the paid memberships for 2002 total 104. This is Bill Watson's first meeting as a member. Bill is an avid R/C Modeler. John Carlson has known Bill for many years, in Napa R/C Club and the Marin R/C Club. Welcome Bill.

Videos and other club newsletters are available from Ray McGowan and SAMSPAN is available from Ned Nevels - call him before the meeting if you have an order. Ned will also mail if needed but add postage. Club decals and O&R tee shirts - contact Rod Persons. Send contributions for the Antique Flyer to Steve Remington - no long handwritten copy please: Need Scrap Box Feature, Mystery Model or Modeler Photos, and Photos of member's shops.

**UPCOMING EVENTS SCHEDULE:** Jun/Jul/Aug SAM 27 A-I Glider Club Project Lakeville Road, contact Rod Persons 707-894-5788. 20 July SAM 27 Annual Small Rubber Lakeville Road ; see announcement in this A-F. 24 Aug Jimmie Allen Postal Lakeville Road Jerry Rocha 707-255-0651.

**JUNIOR OLDTIMER REPORT** - Rocco Ferrario. Everybody had a blast at Waegell Field. Kevin got 4- 1st place with one airplane. Sean did a good job and Anthony was out there flying gliders. The junior group is going to be out in force at the June meet. They are are looking forward to competing in more meets during the year.

**OLD BUSINESS** Club project for this year — Rod Persons The club contest will run June, July and August. Pick a day each month and fly three flights of two-minute maxes on the same day at the Lakeville sight. If you get all maxes you fly a three-minute max. and if you get that you fly a four-minute max. and keep adding one minute until you don't max. out. The fight rules are the NFFS one design A-1 rules. Don Bekins is working on the Bylaws.

**NEW BUSINESS** Fred Terzian brought in a list for the 11th Annual Worldwide Postal Competition promoted by Jim Moseley. The contest starts June 1st and all entries must be received before March 1st, 2003, There are many events from Old Time Rubber to Poser and even some glider events. This came from the SCAT Newsletter but it can be found on the Internet at several locations, one of is [www.gizmogeezer.com/2002moseley.htm](http://www.gizmogeezer.com/2002moseley.htm).

The National Free Flight Society is conducting a membership expansion campaign. They have asked for a copy of our roster to help identify possible new members in the

NFFS. We agreed to send them the list. SAM Champs Engine Raffle - Ed Hamler is selling raffle tickets for the engine raffle at the SAM Champs. They are \$2 each or 3 for \$5; you don't have to be present for the raffle drawing. It is on August 27. The Engines to be raffled are a new Shilen 19, Woody Bartel Atom 09, Anderson Spitfire, Large Port Ohlson 65 side Port, Rocket 46, Forster 29, 2- Ohlson 19s. Three diesels a PAW 15, 19 and a MVVS 12, FOX 35, 36, COX Tee Dee 051 Glow and a Super Cyclone so far. If you would like any tickets contact Ed Hamler.

## TECHNICAL PRESENTATIONS

Bill Curry is working on a Wakefield model for SOS and needed a large folding prop that wasn't too heavy and came up with a solution. Bill made one out of a GWS prop. He started by putting a flat on the prop and then drilling through the blades and cutting and putting a wire through so the blades will pivot. It works on the test bench but he hasn't flown it yet. Don Bekins has been trying to figure a way to calculate the wing area of a model accurately. He went to a friend who is a Civil Engineer. They took a wing tip and drew it out on drafting paper and then scanned it into a CAD program and then sketched the outline and came up with the square inches of the wing. It is also scaleable so Don can now figure out the wing area of his Airborn. John Carlson mentioned that you could also use a planimeter for finding out area of irregular shapes. Ed Bell brought in his first R/C plane, a Sky Zap. It is an ARF Electric, with twin pushers that control the airplane. The motors are on or off. With full power on both engines run, when turning one engine is off and the other is on depending which way you are turning. The only problem this airplane has is that if you get in a thermal it is very hard to get out, since it doesn't have rudder or elevator control. It is available from Hobby Shops or mail order for about \$100.

## SHOW & TELL

Bud Romak showed his new Moffett Rubber model. The Mighty Moffet which was just a dream Sunday afternoon and was completed Tuesday. Weight is 1.7ozs. 202 sq. ins. of wing and tail area. Power is twenty strands of 1/8" rubber, braided. Prop blades are bought with the hub made by Bill Vanderbeek. Covering is a combination of SAM Span and Tissue. Sam Span were strength is needed and tissue were weight saving is important. Jake Engelskirger & Kevin Foster brought in their R/C conversion of an American Hawk. It didn't fly the first time because the sheet wing didn't have enough surface area. They then adapted a wing from 1/2-A Tornado F/F model. With this set-up they have had a six-minute flight. Jake Engelskirger showed a model he that was inspired by an article in the Backyard Flyer Magazine. The building materials are foam meat trays, craft sticks and balsa. They are simple inexpensive electric models that can be flown in small spaces. Bill Vanderbeek brought in an old Aurora L-19 Bird dog U-Control model that he bought off of E-Bay. Bill wanted to buy one when he was younger but his dad didn't let him till he built a model from a kit. So Bill built a Stunt Master with a Baby Bee. It was a solid wood

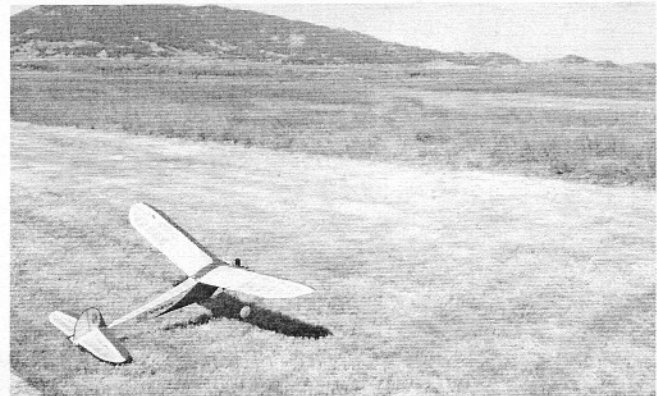


**SHOW & TELL** (continued). fuselage and flat solid wing that flew very well. After flying this for a while Bill was able to buy the L-19 Bird Dog which didn't fly very well. Bill flew the first flight, it flew but was not very responsive then his friend Mike flew it and crashed it and broke it all up so that was the end of that model. Bill say one on E-Bay and thought it would be nice to have one so he bid it up to about \$125 and it went for \$175. So then he decided it would be better to have a pristine one that was brand new in the box never been flown. A couple of weeks later one showed up. Bill was on a business trip and had bid it up to \$280. Since he was going to be on the plane when the auction ended and he wanted it he put a reserve bid in for \$400. When Bill got back he checked E-Bay and it went for \$600. A month or more went by and another one came up. Bill put in a bid for \$125 and got it for \$107. So it has a new home in Bill's shop. John Carlson brought in a planimeter that he talked about last month and had some results from using on some wing tips. It can be used to measure area of irregular shapes, wing tips rudders, tails and stuff. John showed how it is used and if you have a drawing of shapes you want measured bring it to John and he will measure it. Jerry Rocha finally got his Gizmo Geezer winder that he ordered in November. It's pretty well designed with a torque meter and counter built in (see page 4). The torque meter has three scales that it automatically switches to the right one when the torque increases to a maximum of 23 oz. Another new feature is an automatic adjustable handle that starts out close to the center and as the torque increases it moves out so you have more leverage. It is well made with ball bearings and injection molded parts. It's good for small rubber models. Jerry also brought a T-Bird model that was finished about a week ago. The fuselage is covered with checkered tissue which took three days to get the checkers all lined up. It is also Jerry's first attempt at SAM Span and it worked out real well. Jerry put it on just like tissue and it went on with no problems. Power is from a Fox .049 FAI Special that is Nostalgia legal. On a test stand this engine turned over 19,000 rpm with a full 6X3 prop and with a weight of 5.4 oz. It should be able to climb vertical. L.J. showed his Hacker ARF that he purchased about five months ago. It is a pusher electric airplane with ailerons, elevator and ESC. The instructions were terrible, like put tab A into slot B without any diagrams to show what it meant. Power is from a Speed 400. Kevin Foster brought his T-Bird to show. It was built stock as it came from the kit. Powered by Black Widow and covering is SAM Span. Kevin also brought in a R/C conversion of an American Eagle F/F model with a Tornado wing. The first attempts at flying with the American Hawk wing were a failure but with the Tornado wing it flies great. The best flight so far was 6:55 and this was with a 600-mah-battery pack and a full size radio. Bill Curry brought in his new Record Hound, powered with McCoy 49, weighs 55oz. ready to go. It usually has a one-wheel landing gear but it has been modified to a two-wheel landing gear so it will take off straighter. Covering is SAM Span and Dope with Higgins Ink. Bill hasn't flown it yet but will fly it soon. John Carlson told of his visit to the Evergreen Aviation Museum in McMinnville, Oregon where the Spruce Goose is now on display. There are about thirty

aircraft in this large building. John highly recommended it if you are in the area but not to make a special trip just to see it. Check out [www.modelairplaneplans.net](http://www.modelairplaneplans.net)



Park Abbott with his "Benny Boxcar". Park says that Henry Struck was one of his favorites; this 70", O&R 60 powered model swings an APC 14-5N and gets to 1000 ft. in the 45 second engine run. Covered with SAMspan and nitrate dope and has purple trim. Reported to fly great.



1938 design "Benny Boxcar" taking off above. Park shows his purple trimmed wings and tail below.





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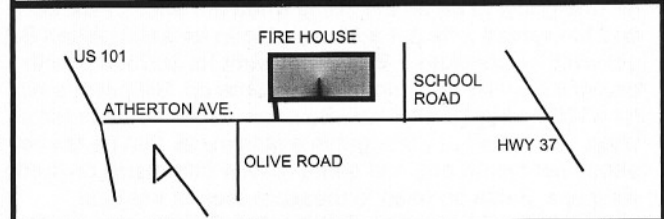
## MEMBERSHIP

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



### Summer 2002



SAM 27 modelling at its best.

Jerry Rocha, above, demonstrates his covering technique while John Hlebcar and John Carlson concur during a "break".



At left: Paul Stober prepares his free-flight. See more of Paul's FF efforts on page 4.

## FIRST CLASS MAIL

TO: