



# Antique Flyer



AMA Chapter #108

Fall MMII

Issue 230



## RESULTS OF JIMMIE ALLEN POSTAL

The beautiful group shot at the August 24, 2002 Jimmie Allen Postal Meet that is shown above was taken by Ed Brident: L-R standing - John Hlebcar, Tom Whitworth, Marius Cannard, Jerry Long, Fred Emmert, John Pratt - L-R kneeling - Ding Zarate, Jerry Rocha, George Benson, Thayer Syme.

Beautiful day; great air (after about 10am); and some really nice flights - we are hoping to do well this year. Jerry did a great job and has submitted our times to SAM NX211. Overall results will not be known until sometime after 9 October. Our total was 1031.

These results are reported by John Hlebcar. Can you identify the different Jimmie Allen airplanes flown?

### JIMMIE ALLEN POSTAL RESULTS FLOWN AT THE SAM 27 LAKEVILLE SITE ON AUGUST 24, 2002.

Contestant	1st	2nd	3rd	Total
Jerry Rocha	120	120	120	360
Thayer Syme	120	120	100	340
John Pratt	107	120	104	331
Also Flew				
Ding Zarate	120	120	79	319
Fred Emmert	78	120	120	318
Marius Cannard	145	60	105	310
Jerry Long	80	82	120	282
John Hlebcar	48	89	120	257
George Benson	75	57	104	236

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## JIMMIE ALLEN POSTAL - AUGUST 24<sup>TH</sup>



Thayer Syme, Marius Cannard, Jerry Long and George Benson show their Jimmie Allen models with determination to be winners. Thayer Syme did place second with 340 seconds, Jerry Rocha took first with a perfect score of 360 and John Pratt's ship, shown below, took third place with 331 seconds.



Jerry Long prepares to pack some power into his Jimmie Allen entry. That's the prop in his teeth!



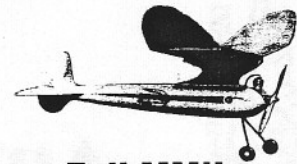
John Pratt's Jimmie Allen entry waiting to be fed.



Jerry Rocha stretches his motor pretty thin. Is there a wind-ing tube in that fuselage Jerry?



The Jimmie Allen contestants at Lakeville. This photo was taken by Larry Kramer as were all others on this page. Names of the pilots attached to these models are listed on Page 1.



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*Model  
Aircrafters  
Department*

## MEMBER PROFILE BUZZ PASSARINO

To the DMV, IRS, etc. he is known as Pryor Passarino, but to all others the man with the little smile and perpetual twinkle in his eye is none other than SAM 27's own Renaissance Man, Buzz. The nickname dates from Buzz's infancy and was a result of some motherly baby talk.

The Renaissance Man appellation applies to Buzz's wide and varied accomplishments and interests which include design and manufacture of food processing equipment, saw mill trouble shooter and fixer, pilot, high school basket ball, golfing, skeet and target shooting, super machinist, welder, painter, restoration and building of street rods, duck decoys, model building and competition with airplanes, cars, hydroplanes and probably several other achievements yet to be revealed. He even invented and built a propeller carving machine, and for a short time manufactured and sold a line of props. The machine was first sold to Leroy Still and then to Fred Jameson of Master Airscrew.

Buzz was born in Healdsburg, CA in 1924, and has lived and worked in that area all his life. As a youngster Buzz lost one eye in a crossbow accident but that didn't slow him down in any activity he pursued. He more or less instinctively learned to compensate for his impaired depth perception. While playing basketball he would aim for the upper right hand backboard corner. In target shooting he had no need to close one eye. Buzz cannot explain how he compensated when piloting an airplane; he just did. Buzz is the first person in the US to obtain a pilot license after the loss of an eye. Others like Wiley Post were licensed before their eye loss.

Plum orchards rather than vineyards produced the major crop in the Healdsburg area during Buzz's early years. Most of the plums were dried to make prunes and at that time Healdsburg was called "The Buckle of the Prune Belt". Buzz's father, a master machinist, manufactured prune processing machinery. While in high school, and for a few years after, Buzz worked with his Dad, learning the machinist trade and becoming familiar with food processing. Using his knowledge of aerodynamics learned from flying model airplanes Buzz made changes to improve airflow through the prune dryers and boasted that he could process twice the quantity in half the time. Buzz and his father also



*Buzz with his modified Foote Westerner in 1943. Every modeler needs a cool hat.*

designed and manufactured other food processing equipment including a machine which peeled and sliced high volumes of potatoes for French fries with minimum waste. Subsequently he worked in saw mills in a number of capacities including piloting a Company owned Helio Courier for hauling equipment, supplies and personnel to and from the dirt strips at various sawmills. Buzz has been retired for a number of years and now devotes himself to his many hobbies and to the happiness of Norma, his gracious and patient wife of 57 years.

His current major project is the building of a 1929 Ford Roadster street rod. Nothing is original except the 1932 radiator shell and grill. Buzz built the frame and assembled the manufactured body panels. The engine started as a 1940 Ford flathead V-8 block; almost everything else is special. The car appears to be about 90% complete but as everyone knows, the last 10% takes almost as much time

*Continued on next page*

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## BUZZ PASSARINO CONTINUED

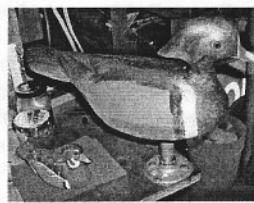
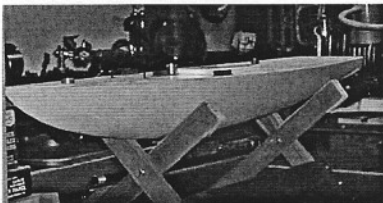
as the first 90%. Back in the 80's Buzz restored a 1933 Ford Coupe which won many awards at local and national car shows and was featured in a 1986 issue of Street Rod Magazine. The car had a 1979 Buick engine and was finished with 20+ coats of fire engine red lacquer. It was subsequently sold and now resides in Germany and appears at European car shows.



*Buzz with a Foote Westerner in 1941.*

Buzz's modeling career got its first boost at age 5 or 6 by an older neighbor whom Buzz would watch building dime store models. His first model was a solid Stinson built with Dad's help. His first flying model was an all balsa ROG AJ Hornet, also from the dime store. From that beginning he went on to build and fly dozens of models of all types: indoor, outdoor, rubber, gas, electric, free flight, U-control and R/C. His favorite model is the Foote Westerner. Buzz entered many competitions and has many dozens of trophies, ribbons and certificates. His most treasured trophy was presented at a meet in Sonoma by AF General Hap Arnold for a 120 mph flight with a U-control speed model. In addition to the street rod, Buzz's current projects include an R/C sailboat and a duck decoy. His biggest problem in the morning is which project to work on. Most SAM 27'ers have seen the Antique Flyer article on Buzz's fabulous shop which is equipped with about every machine or tool needed to tackle almost any wood working or metal project. Buzz also has a talent for winning raffle prizes for which he takes quite a roasting at the SAM 27 meetings. SAM 27 salutes Buzz and looks forward to more surprises as time reveals more of his unusual accomplishments.

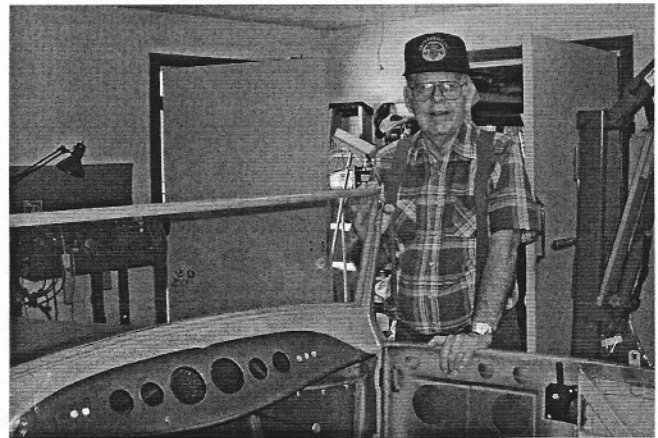
This excellent profile was written by John Carlson.



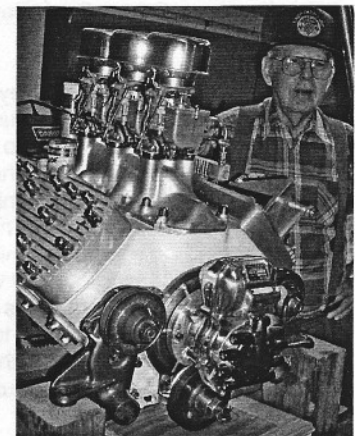
*Buzz's current projects; an R/C sailboat of nice size and decoys (not R/C).*

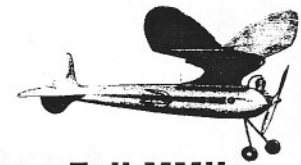


*This is Buzz in February, 1943. The model is sort of hard to see but it isn't just the old photo - the model is a G-line control with only an eight-inch wingspan and is finished in bright red which is why it looks so dark in this picture. It's powered by a Super Atom .097 engine, probably a MkII.*



*Buzz in 2002 with a toy a little larger than his G-line. Buzz is holding down his 1929 Ford street rod - it wants to get up and go with the marvelous Ford V-8 engine pictured below.*





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## CHRISTMAS PARTY PAPAS' TAVERNA DECEMBER 7<sup>TH</sup>

Its time again to talk about this years SAM 27 Christmas party at Papas' Taverna. **THIS WILL BE THE ONLY NOTICE YOU GET SO MARK YOUR CALENDER NOW FOR - SATURDAY, DECEMBER 7th, 11:30 - 4 PM.** Menu choices are:

**CHICKEN RIGANATO** - Char broiled chicken topped with a lemon sauce. Served with tossed green salad (feta dressing on the side), rice pilaf, dinner rolls and fruit, or

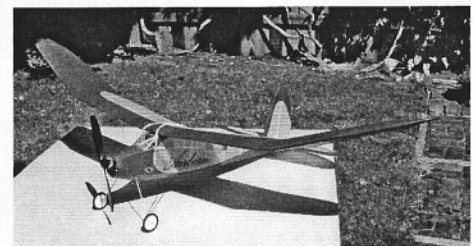
**PASTICHIO** - Similar to American lasagna - Greek pasta layered with ground beef and topped with a besemel sauce which is a cheesy custard. Served with tossed green salad (feta dressing on the side), vegetable, dinner rolls and fruit.

All beverages will be No Host – coffee will be on SAM 27. Please park in the lower east parking lot. We will have the usual door prizes and white elephant raffles along with other seasonal merriment for a per person price of **\$15.00**. Please send your checks made out to SAM 27 and your menu choices (beef or chicken) to John Hlebcar, 201 Foster Road, Napa, CA 94558 by **MONDAY, 25 NOVEMBER**. Anyone wishing to offer their help or with questions at this time can contact me at... (707) 252-8482 or < hlebcar@juno.com >.

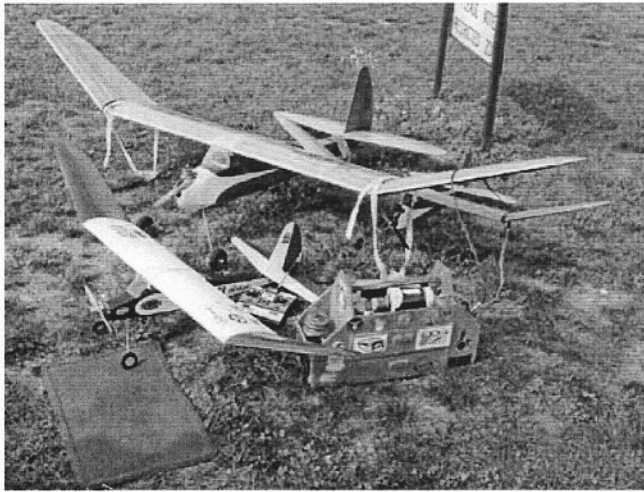
By the way - its not too early to start thinking about renewing your membership for **2003** if you haven't already done so (check your membership expiration date on the address label on this issue). Dues are still only **\$15/year** (\$18 Foreign), payable by January 1st. Mail your check made out to SAM 27 to: Rod Persons, 115 Kerry Lane, Cloverdale, CA 95425. Enclose proof of AMA membership.



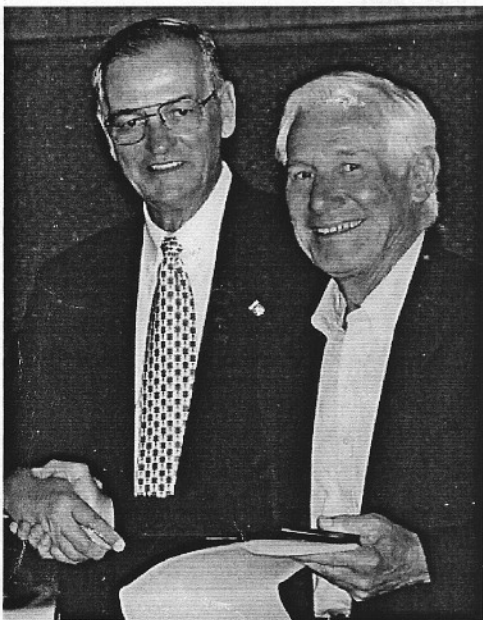
*John Carlson's Airborn before and after modification. This 228 sq. in. model flew better after building in some polyhedral and lots of washout. It has a M100 Pro Motor on 8nmh 300 mah cells and will do 15+ easily. Flies on "rails".*



## SAM CHAMPS REPORT



R/C winners at SAM Champs. Don Bekins' Airborn won the Class C Ignition flyoffs and also had the longest flight of the Champs, 1 hour 41 minutes with an Ohlsson 60 small port and an 8 minute engine run. Ed Hamler's glow powered 490 Airborn did well with a K&B 3.5cc schneurle.



At left: Don Bekins receives the SAM Champs Ignition Grand Champion plaque from Tom McCoy at Muncie.



Right, top: SAM Champs contest manager, Bob Laybourne, awards the Edwards High Time Trophy to Don Bekins for his 1 hr. 41 min. Texaco flight, the longest flight of the Champs.



Above: Don with Mike Salvador, glow grand champion, and Gianfranco Lusso. SAM27 member from Switzerland.



Left: Hall of Fame recipients inducted in 2002: L to R; Bob Oslan, Art Hillis, Dick Huang, Joe Dallaire, Don Bekins, and Al Heinrich.



## CHAPTER MEETINGS

Paid memberships for 2002 total 115 as of this meeting. Don Bekins introduced GianFranco Lusso from Geneva, Switzerland. at the August meeting. GianFranco is touring the country on his way to the SAM Champs in Muncie. This is his first meeting as it is a too long commute.

**JUNIOR OLDTIMERS.** The Aero Space Academy had three very successful weeks this summer. There is a possibility of getting some funding from the San Ramon chapter of the Society of Automotive Engineers. The juniors were well represented at the last contest. The help that was provided by SAM 27 members was very much appreciated. The next project is the Starduster X. Some kits have been purchase from Penn Valley. They will start construction in the next couple of weeks. Power is from a Tee Dee .051 or .049. If anyone has one to donate that actually runs it would be very much appreciated.

**TOFF REPORT.** Early August saw as many as 22 cars at the field. Perfect flying weather. Little rubber models to the biggest, all went up. The possibility of a new office was mentioned of being added in the club by-laws. That position is a **Field Safety Marshal**. A nomination is ready for this position. On an early September Thursday we saw smoke on the other side of highway 101. Pretty soon it looked to be serious then the air tankers came in and it looked interesting. About 11:30 after most went home a red tanker truck drove up and wanted to refuel a helicopter. Everybody got out of the way and a big **Chinook** (did he have an AMA license?) came and circled the field to blow all the loose grass away and landed and refueled. After refueling they were going to get something to eat but were called away to another fire. Unfortunately no one had a camera.

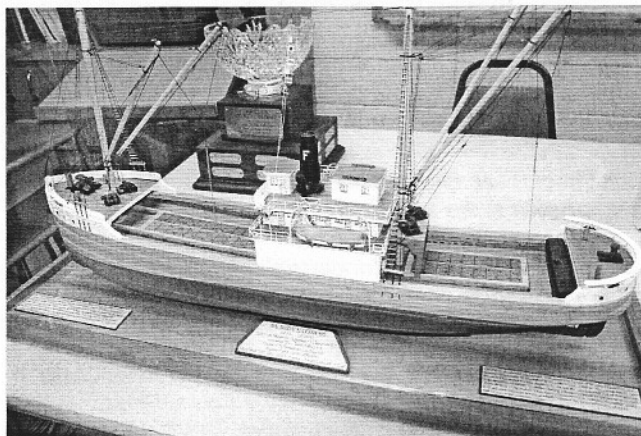
**OLD BUSINESS.** Club project for this year, according to Rod Persons, has had no official entries yet. The prize the club gives out will depend on the number of entries.

**NEW BUSINESS.** Club project for 2003. Rod Persons reported that we need to start working on next year's project. Something on the lines of SAM Antique, possibly a 1/2A Texaco, possibly an Airborn was mentioned.

**TECHNICAL PRESENTATION** - George Benson presented a variety of tips he uses in model building and flying. A good box for transporting a model can be acquired at a grocery store (Safeway). It is a fish box used for shipping fish, a styrofoam box that they usually throw away. Just go in to the fish department and ask for one. (editor: maybe with a good wash job!) George showed a way to measure wing area. He took a piece of paper stock measuring 19" x 8" and weighed it. It was 152 square inches and weighed 38.5 grams. Then he cut out an odd shaped wing and weighed it at 20.9 grams. Thus 38.5 grams for 152 sq. in. sample sheet and 20.9 grams 152 x 20.9 divided by 38.5

equals 82.5 sq. in. John Carlson took the wing template home and measured it with a planimeter and got 82.4 sq. in. so this is a good way to measure wing area. Here's a very good web site for finding wind patterns of the bay area. <http://sfports.wr.usgs.gov/wind>. It shows a map of the bay area with colored arrows showing the wind direction and speed. George has come up with an filing system were he color codes all the envelopes that he puts the articles in according to content and you can see right away what the subject is. The last item George showed was a wing de-thermalizer that uses a button timer mounted on a piece of thin plywood so that it can be transferred from model to model.

John Carlson thought that maybe we would like to see a **ship model** for a change of pace. John brought in a model of a ship that his dad had captained. It was shipwrecked off the California north of Eureka in 1940. John told how his dad came from Sweden in a town south east of Stockholm. He was the eldest of four brothers and three sisters. The four brothers ended up in San Francisco as sailors and the three sisters never left Sweden. He sailed on the West Coast and worked his way up to mate and then to captain. He sailed Steam Schooners then Liberty ships and after the war a Victory ship that he sailed almost all the way around the world. He left San Francisco and went to India then the Suez Canal, the Straits of Gibraltar into New Jersey then by train back to San Francisco to circumnavigate the world.

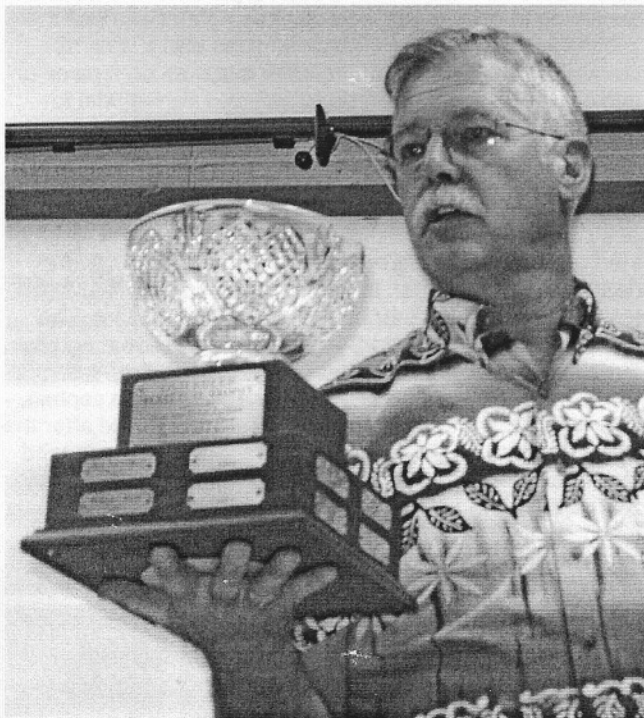


This model was the *Daisy Matthews* that was built about 1916 by the Freedman Steam Ship Company and his dad had it for about 12 years from about 1928 to 1940 when it sank. They had a full load of lumber coming down from Coos Bay Oregon. The ships were getting old and decrepit the seams started to open up and take on water and put out the fire in the boilers. They lost control of the ship and drifted and went aground. They took off in lifeboats and the Coast Guard rescued all twenty-three. John decided to build this model about two years ago with research at the Maritime Museum Library in San Francisco. They didn't have the plans for this ship but had photographs. John got some plans for a very similar ship from a model builder in Washington or Oregon. Scaling from the plans and the rest from

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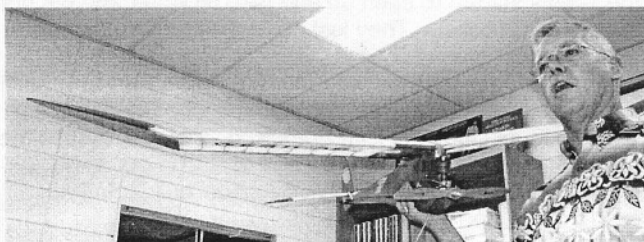
Continued from Page 7

memory and photographs and other material he had built the hull. Construction is planking over bulkhead. The rigging and fittings are from Bluejacket Supply. The cargo winches and anchor winches John made himself by salvaging gears and such and turning parts on his Dremel. John then made silicon molds and cast them from there. The rigging was a pain but it was a labor of love.



Bill Vanderbeek displays his "Old Ruler" perpetual trophy that he won at the 2002 SAM Champs.

**SHOW AND TELL** Bill Vanderbeek brought in his Sparky that was flown at the SAM Champs in the specula rubber event. The turn out was very good. Bill ended up finishing in third place. Power was about 12 or 14 strands of 1/8" rubber. Bill also showed a model for the Old Ruler Class. It is called a West Cab that looks like a Foote Westerner that has been converted to a cabin model. This is where you design a new model by the old rules. Bill won this event at the SAM Champs and showed the perpetual trophy that the winner keeps until the next years Champs. The best part of this event is that the first three places get a brand new old time ignition engine. Ed Hamler showed a suitcase model



of the Airborn. This was made so Ed could take it with him to Muncie on an airplane. It all comes apart in little pieces. Wing area is 490 sq. in. Ed can fly this in 8 or 9 events by doing engine changes. It has 4 different firewalls with cowls and landing gear for 7 engines. Ed built a second fuselage that will fit in the case to allow him to fly in the glider class with a 6-oz. wing loading. It flew in ignition, diesel and glow. Ed took one airplane and flew every day at the SAM Champs.

Rocco Ferrario showed a Starduster-X (Sal Taibi design) that is the One Design power model of NFFS for 2003. He used this as a test to see if epoxy would work over polyurethane paint, it doesn't. Rocco is trying some mass production methods. For the wings, building boards are made the right length of each panel with the dihedral angle cut on the end. So you can sand the leading and trailing edges and place the end ribs at the right angle. Then cover the tops, join the panels and cover the bottom with one piece of SAM Span. For the formers, ribs fuselage sides he cut up the plans, pasted them on 1/16" ply and cut them out so you can put them on the balsa and cut out with a knife. Ed Hamler brought in a test bed for testing finishes. It is a simple rectangle structure that is covered with SAM Span, nitrate dope and several colors of Design Master covered with Hobby Pox brush over it with no streaking. The test was good. Dick Irwin showed a Cloud Chopper designed by Bob Muser. It has 9 degrees of down thrust and needs every bit of it. Dick's brother in-law built a .020 with 3 1/2 degrees and it looped. It was shrunk by 3% to match the decreased power of the engine. Wing area is 530 square inches and a weight of 35 ounces. Power is an Aveox 27-26-1 1/2-turn senseless motor with a 3.7:1 gearbox. Covering is SAM Span with Design Master and thinned nitrate dope overcoat. It is ready to fly tomorrow. Bill Curry showed his new Hayseed semi kit by Klarich. Covering is Cover-All on the fuselage and tail; it is very tough but not very heavy. The rest is covered with SAM Span, dye and nitrate dope with PPG Acrylic over it for fuel proofing. This is a very shiny finish that was produced with one coat and is very tough it will also go over just about everything, it goes on absolutely clear and will not change the color of the finish. Control rods are carbon fiber. Bill set up the model to be powered by a McCoy 60 ignition or a VRP 40 glow. Bill is going to fly it tomorrow. Don Bekins introduced GianFranco Lusso who traveled all the way from Geneva Switzerland to visit with us and to fly at the SAM Champs. GianFranco brought a NIBBIO, an Italian design from 1945. It has a 2-meter wing span that was scaled down from an original 3-meter wing span. The wing construction is normal; the fuselage is formed with balsa planking over formers. The wing pins are four pieces of stainless steel shim that makes it very stiff in the vertical direction but very forgiving on hard landings. GianFranco is going to fly at TOFF for the first time tomorrow. Jake Engelskirger had a set of plans he had scaled up at Kinkos. Jake wants to build it for R/C Electric and is seeking any tips for conversion. Sean brought in a 1/2A Over Under FF model. Power is from a Norvel. It is all covered and awaiting a finish. Sean is hoping to fly it September 8th. Mike Funk was at Hanger One Hobbies a



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## SCRAP BOX

If you can't find that certain screw or nut in your scrap box, then I suggest you get the catalog from Micro Fasteners; email at [info@microfasteners.com](mailto:info@microfasteners.com) or 800-892-6917.

Your editor is flying the usual old stuff: Mercury, Bombshell, Ranger, Anderson Pylon and a new fun flyer, the Happy Harry which is a small back-and-forth job with tail wheel powered with a Thunder Tiger 20 R/C. It really helps sharpen the flying skills which are hard to develop with old timers. The Harry was from an old kit that I've had for 25 years. I still haven't got my new Atom broken in so haven't been able to fly the Musketeer that I built for it. My current project, which will take forever I fear, is a British design, the Ladybird Special, from the 1950 Aeromodeller Annual. It is a twin ruddered bi-plane, 42" span, very graceful fuselage, many stringers and may prove impossible to find room and access for R/C stuff. Will be powered by a Norvel .061 R/C with a large tank and will be throttled. Not old timer but then I don't worry about those things. Our SAM 26 group flies just about every Saturday morning at our Drum Canyon site near Buellton. Usually four to six flyers, most driving about 40 or 50 miles. Want to see what your editor does when not struggling with this A-F, then checkout [www.collectair.com](http://www.collectair.com).



Bill Curry prepares his beautiful new Hayseed for flight as described on page 8. After a few initial flights, Bill's Hayseed suffered a radio failure on launch with the sad result.



(Chapter Meetings continued from page 8)

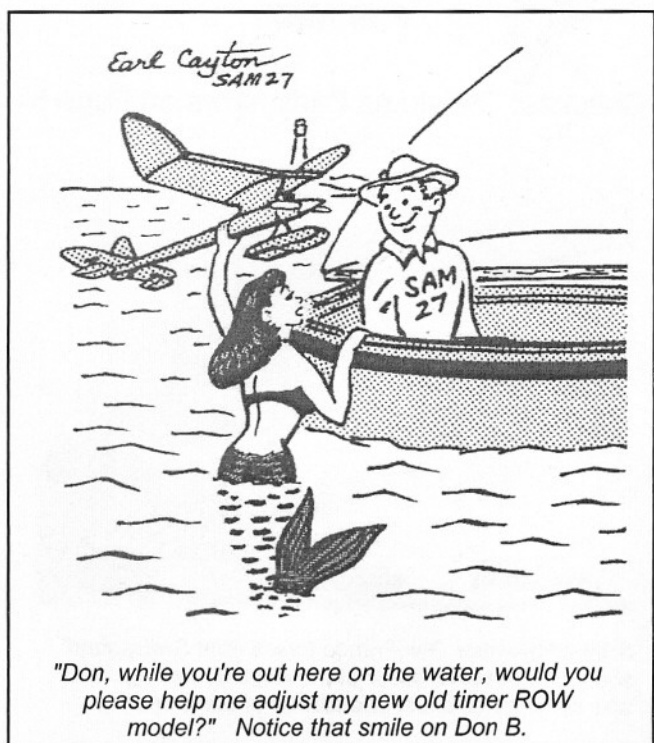
Little while ago and was talking to Red about where he was flying and mentioned they fly near Lakeville Highway and Highway 37. Red mentioned about SAM 27 flying near there and suggested he check it out. Mike discovered they fly about 2 1/2 miles away and want to see if there is a way so we can both fly without interfering with each other. They have a group that flies electric and helicopters. There are about 8 that fly in their group. They were invited to join SAM 27 and fly at the Lakeville field and the four that were at the meeting joined.

This Chapter Meetings section is written by our Recording Secretary, Loren Kramer.

## The MODEL Trader

Earl Hoffman has the following model items **For Sale:** Several items of R/C Electric Equipment, including a channel 50, channel 52 three-channel transmitter, a charger and two electric motors. Plus a Miss "2" kit. Contact Earl Hoffman at (707) 539-3241 for these bargains.

**Editor's comment:** I've received a lot of good material, much more than can be used in one issue. Keep it coming because I need to "bank" photos and articles for the next few issues where flying occasionally gets rained out.





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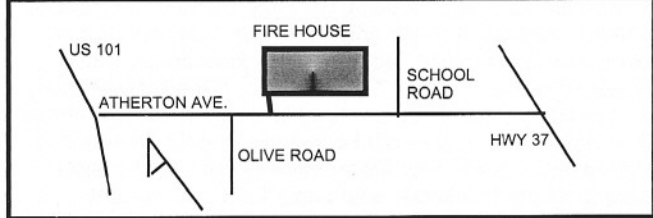
## MEMBERSHIP

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

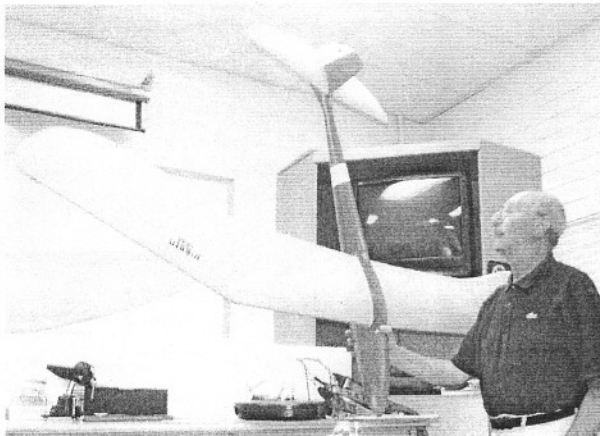
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201 Foster Road, Napa, CA  
94558



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Checkout Christmas Party News on Page 5



SAM 27 member GianFranco Lusso from Switzerland shows his beautiful glider at the August meeting. This was GianFranco's first attendance at our gathering.

## FIRST CLASS MAIL

TO: