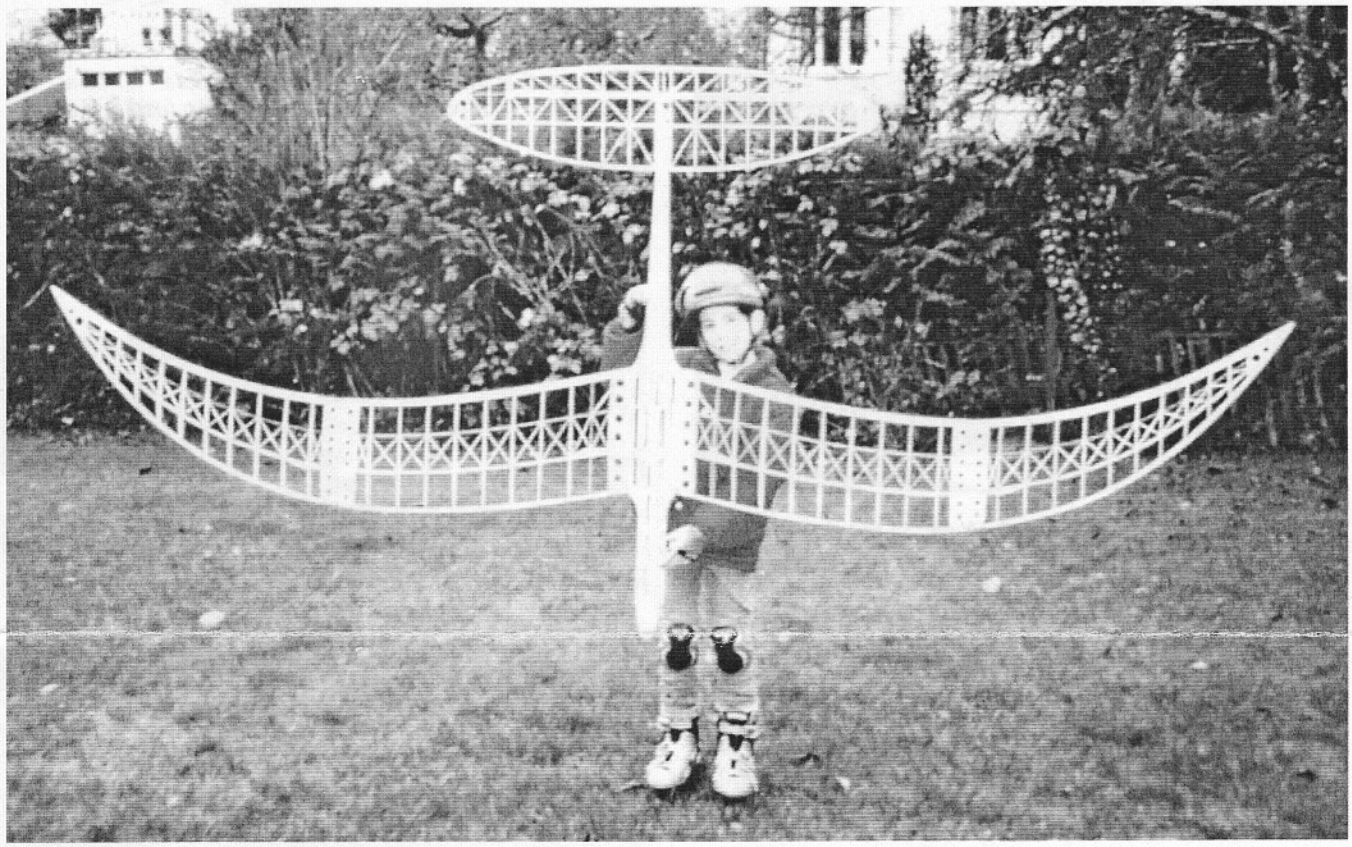
Antique Flyer

AMA Chapter #108 **February 2003** **Issue 232**



THE GLIDER AND THE GRANDDAUGHTER

SAM 27 member from Switzerland, **GianFranco Lusso**, sent this wonderful photo of his 8 year-old granddaughter, **Beatrice**, holding his newest glider frame; this glider has a 115 inch wingspan which he increased from the 88 inch model that he flew at the 2000 Pensacola SAMChamps.

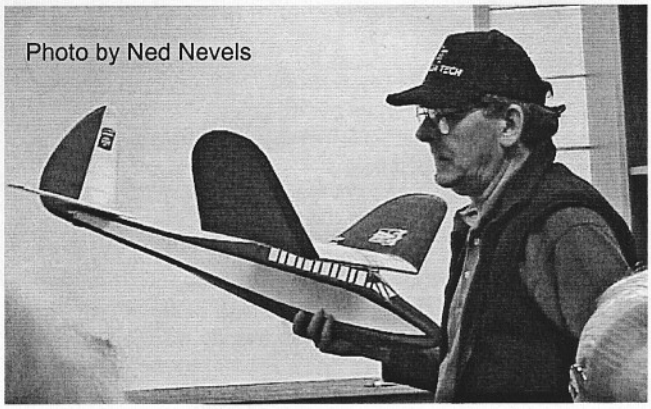
Gianco attended the August meeting of SAM 27 where he showed his 2 meter glider NIBBIO. The attractive wing design is explained by Gianco, "The wing shape was studied by an aeronautical engineer of my home town, Turin, in 1944/45 in order to reduce the tip vortex; likely he went a bit too far but I feel he was more or less on the right track looking at the wing shape of the modern full-size gliders."

Gianco reports that since this picture was taken, he has completed the model but because of "very bad" weather, he has not been able to test fly it yet.

Beatrice looked forward to being featured in the A-F as her 2 year-old brother had previously been pictured with one of Gianco's models. Gianco sends his wishes for a fantastic 2003 full of splendid models and flights.

ED HAMLER'S OT GLIDER

Ed shows his scaled, 490 sq. inch rendition of the 108 sq. inch Airborn glider version at the January SAM 27 meeting. He built a glider fuselage and uses the same wing and stabilizer that he uses for his powered model. All are built with Jim O'Reilly CAD plans and Bob Holman laser-cut parts.



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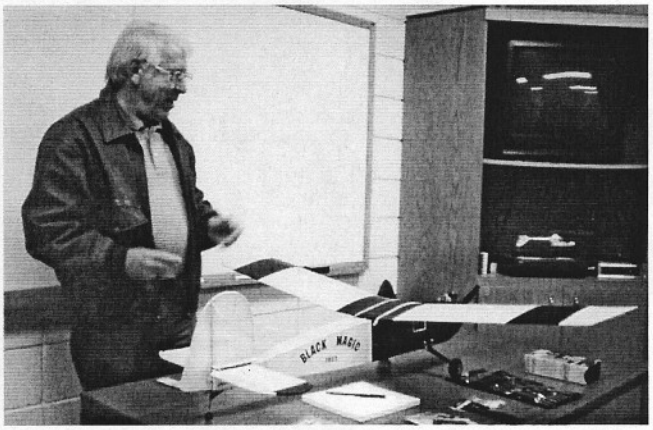
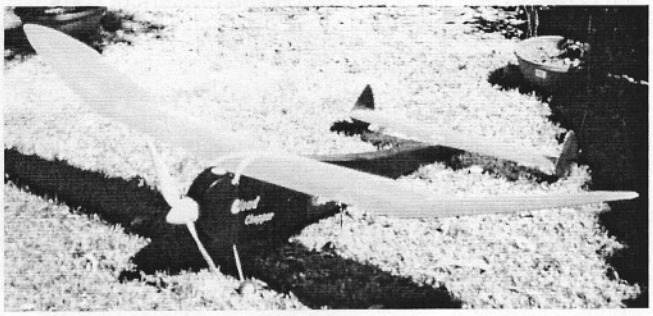
AMONG THE MODEL MAKERS



Andrew Tickle shows his "Black Magic" at the December SAM 27 meeting Show & Tell session.He finished the plane recently and the final coat of dope dried on Wednesday and flew it each day Thursday through Sunday. One tank of gas flies it for about thirty minutes; it has thirteen flights and about 100 landings. This model was in "Air Modeler" in 1952, a British magazine. It has a four-foot wing span and was designed for the new smaller radio. The control was an escapement on the rudder and you could steer it in the sky and when you got good could land it in the same field you took off in. This model has proportional rudder, proportional elevator, proportional engine control and steerable tail wheel. The first flight was totally uncontrollable worse then free flight. It went vertically straight into the ground. This was the first time Andrew was glad there was mud in the field and it didn't break anything. Andrew moved the battery forward for the second flight and it flew much better. The Andrew tried other things such as an addition to the rudder, a another wing from another air plane with less dihedral, then he built another wing with more wing span and chord so it flew a little slower. Then he made another rudder that was bigger; this made it much easier to fly.



Dick Irwin's "Cloud Chopper" which was designed by Bob Meoser in 1939. Dick powers this beauty with the new Aveox 27/26 1.5 turn motor with Hihtol gearbox swinging a 15 x 8 or a 15 x 10 APC prop.

Dick says that the design originally had floats. It has a "Westerner"-like wing of 540 sq. in., a deep fuselage and twin rudders. It "flies really good." How did you arrange the rudder control for those twins Dick? That discussion would make a good technical article for the A-F.

Dick also writes that he is caught up in the "Airborn" frenzy as he is building an "Airborn 490" for electric power from a Bob Holman kit. The frenzy must be catching.

Dick Irwin with his "Cloud Chopper".

Something new for a Saturday morning flying session at the Lakeville site. Featured here is a Bell 230 helicopter model build and flown by Gonzalo Martinez. This beauty has retractable gear, navigation lights, and a working search light. Gonzalo is a "Top Gun" class pilot.

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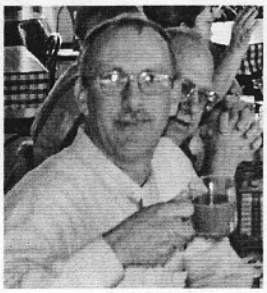
CHRISTMAS PARTY AT PAPAS' TAVERNA



Obviously a salubrious group, members, family and friends of SAM 27 enjoy the afternoon at Papas' Taverna on December 7th. John Dammuler, president of this family of old time flyers, lifts his glass in a wassail of good tidings to all - what's in that glass John?

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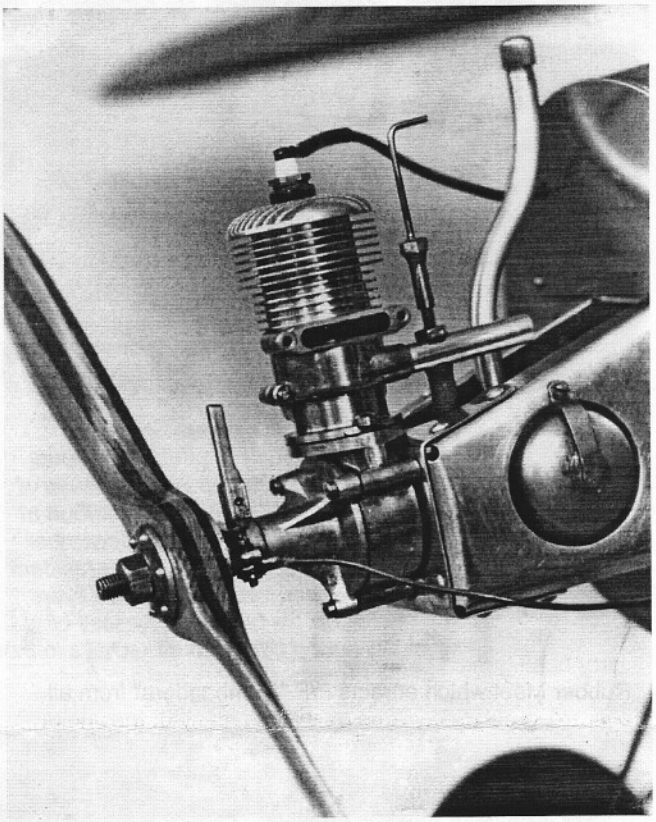
SCRAP BOX

Earl Cayton offers the following tip for busy SAM 27 members who are frustrated about not building as many models as they would like: Bill Winter, who was a really busy person who edited most of the model magazines at one time or other plus being a prolific writer about model airplanes and full scale aircraft - and also raising nine children, all at the same time. He told me that he devised the "Winter Plan". The secret is to at least glue two pieces together each day, if nothing more. The secret is MOMENTUM. He said that he increased his production from one or two models per year to 3 or 4 finished models a year. I tried it in my busy schedule years ago and it worked! Your editor attests to the effectiveness of this method; keep something going all the time on your board and do a little each day if you can't devote more time. Earl also sent a note concerning the Elf and GHQ engines. One a "very good" engine and one "an excellent paperweight". Guess which is which. He mentions Gil Coughlin's collection and the fact that Gil has the tools and dies for the Elf engines. Gil's huge Elf exhibit was on display at the AMA Convention in Pasadena - very impressive with every engine from the corncob to six-cylinder. I also saw a reproduction slant-plug Elf Single at the swap meet which was made in Sweden - would sure like to have one but the $500 slowed me down. It was a beautiful engine though.

Put your keyboard to work and write-up something for the Antique Flyer; also, photographs are always needed, particularly old ones. The club needs a "member profile" editor to step into John Carlson's shoes. Photographs: quality counts - fuzzy and low resolution print the same way. Many photos in this issue are second generation, maybe third.

I can recognize a SAM 27 member anywhere. They are always peeling bits of glue and paint from their fingers.



Just about every modeler that flew what we now call old timers used one of the Ohlsson & Rice engines. The engine pictured above is Irv Ohlsson's first production engine; this one is #5 of the Miniature .56 from 1936. Irv is pictured below with his "Pacemaker" amphibian - from the cover of the June 1968 MAN. For a good history of O&R, try http://www.craftsmanshipmuseum.com/Ohlsson.htm.

Model Aircrafters Department

MEMBER PROFILE JERRY ROCHA

Written by Profile Scribe John Carlson

Although Jerry's 52 year modeling career has included many of the specialties of our hobby, he now concentrates his attention on two extremes of the modeling spectrum: C/L Speed and F/F Rubber. He attends as many meets in these categories as he can. Jerry is a keen competitor and has his share of trophies. For a number of years Jerry hasorganized and CD'd SAM 27's annual Old Time Rubber Meet which attracts F/F "Gumbanders" from all over the greater Bay Area as well as many of the Junior SAM 27 members. He also organizes and CD's SAM 27's team entry for the Jimmie Allen Postal meet which SAM 27 won in 2002 and 1998.

Jerry with a Scientific Coronet at Lost Hills around 1991.

Jerry is one of those rare native sons, having been born in Berkeley, CA in 1939, and living most of his life in the Bay Area. He attended Acalanes High School, and Diablo Valley College where, in conjunction with an Aviation class, he got a couple of hours dual instruction but the expense involved prevented going further in full size flying. In the mid sixties Jerry became an apprentice machinist at Mare Island Naval Shipyard in Vallejo, rising to master tool and die maker. His Mare Island stint lasted for 26 years until his retirement in 1990. Jerry and his wife Sue live in Napa and have a son and daughter and two grand children. In addition to his modeling activities Jerry enjoys duck hunting and fishing.

Jerry is pictured holding a Cleveland Lancer in 1954.

Jerry got started with models at age nine by an older cousin who had a Super Cyke powered F/F Westerner. He took Jerry to the family ranch near Pleasanton to fly the model. It flew beautifully and Jerry was hooked. Jerry's first model was C/L built by the cousin and powered by an Ohlsson 23 sideport about the time glow plugs first came out. They used the wrong fuel which eventually ruined the fuel tank. The engine did run however, though barely, and Jerry did his first flight holding full up elevator and landed OK. On the next flight the cousin attempted a loop and crashed the model. The cousin continued to encourage Jerry by giving him an engine and a kit every Christmas. Jerry really learned to fly C/L with a Baby Spitfire powered FireBaby which he flew to pieces. His first F/F model was a Baby Phoenix powered by the same Baby Spitfire. Jerry built 3 or 4 of these as the prior one wore out. Next was a Zeek with a Cub 14, which soon caught a thermal and, with no DT, went OOS, never to be seen again.

A 1960 photo showing Jerry's Hornet 60 Speed Model of his own design.

Jerry continued with his C/L and F/F modeling on into high school where he flew with the "guys" on Saturdays. His first R/C was at about age 16 starting with a Citizenship, on to a Deltron and then an Orbit, all single channel. He continued on with F/F while getting further into R/C. In the late 50's he got more into C/L Speed and competed in several National

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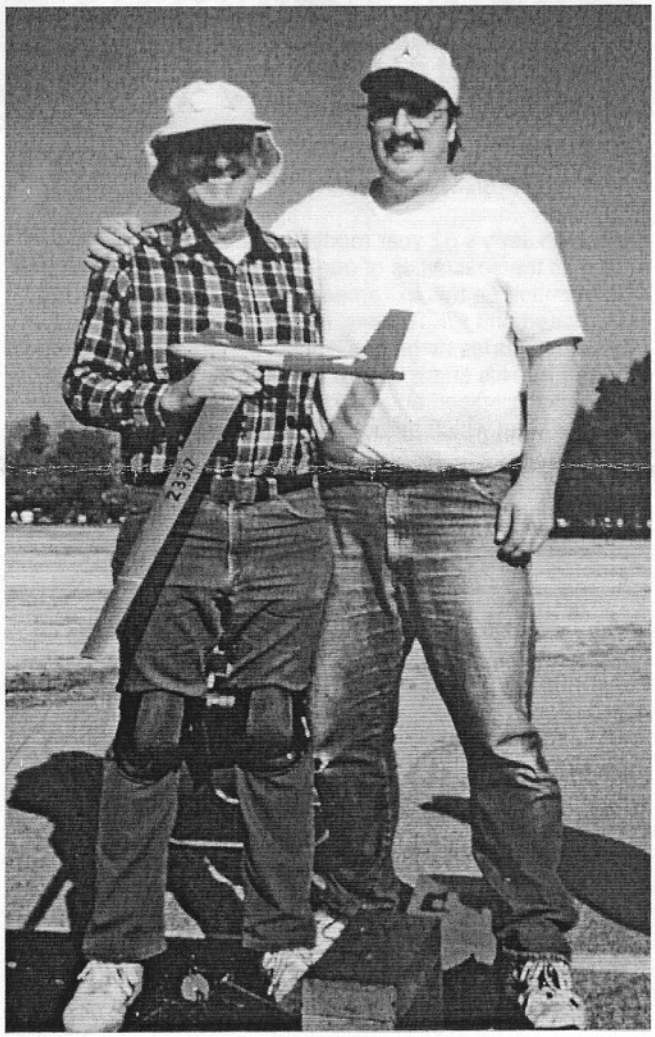
MEMBER PROFILE - JERRY ROCHA

Meets where he did fairly well, placed but was never first. This continued until about 1963 when he went to work at Mare Island at which time he stopped modeling. About then he and Sue were married and no more models until one day in 1970 he wandered into a hobby shop which was all it took to get him started again. He bought several models and had to replace a lot of the modeling staples he had thrown out several years prior. Jerry gravitated to old timer F/F, joined the SAM AMP 32 club in Pleasanton and flew from their field with Jim Perssons among other well known local old timers. He built and flew .020 and larger gas models as well as rubber powered jobs. Jerry feels that his first really successful model at that time was a Gasbird powered by an Ohlsson 23 (Jerry still has this model) which won the 30 sec. Antique event at the 1984 Madera SAM Champs. This win really got him going in competition flying. He was the Overall Champ at the Fresno Annual Meet three years running in 1987,'88 and '89. He went to many meets at Taft and Lost Hills and did well there. At various SAM Champs Meets Jerry has won First Places in Rubber, R/C and Power F/F events, among the few, and possibly the only person, to place first in all three SAM categories. It was at these meets Jerry met many of the OT flyers that he still counts among his many friends, including Bruce Augustus, now SAM Speaks Editor and Wes Funk, formerly Editor of SAM 27's Antique Flyer. Jerry feels that the many friendships one acquires in this hobby is one of its greatest rewards.

AJ Walker Fire-Cat in 1956.

About this time Jerry began to get back into speed with encouragement from Luke Roy, a fellow toolmaker at Mare Island and an avid speed flyer who had been on the US team that went to Poland in the 1970's. Jerry had been flying some speed events off and on for many years, taking a second place at the 1984 Reno NATS in A-Speed. He now concentrates on the two 1/2A classes and A-Speed and now holds the AMA A-Speed record of 194.31 mph and the AMA ++ A Proto record at 116.07 mph. He also holds the F/F record in 1/2A Gas R. O. W. at 20m-1s. This year he is working on the AMA 1/2A Speed event. His best to date is 147 mph, the record being 156 mph. Jerry is also working on the FAI F2A !/2A Speed event and hopes to qualify for the US World Cup Team.

Jerry has done some designing, mostly speed models and has had published a building article for 1/2A in the "Speed Times Magazine" with John Hlebcar drawing the plans. He has a well equipped home machine shop and makes parts for Burnif Ray's "Parts is Parts" operation, sold through magazine ads; mostly needle valves, spray bars and carb parts for old time and nostalgic engines. This helps to pay for the expensive Ukraine engines in the F2A models.



This photo was taken in 2001 right after Jerry's A Speed model made a record flight of 194.31 m.p.h. with Bill Hughes, on right, as pilot.

Jerry didn't completely ignore R/C. He built a 1/2A Rambler and a scale AVRO 560 1/2A for the SAM Texaco events and, although he did well in those events, he has subsequently dropped R/C and is selling off his R/C models and equipment.

With limited success, Jerry has tried to get his family interested in building and flying models. Sue built a 1/2A Sal

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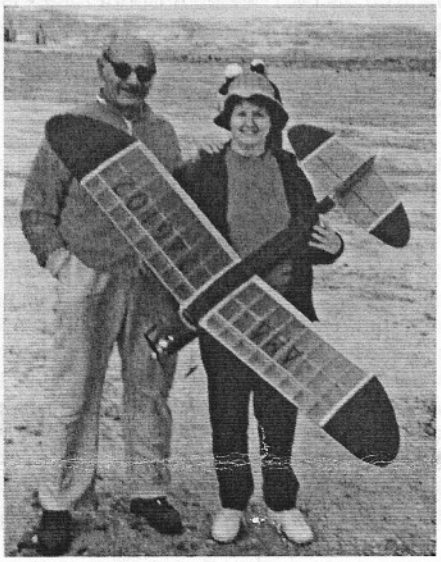
MEMBER PROFILE - JERRY ROCHA

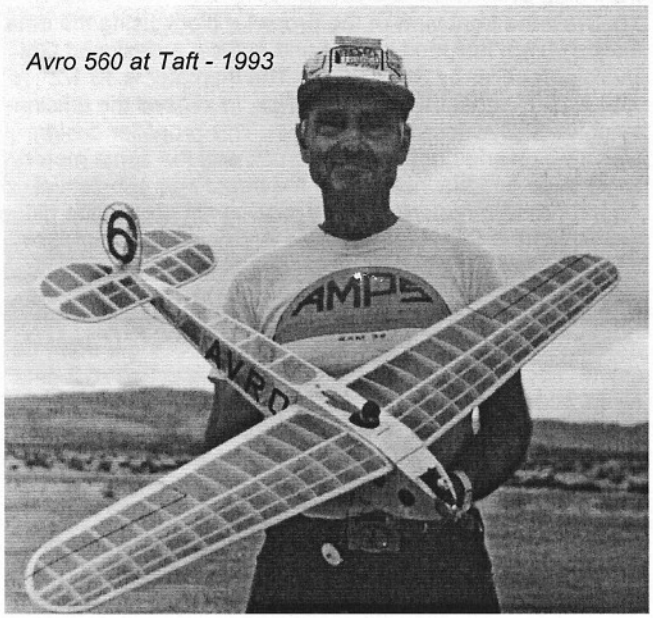
Taibi Powerhouse and at her first contest at Taft took second place in the F/F !/2A Texaco event. (Sal took first place !) At the Las Vegas SAM Champs she took second place to World Champ Bob Whites' third place. All of the first three place models were lost in thermals. Despite these successes it is doubtful whether Sue will continue competing. Jerry's son and daughter both tried C/L but had no big interest. His grandson, however, shows promise and the granddaughter enjoys tossing a HLG.



Sue Rocha and Sal Taibi at Taft.

SAM 27 is fortunate to have Jerry who, in addition to organizing and running the OT Rubber and Jimmie Allen Contests, is always ready to help a beginner, chase a model for a handicapped flyer, advise regarding model trim problems and help with engine adjustments. We will be rooting for him in his attempts for the 1/2A Speed record and qualification for the US F2A Team.

Above: Jerry launching his Texan at the Colorado SAM Champs in 1995. Below: Jerry holds what he characterizes as his first successful SAM model, the Gasbird, powered by an Ohlsson 23 which won the 1984 Madera SAM Champs 30 sec. Antique event. He still has the model.



Avro 560 at Taft - 1993

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CHAPTER MEETINGS

by Loren Kramer

ANNOUNCEMENTS John Carlson announced a new Model Shop has opened in Sonoma on Broadway across the street from the High School. The shop is Sonoma R/C Hobbies, 20091 Broadway St.; Richard Beck is the owner. His main interest is cars but he is also going to carry model airplanes, engines and that kind of stuff. There is three stores in the building. The model shop is in between a bike shop and a flag store. Mike Clancy brought two videos that he borrowed but doesn't remember who. The videos are The Memphis Bell and a documentary of The Thunderbolt. They are now in the box of videos that Ray McGowan brings to the meeting. If they are yours or know whose they are contact Ray.

JUNIOR OLDTIMER REPORT – Ed Hamler. Anthony's Rocketeer was taken out for a test flight. Ed and Rocco flew it, after a few flights they noticed the batteries were getting low. They then put it on charge and flew other planes. About an hour later they decided to fly the Rocketeer. Rocco fueled it up and went through the check out and the radio wasn't working. He flipped the switch on the airplane and the radio started working. The radio was probably left on when the transmitter was being charged. Rocco said it was working fine so they flew the plane. It stopped listening to the transmitter about 600 feet up with the engine still running. Rocco handed the transmitter to Ed; there wasn't anything he could do. The plane hit the side of a Concrete blockhouse and was destroyed. Anthony didn't get to fly it.

OLD BUSINESS Christmas Party - John Hlebcar. We had 43 at the Christmas Party. There were a few good fights over some kits and a couple of engines. One of the engines was an Ohlson Industrial engine first opened by Earl Hoffman and taken by Park Abbott to finally taken by Buzz Passarino. Member Profiles - John Carlson. John is doing one more profile (Jerry Rocha) then this position will be open. There was one person nominated but so far has turned it down. John also has a complete set of the member profiles. If want one he run off a copy for you.

TECHNICAL PRESENTATIONS - Gonzalo Martinez Gonzalo showed his new model, a McDonnell-Douglas 520N without a tail rotor (NOTAR). McDonnell-Douglas makes two NOTAR models. The way it works is to replace the thrust from the tail rotor by taking some of the thrust from the engine, which is controlled by a nozzle at the end of boom. On this model a fan that is mounted on the engine provides the air. This model is a scale model with a scale five bladed rotor instead of the usual two bladed on most R/C Helicopters. This model will have two gyros, one to control the tail and one to control the blades. It also has two battery packs in case one fails. Its going to have all the scale details a siren, flashing lights all the doors will open, a detailed cockpit and some of the instrumentation will work. There are some advantages with the NOTAR, such as less maintenance of the tail rotor mechanics, blade balancing and less weight but there is one disadvantage, it takes about 25% of the engine power so it needs a bigger engine to get the same performance. This plane will have a Webra .91 for power. VARIO Helicopter that makes high quality R/C Helicopter kits that fly makes this kit well. Gonzalo is already planning his next model. A Cobra Attack Helicopter with a gas turbine, it is even more like the real thing with the sound and smell of a full-scale helicopter. They fly these on Saturdays and you should really go see them they are a blast to watch.

Stu Bennett – Constant Pitch Props. Stu passed around a hand out on designing a constant pitch propeller. The idea behind this is to design a propeller that is more efficient but still holds to basic diameter, pitch, blade width and area that is consistent with the original intent of the designer. In the back of the handout are diagrams of both the typical bow-tie blank and the constant pitch blank showing the difference of pitch at various points. When the pitch is not constant the air mass there is air moving at different velocities thus creating turbulence. This design sequence will help you adapting an original propeller of an old time design but improving its efficiency or a simply designing a propeller from scratch. Here is a summary of the design sequence.

1. First establish propeller diameter (33% to 50% of wing area
2. Establish the desired pitch/diameter ratio (1/1 for indoor, 1.25/1 for outdoor)
3. Compute the desired pitch (P/D x D)
4. Establish the 45 deg. Radius (r = P/2pi)
5. Establish the blade width at 45 deg.r
6. Establish block width and block depth
7. Determine the depth at 1" increments of the radius
8. Determine the width at 1" increments of the radius
9. Draw the side view of the propeller block using the data from step #7
10. Draw the front view of the propeller block using the data from step #8. Included in the hand out is a redesigned Gollywock propeller by Stu Bennett. The diameter is 13 1/2" with a 16.2" constant pitch. This has increased the efficiency of the Gollywocks Stu has flown. This propeller design was tried on another fliers Gollywock with the same motor and torque and the increase of the thrust was substantial. Another design feature of Stu's redesigned prop is the hinge mechanism, a SAM legal Z-hinge that has the advantages with the legal hub.

SHOW & TELL Bill Vanderbeek showed a new Air Hog model. An Ornithopter. Bill couldn't resist buying it when he saw it. The motor on this Air Hog is double acting so it gets air on both sides of the engine when running. Flight times are about 30 seconds. It was too cute not to buy it. Bill also brought a plan for a U-Control model he found in a 1955 Flying Models magazine that was designed by **Earl Cayton**. Earl draws the cartoons that appear in the Antique Flyer. **Ed Hamler** brought in his finished Airborn glider. See p.1.

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CHAPTER MEETINGS - continued

Stu Bennett showed a model he flies in a special event that the Oakland Cloud Dusters put on every month. This is a 3/4 size Moffett. The wing span is 32"; power is 14 strands of 1/8" rubber. The motor run is about 1 minute 20 seconds, which leave a glide time of 40 seconds for a 2-minute max. flight time. **Andrew Tickle** brought a picture of an airplane he built last summer during his visit to New York. Andrew designed and built it in six days. It has a wingspan of 53" so when it is disassembled it will fit in a 26 1/2" suitcase. Andrew went back to New York for Christmas and took the airplane along. The weather was not the as warm so he decided to build skies for it. The only thing he knew about skies was from a film about exploring the Antarctic. There was a DeHaviland Auto with skies that looked like ski boards. So Andrew built three-inch wide snowboards, took off the wheels and mounted the boards on the airplane. The day after Christmas four of them took the plane out to try out the skies. Everything went fine the transmitter worked great, the engine worked great, the sound man was there, the video man was there, the launch man was there, and Andrew holding the sticks looking very embarrassed. They put the plane down in the snow and wound up the engine and would slowly build up speed gathering up snow in front of the skies and slowly bury itself in the snow. They tried everything they could of for two hours to get it to take-off but didn't succeed. When he got home Andrew came up with the idea of extending the skies because it seemed there was too much weight on the front. A couple of days later he took it out again in good weather with some fresh powder. When he put it down this time it built up engine speed and didn't build up mounds of snow it just slithered away gradually accelerating and it made the most beautiful take-off he's ever seen, no skill involved it just did. The landing was the same. It was an exceptional experience. There is something very interesting about flying off snow. That after you have taken off and landed again you can look at the take-off path and see if you were dead straight or curving or edging or whether there was more weight on one ski or the other and watch the tracks gradually get smaller at take-off. Landing is even more interesting. When the plane is moving fast there is almost no drag on the skies, when it slows down you suddenly get drag tremendous drag its like braking. The plane tips forward and you get trails made by the two skies and the last six feet when its slowing down rapidly you see every three inches were the prop blade went through the snow. **Andrew Tickle,** at the following meeting, showed a "Black Magic" model. He finished the plane recently and the final coat of dope dried on Wednesday and flew it on Thursday and Friday and Saturday and Sunday. One tank of gas flies it for about thirty minutes; it has thirteen flights and about 1oo landings. This model was in Air Modeler in 1952 a British magazine. It has a four-foot wing span and was de= signed for the new smaller radio. The control was an escapement on the rudder and you could steer it in the sky and when you got good could land it in the same field you took off in. This model has proportional rudder, proportional elevator, proportional engine control and steerable tail wheel. The first flight was totally uncontrollable worse then free flight. It went vertically straight into the ground. This was the first time Andrew was glad there was mud in the field and it didn't break anything. Andrew moved the battery forward for the second flight and it flew much better. Then Andrew tried other things such as an addition to the rudder, another wing from another airplane with less dihedral, then he built another wing with more wing span and chord so it flew a little slower. Then he made another rudder that was bigger; this made it much easier to fly. **Mike Funk**, in retirement, has started a little business for helicopters called **Heliware** and showed the first T-shirt. Four more designs are on the way along with some hats. Its starting to come together and he will see were it goes.

YEAR END RAFFLE - The year end raffle was held at the December meeting. The prize was a Class B Glow "Rocketeer" powered by a Super Tiger .29. The winner of this year's raffle was **Anthony Ferrario**. This raffle takes all the tickets purchased for the year and we put them in a box and pick the winning one. We've earned over $800 from the raffle this year.

The MODEL Trader

Bryant Thornhill's widow, **Deanna Thornhill**, will have all of Bryant's remaining models, engines, tools, supplies, radios, etc. for sale at the SAM 30 contest to be held at the Schmidt Ranch, Elk Grove, CA on April 5th and 6th. Be sure and make this contest and help Deanna dispose of Bryant's collection of modeling gear.

SAM MEMBERSHIP AND RENEWAL APPLICATION

Subscriptions to SAM Speaks are not available without 2003 membership. Membership rates:

☐ 1 yr. Residents of Canada and the U.S. - $25.00
☐ 1 yr. Foreign - US $40.00 (AIR MAIL only)
☐ Renewal ☐ New Membership

Name_____
Address_____
City_____State_____
Zip_____Telephone_____
SAM #_____Email_____

I agree to follow the rules of the Society of Antique Modelers and uphold the principles stated in the SAM Preamble.
Signed:_____

Note: Membership in the AMA is required to fly in SAM contests. Please put your SAM number on your check if renewing. Checks payable to the Society of Antique Modelers. Send to: Larry Clark, PO Box 528, Lucerne Valley CA 92356

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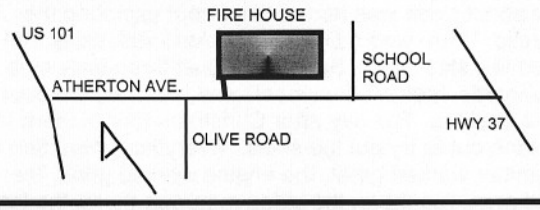
MEMBERSHIP

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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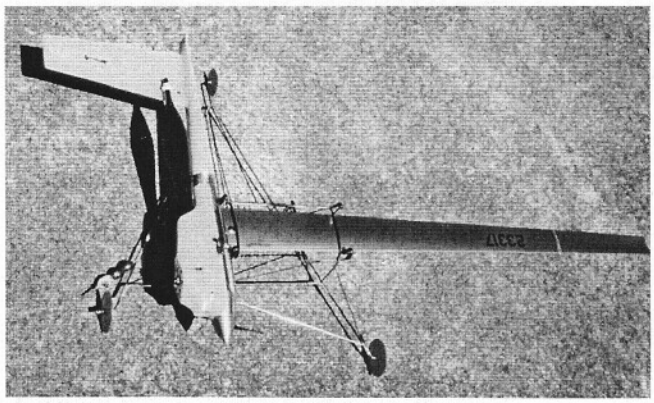
Checkout Christmas Party Photos Page 3

FIRST CLASS MAIL

TO:



What is it? Did the dog chew up half the plans? Did Jerry Rocha run out of material? Is there a mirror twin? Is this an economy U-control? See page 6 for more of this model and its record-setting speed.