



# Antique Flyer



AMA Chapter #108

Summer-2 2002

Issue 229



## MEMBER PROFILE - ED HAMLER

**ED HAMLER** He's a ramblin' wreck from Georgia Tech and a helluva AE/IE engineer. Ed is SAM 27's own "Southern Gentleman," complete with Georgia drawl which many years in California have not erased.

Ed was born in 1938 in Henderson, Kentucky but soon settled permanently in Rome, Georgia where his parents and sister still live today. He calls Georgia his home because that's where he grew up, went to college and was first employed by The Coca-Cola Company in Atlanta. His engineering and management career has led him on assignments with three companies through Georgia, Tennessee, Texas, West Virginia, and lastly California where he and his "Georgia Peach," wife Mary, have lived since 1980. (Although born in Tennessee, Mary's home was actually just inside the Georgia border, but in any case she is a "Peach".) Mary attends many contests with Ed and usually can be found helping out in the Tx impound, tallying scores, filing flight cards, or in some other capacity.

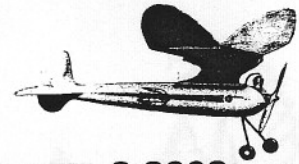
At three years of age Ed wandered away from home and was thought lost. More than an hour is said to have passed before his anxious mother found him in a neighbor's backyard, enthralled by the sight, sound, and smell of a running model engine! Around the end of WWII, Ed started to glue and paint small solid pine scale models. His first

attempt with a built-up model came at the age of nine or ten when he was given a scale rubber kit of a Fokker Triplane! It was almost a disaster. Ed remembers that with Dad's help it was completely framed, but they had glued everything together; it was impossible to cover, so this became his first "bare bones" display.

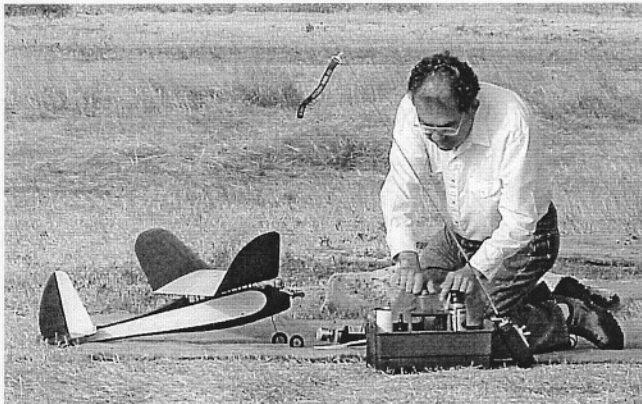
With either friends or his sons over the past 50 years Ed has built and flown rubber, 1/2 A, and Jetex free flight models, towline gliders, control line stunt, combat, and rat race ships. Ed's first engine was a McCoy 19 on a U-control model. It is the only engine that flew so much it finally wore out. Ed and his dad did an overhaul with new rings and it went on to fly some more.

With W4AD as his mentor in 1954 Ed built his first amateur radio station, K4EJK, and that same year built his first radio controlled model using a single triode regenerative receiver, a Sigma 4F relay, and an escapement actuated rudder. Engine vibration made operation erratic but the project was a partial success flying as a glider down steep slopes in Georgia. Ed remembers that in 1960 a Kraft radio outfit cost more than his month's salary so his next attempt at RC had to wait a few years till he and three friends pooled their resources to buy a pulse radio outfit. It was rudder only but gave them many good hours of flying experience before crashing. Many years were spent with free flight and control

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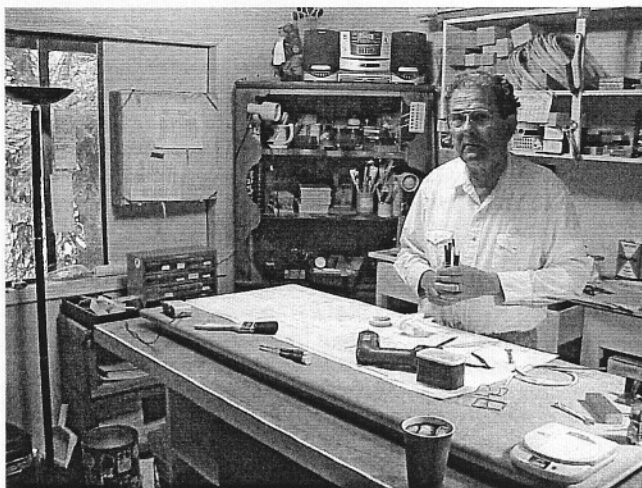


line models before acquiring a decent radio outfit in 1984. It was installed in a full size Quaker so that Ed could relearn his rusty RC flying skills. He's been hooked on Old Timers ever since. Ed learned about SAM from Ned Nevels whom he met at the Napa R/C Club's field and then joined SAM 27 after watching the 1987 Crash & Bash on Atherton Road.



When asked, Ed was hard put to name his favorite model but finally said it had to be Ben Shereshaw's 1938 Mercury. Ed's Mercury took first prize for R/C in the Las Vegas 2001 SAM Champs Spirit of SAM Concours d'Elegance. Ed says the Mercury "just looks pretty and is not a bad flyer."

Ed is a fantastic builder. His joinery is so fine it is difficult to see a glue line. Ed likes "suitcase models" which he can easily transport and, with engine changes, can be entered into several events. His first "suitcase" model was Chet Lanzo's R/C 1 fitted into a specially made box and which, with five engines, qualified for nine events and was flown at the '97 thru 2001 SAM Champs. He is currently working on a model of Chet Lanzo's Airborn which, with engine substitutions, will also qualify for nine events, and should be ready for the 2002 SAM Champs at Muncie, IN.

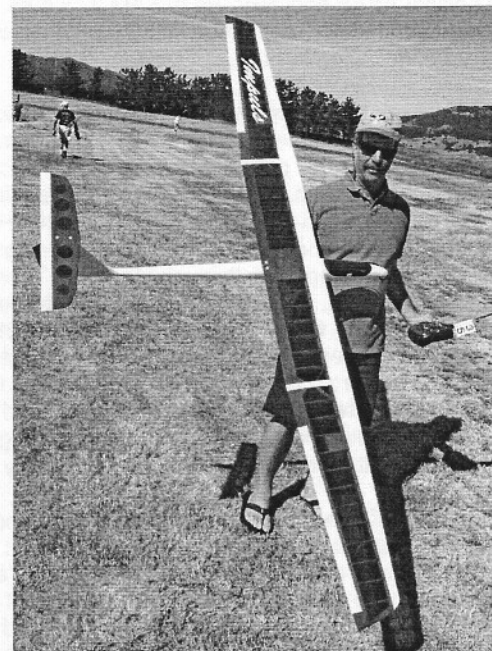


Ed is a keen competitor and enters as many meets as he can, local, regional and national, and always is among the winners. For many years he has masterfully arranged and performed as CD of SAM 27's annual Crash & Bash, argu-

ably the premier Old Timer contest of Northern California. Ed also served three times as SAM Champs R/C CD. Ed was SAM 27 President in 1990-91 and served for six years as SAM Western Vice President. After a couple of years while SAM 27 could not claim a flying field as its own, Ed saved the day in 1991, by obtaining permission from Domain Chandon for the use of a portion of their Lakeville Road property as our flying site. This has contributed greatly to increasing membership and to the pleasure of SAM 27'ers

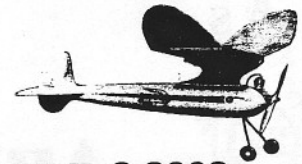
Ed learned to fly Pipers and Cessnas as an Air Force ROTC cadet at Georgia Tech and still holds a single engine land instrument rating. He has one flight to his credit with a paraglider but would really like to fly a high performance sailplane sometime, maybe some winter in Arizona.

Ed has been an extremely valuable asset to SAM and to SAM 27. We look forward to many more years of his continuing contributions. (Profile written by John Carlson)



L.J. Silverman with his new "Impulse" while he was preparing for its maiden flight at a Lakeville TOFF session. He was assisted by Mike Clancy for this premier launch.





## SAM 27 RUBBER MEET

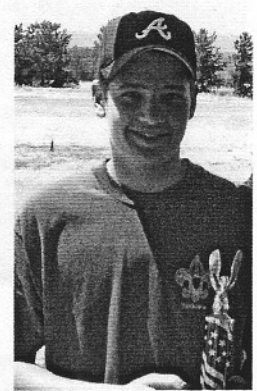
THE SAM27 SPECIAL RUBBER/GLIDER MEET was held on July 20th at the Lakeville Flying Site. These photos by Larry Kramer show some of the trophy collectors. All contestants are to be congratulated for their effort and club spirit. Some of the gliders entered in the contest are shown at right. The sizable contingent of contestant's cars give an idea of the turnout for this once-a-year club event which is effectively run by CD Jerry Rocha. See page 5 for complete results of the contest.



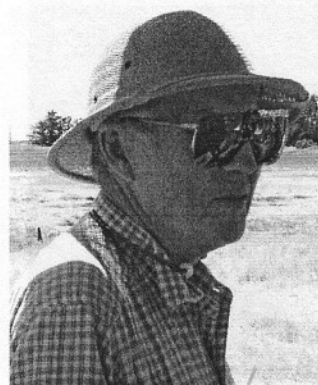
Ernie Johnson prepares his P-30 at far left. Winners in the Small Rubber class are Ding Zarate, 1st; Bill Langenberg, 2nd; and Ernie Johnson again who took 3rd in Small Rubber besides taking 2nd place honors in P-30. These trophies all sported a red, white and blue flag motif.



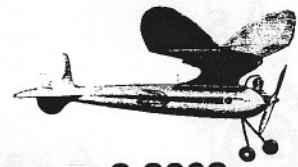
Hand Launched Glider Winners included Dick Irwin, at left, who took 1st place in the HLG event. The venerable glider expert Fred Terzian captured the 2nd place trophy and Junior Competitor Kevin Foster won the 4th place trophy in HLG and also managed a 5th place in P-30.



Ed Bridant, at left, was the big winner of 1st place in the P-30 event.



Ernie Johnson was awarded the 2nd place trophy in the P-30 event.

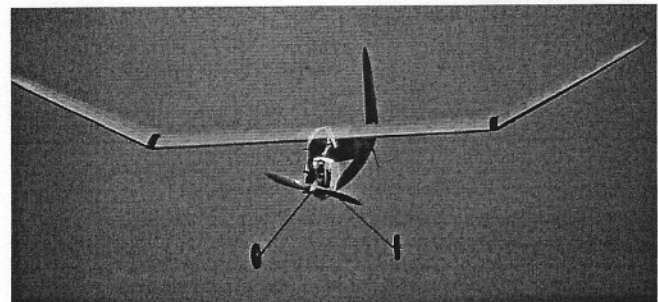


# Antique Flyer

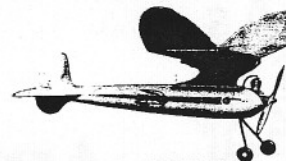
## AIRBORN ATTACK BY SAM 27



**THE LANZO AIRBORN** in many sizes has gotten a grip on SAM 27 pilots. The photo above and at left were taken by Ned Nevels of Ed Hamler's Airborn 490 (490 sq. in.) which is designed to be a "suitcase" model which can be packed flat for ease of transportation on airliners. Ned reports that the rudder on Ed's ship is mounted with nylon screws to a detachable stab and that the wing tips are also detachable. The photographs below show Don Bekins' scaled Airborn which is a 419 sq. in. version; guarding the plane is Ed Hamler's "Elke" with an expression of "Don't think of getting near this ship!" Don is very enthusiastic about the Airborn; his full size version was pictured in the Antique Flyer Issue 227. See the next page for more history of the Airborn and additional pictures. Bob Holman is offering four different scale versions of the Airborn, from 1/2A to full size, in his laser-cut kits. Is this the "Bomber Beater?"







## Models

### THE LANZO AIRBORN



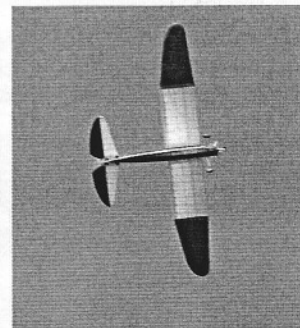
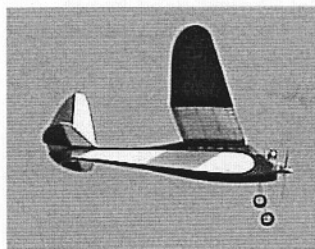
Don Bekins relates the history of the Airborn: It started out as a Chet Lanzo glider in 1939 and only pictures of the model survived until Bucky Walter talked Chet into having the plan drawn up in 1988. Then I did an article in the April issue of SAM Speaks on the model in 1992, scanning not only the original pictures, but the backs of the pictures showing Chet's drawing of single handed launching of the glider and a note saying the model could easily be converted to a power model by putting a firewall just in front of the windshield. From my article in 1992, the Italians created a 1/2A model of about 335 sq. in. which I saw flying in contests there in 2000. Too big. Did not do all that well in 1/2A Texaco competition in Italy.

I obtained a set of full size plans from Bucky in 1992 and asked Nick Nicholau to frame it up, which he did. I was so busy with editing SAM Speaks that I had no time to build. But it sat in my basement until 2001, when Bucky went on the Design Review Committee and talked them into approving the Airborn as a power model. I resurrected Nick's work and finished the model in time to fly in the SAM Champs that year, winning OT Glider and Antique events. The Airborn appeared on the front page of SAM Speaks with a color feature article on the model earlier. Since the Champs, the Airborn has flown in five contests winning the Texaco event each time with 47 minutes being the longest flight so far.

The O'Reilly said he would be interested in drawing up a reduced size Airborn for Class A & B SAM competition. We adopted the ideas used on the full-size Airborn to produce plans on the A/B model, using 430 sq. in. size to accommodate .19 size glow engines. The Holman kits turned out great and I finished it today with great success.



Ed Hamler's 430 sq. in. Airborn with Shilen Torp .32, later changed to a hotter K&B 3.5. Did 45 min. on the .32.



## SMALL RUBBER CONTEST RESULTS

The results for the July 20th contest are now final. See page 3 for photos.

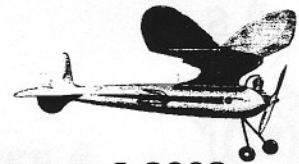
**OLD TIME SMALL RUBBER** 1st with 360 sec. Ding Zarate; 2nd Bill Langenberg, a close 337 sec.; 3rd Ernie Johnson with 321 sec., a hotly contested event.

**P-30 RUBBER** 1st place to Ed Bridant with 331 sec; 2nd Ernie Johnson with 324 sec. and 3rd Ding Zarate 286 sec.

**HAND LAUNCH (CATAPULT) GLIDER** Dick Irwin in 1st place with 298 sec.; 2nd place to Fred Terzian with 291 sec. and Rocco Ferrario took 3rd with 279 sec.

**.020 REPLIC & 1/4a NOSTALGIA** Sterling Davis captured 1st place with 318 sec.; Bill Langenberg took 2nd place with a total of 267 sec. and Juse' Pinto nailed down 3rd place with 227 sec.

John Hlebar couldn't make the contest but passes on comments from Jerry that the day was nice but the wind drift was toward the trees - a natural magnet but no models were lost.



## SAM 27 SAILPLANES SOAR



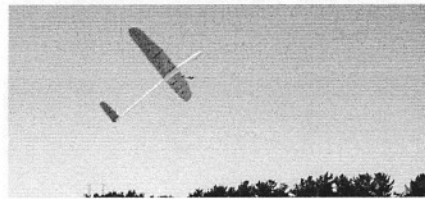
Dick Irwin, above, shows his "Jet Stream" hand-launch glider. The duo below consists of Bob Film, on the left, and Mike Clancy with their sailplanes.



Veteran sailplane builder and flyer Ray McGowan prepares his RC hand-launch glider in the photo below. Ray is probably the most experienced soarer in the club.



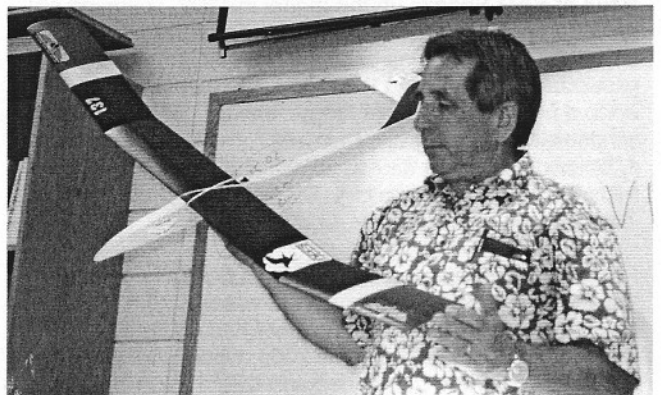
At right: Rod Person holds his "Little Dip". This ship is very red.



Gliders on a morning tow.



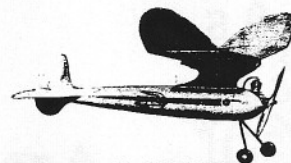
In the photo above, Jake Engelskirger tells about his new "Zagi" combat glider at a recent meeting of SAM 27 in Novato.



Above: Red, white and blue wings, a yellow fuselage, and a red tail make this "Jet Stream" easy for Fred Terzian to see. Fred is a master builder and flyer of hand-launch gliders.







## Model Aircrafters Department

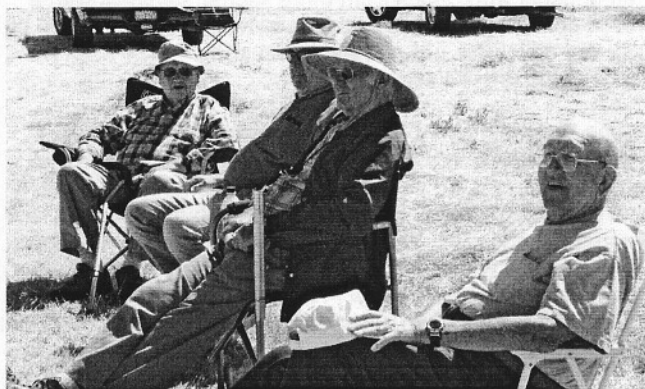
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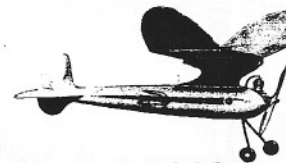


John Carlson with his all-red "Buccaneer." Below: Ding is trying to pack turns into his SUV. Will it fly?



Don Bekins inducts new TOFFF member Bill Watson at Lakeville





## Chapter Meetings

Paid memberships for 2002 total 107 as of the June meeting and increased to 109 by the July meeting. We had 2 new members and 2 guests at the June gathering. Dennis Anderson and Lou Sprague are the new members. Ed Hamler introduced John Martini and his son Alex from Napa. Our guests at the July session are Jake's brother Dan and Dick Irwin's grandsons Max and Fritz.

**OF INTEREST:** The Bayside R/C Club is holding a Flea Market September 14, 2002. Contact Will Sievert at (408)379-2520, MidAirExpert@Juno.com or Dan Sievert (925)443-2604, Dsievert@attbi.com, or at [www.baysidercclub.com](http://www.baysidercclub.com).

**NEW BUSINESS:** We have the opportunity to purchase three complete models (radios, servos, transmitters, chargers, and everything) for \$375. These not new but are in good shape. We were able to look at them and it was decided to purchase them. These will be for future raffles.

**JUNIOR OLDTIMER REPORT** - Rocco Ferrario. Some of the juniors' won't make the minimum for the contest entries so will be reimbursing SAM 27 for the materials they touched. We got a letter from AMA about the grant proposal and the money for the year has been spent so it won't be funded this year. SAM 27 will still be supporting the junior program. The Starduster X will be the One Design F/F for this next spring and the juniors have the plans and will be building them. The power will come from TD .049's which will make it hard to get because they are not sold any more. This week is the first week for the Aero Space Academy and there are 33 kids. The class runs from 9:00 to 2:30 every day.

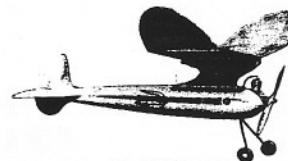
**TECHNICAL PRESENTATION** - Bill Dempsey put on a slide presentation of his shop which is in a small garage (less than 20' x 20'). The first thing Bill did was insulate, sheet rock and put up a sectional door with insulation. This really made a big difference in winter and summer. Then it was furnished with file cabinets and cabinetry from an office remodel that are used for storage. Bill fabricated an unusual workbench from three kitchen cabinets with a solid core door as a top and four swivel casters so it can be moved anywhere it is needed in the shop. It was a very interesting presentation.

John Pratt told about his trip to Norway. Gjøvik is a little town in Norway that has a contest every year on a frozen lake for the last fifteen years. Last year when John went, it was snowing the day before the contest but this year it was gorgeous and cold. You could just throw your model up in the air and it would float, they had a great day testing. John took three models with him in a metal case as carry on luggage and wasn't even questioned even though it looked like a gun case. There was a total of four from the United

States all from California one of which won the contest with two perfect seven-minute flights in the run off. There were about 150 entries, they all stayed at the youth hostel and everybody had a good time. To fly in the fly-off all you have to do is make two good launches and it will max-out. John flubbed on one so he will have to go back next year. It was a very good contest and fun was had by all. John highly recommends this contest to anyone. He also showed some of the interesting equipment you need for flying on ice; it looked a lot like equipment you would use for mountain climbing.

**SHOW & TELL** Fred Terzian showed his new A-1 Glider for the Bill Vanderbeek's special one design event. It is a Jet Stream by BMJR. This is a kit Fred received to review the plans, instructions and all the parts. This was supposed to be finished for the Sierra champs in April but didn't make it. The model is covered with SAM Span with three coats of dope (two brushed on and one sprayed). Fred got the idea for the color scheme at the world championships last year. It is red on the wings with a blue center section and a yellow fuselage. The paint he used is Design Master Paints that is made for silk flowers. Some of other ideas Fred has for this model is to have a hatch so the ballast weight can be changed for a different class, and provision for Velcro under the wing for a fine adjustment of the C/G. Jake Engelskirger brought in a Zagi Wing Glider that he has flown and crashed without damage. Jake modified the wing tips by replacing them with foam tray material. They weigh about one-third the stock one that means less weight in the nose and a lighter airplane. Jake's next one is a Zagi Electric. Bud Romak showed a new F/F model, the one that was in the Members Profile of the last A/F. It is a Nomad, designed in '41, '42 by Chuck Holinger. Bud built it from a Klarich short kit. The fuselage is planked with 3/16" balsa. The tail boom is made from an old F-1C Power tail fuselage. The plane crashed on its maiden flight, breaking the boom and wing. Bud located another fuselage and slid it inside the broken one to make a perfect repair. This model was built in a week. It is powered by a Super Cyclone. Covered with SAM Span. Kevin Foster showed a 1/2A Maverick that is in the process of being built. Kevin picked up the kit at a contest a couple of months ago. He won some money at the contest and went over to Aerodyne that had set up at the contest and spent the money he had just won. Kevin asked for advice on how to fuel proof it for high nitro fuel. One suggestion was to rub on epoxy glue that has been thinned with a rag. Anthony brought in a model of his own design. It is a stick model with a built up wing. He flies it out side in the court. John Carlson showed some old free flight equipment. Included were a winder with a counter that was made from an old hand drill that probably is older than John, Torque meter that is calibrated in inch ounces of torque, blast tube, and a rubber pusher. John then donated these items to the raffle for the juniors. Ray McGowan mentioned that he found 70-weight oil at Napa Auto Parts. It is sold under the Kendal brand name and is good for Old Time Ignition Engines. In July, Max showed his Hang Ten HLG that he made. This is the second one. The first one went OOS on its maiden flight at 14 minutes. (continued on next page)

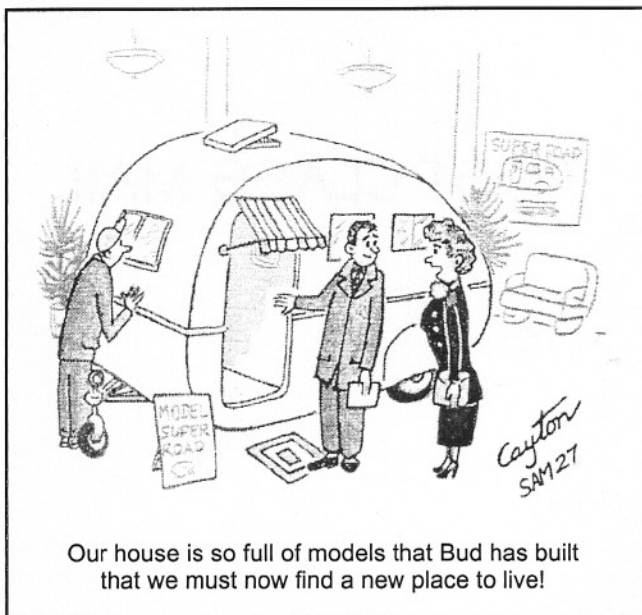




## SCRAP BOX

**ARFs.** I received a few letters and emails concerning last month's blurb on ARFs. LJ Silverman, Bruce Augustus, Don Bekins, John Hlebcar and Earl Cayton contributed their opinions and I can report that there are no ruffled feathers. Don Bekins mentioned that he bought one of the Hobby Lobby electric Playboys and, although it will probably fly OK, noted that it has a flat bottom airfoil and no sanding - not quite in the spirit of SAM in Don's opinion. I have to remind everyone that I wasn't against ARFs, only that I wasn't intending to run ARF pictures by themselves.

**SPEEDEE-BILT.** The 50's Monogram Speedee-Bilt kits (scale models) are quite collectible and bring over \$100 for the single-engine, near \$300 for the twins and \$400 to \$500 for the elegant B-24 and B-17. Now some replica kits are being made by Ron Anderson. These are low production kits, currently single-engine, and closely replicate the original kits although Ron laser cuts the parts so they're cleaner than the original die-cuts. The only difference is that Ron doesn't screen paint the cut parts as Monogram did. He also is making some brand new kits in the Speedee-Bilt style. I recently purchased his Fairchild PT-19 (kit No. G19) and it's great. Priced at around \$30, these are builders. Send a SASE to 115 Sue Ann Court, Sterling, VA 20164-1925 for his catalog. You won't be disappointed.



Our house is so full of models that Bud has built that we must now find a new place to live!



**CHAPTER MEETINGS** (continued from page 8) Kevin Foster showed his One Night 16 built from a Peck-Polymer kit. He covered the wing with Jap tissue instead of the domestic tissue that it came with. Kevin has not flown it yet. Andrew Tickle showed an interesting model that was built from a crashed Jimmie Allen Skogie. It used the wing and tail feathers and Andrew designed his own fuselage. It is powered with a Mills .75 diesel replica made in India. John Carlson tried a new way to mask and coloring a model. He used Design Master spray to color it. It was sprayed on SAM Span with four coats of thinned dope. John also used shelf contact paper to mask off the pattern he wanted. You cut out the pattern and peel off the backing and stick it on the model. You can make all kinds of patterns even left and right sides at one time so they will be the same. After putting on put on a coat of thinned dope to seal it so the color won't bleed. The contact paper is low tack so you don't have to worry of pulling the covering off with the contact paper. The only problem John had was it left a residue on the model which he had a hard time trying to get off until he read the instructions on the back. So he tried denatured alcohol and really took it off. L.J. showed his new model, a Zagi 400X that was given to his father for Christmas, but after opening and looking at instruction book decided it was too much for him so L.J. built it and flew it a couple of weeks ago. It is very fast and stable and a fun plane to fly. He had one problem and called to get some help and they were really helpful and solved the problem. On a recent trip to Santa Monica he decided to visit the factory. L.J. found the address and was surprised to see a burned out restaurant that was all boarded up. So he walked all the way around and there was no sign of anybody. He looked in a crack in board and there was light s on so he banged on the door but there was no reply. Then he looked under some stairs and a big junkyard dog comes out. Then the owner came out and invited them in and gave them a tour of the place. It is a real interesting place; if you're ever in the area L.J. recommends a visit.

**FRED EMMERT** is shown below with his "Miss America", his first RC Old Timer. Fred says, "Three cheers for Don Bekins, our old pres, who spent a lot of his valuable time helping this 80 year-old dedicated free flyer fly his first RC old timer this morning (June 6th). It was a complete success. Thanks also to Ed Hamler and David Hill (UK). All Sammers are great." Fred made his first landing on 6/20.





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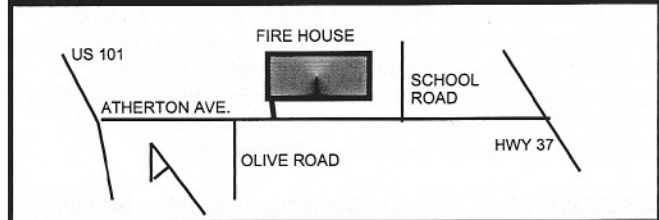
## MEMBERSHIP

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-2 2002



Loren Kramer with his new electrified and scaled "Bomber"; it flew very well with the first takeoff. The ship is overall yellow with red tips.

## FIRST CLASS MAIL

TO: