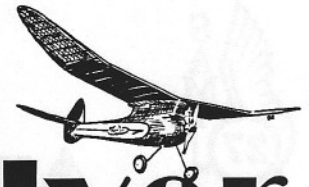




# Antique Flyer



AMA Chapter #108

Summer 2003

Issue 234

## CONTEST INFORMATION

### SAM 27 MEMBERS SHINE IN FIRST EUROPEAN RC SAM CHAMPS

The **First European RC SAM Champs** was recently held in Italy. Four SAM 27 members placed in various events with each of the four members taking at least one first place.

**Don Bekins** and **Ed Hamler** travelled to Italy for the contest, San Marino member **Nick Bruschi** flew in the near-home contest and **Gianfranco Lusso** popped across the border from Switzerland.

Nick, Don and Ed swept the OTMR (LER Gas Models) event with a first, second and third respectively. Nick flew a Sailplane, Don a Playboy, and Ed threw up an Airborn.

Don took first place with a Thermic 100 in OTVR (OT Gliders).

Gianfranco took both first and second place in the OT Electric class event, flying a Playboy for first and a Wog for second place, both with a maximum total of 1200 seconds.

Ed Hamler captured first in NMR (Nostalgia) with an Airborn and Don Bekins flew a Honey B to second place.

Nick Bruschi reports that 108 models were entered and contestants came from Italy, San Marino, Switzerland, Slovenia, Germany, Czech Republic, Austria and the USA. Quite an international event.

Where were the British?

## SAM 27 ANNUAL SPECIAL RUBBER FREE FLIGHT EVENT - JULY 19<sup>TH</sup>

John Hlebcar Sez: don't forget our Annual Special Rubber free flight event to be held at our **Lakeville Road site**, 7AM to 12 Noon on Saturday, July 19th. CD Jerry Rocha asked that I mention the traditional events for this day include Old Time Small Rubber, Hand Launched Glider and Catapult Combined, P-30 Rubber, and .020 Replica and ¼ A Nostalgia Combined. Jerry has the trophies in hand so mark your calendars get those airplanes ready for a fun day! Questions and requests for flyers may be directed to Jerry at (707) 255-0651 or by e-mail to me at hlebcar@juno.com. Don't miss this annual at-home contest.

**SPECTATORS WELCOME**

## CHAPTER MEETINGS

by Loren Kramer

Paid memberships for 2003 total 106 as of May. We have a new member in May. **Jerry Slates** started modeling about 1940 and after the war got serious in U-Control and Free Flight and started competing in 1947. Shortly after Jerry's first contest he saw some R/C airplanes flying and got interested in R/C. Jerry moved to this area about 1960 and met Park Abbot and flew With Park, moved away and back in about 1970 and met Larry Kramer and Ray McGowan and flew gliders for a few years. Then left again and lived in Dallas Texas for 12 years. Jerry was also the proprietor of Viking Models. It was originally started in England. Jerry bought it in 1978 and moved it to the United States; in 1979 he bought Hi Johnson model Products. When he turned 65 Jerry decided to retire and got rid of the whole thing.

## CLUB BUSINESS

**FIELD MOWING** **Hap Miller**, in April, volunteered to mow the field if we rent a tractor with either a blade or a drag and flatten it out. The cost of renting and delivery of a tractor with a box drag is \$325 and with blade is \$725. We decided to think about it and **Ed Hamler** mentioned would get in contact with Craig Jacobson to ask him to mow it when he cuts down the hay. Then, in May, **John Dammuler** announced that he has lined up a trailer to rent and use of a tractor to mow the field.

**TOFFF** The field at Lakeville hasn't been used a lot in April and May because of cold and windy weather; maybe if the grass was mowed, the weather would improve.



**JERRY ROCHA AWARD** **Bill Vanderbeek** presented **Jerry Rocha** a Jimmie Allen Skelly Oil pin for all the service Jerry has given the club in the free flight contest and heading up the Jimmie Allen Postal team (Photo above).

## EVENTS SCHEDULE

19 July SAM 27 Small Rubber FF Lakeville Road Jerry Rocha 707-255-0651  
 25-29 Aug SAM Champs FF-RC Claremore, Oklahoma  
 3,4,5 Oct SAM 27 Crash & Bash RC Elk Grove, CA Ed Hamler 707-255-3547

**JUNIOR OLDTIMER REPORT** **Rocco Ferrario** is going to get some equipment for the juniors with the donations (field boxes, winders, another stooze, Fox engines, zero kits and some more A1 gliders). May 3rd and 4th they are going to be at Waegell Field in force.

## REMO GALEAZZI

Remo builds rubber powered scale models. When he began building there was no one to show him how to build. The pictures of the models showed the fabric all nice and tight but Remo's didn't look like that until he took one to school and on the way back it rained and soaked the model. When it dried out every where the tissue was stretched; from then on he knew how to cover. Remo has found out that you can do compound curves in Japanese rice tissue if you are careful. He passed around some pictures of the process. It takes practice and sometimes a couple of times. You need a piece of tissue to cover the are. Give the frame were you want the tissue to stick a couple of coats of dope. Then get the tissue-sopping wet, lay it on the frame and gently pull it to get the wrinkles out, keep wetting it if it dries out. Then you take some MEK or thinner and with a brush put it just were you want the tissue to stick and gently rub it in and wait for it to dry and see what happens. If there are some wrinkles, wet the tissue and put some MEK on it and gently pull them out. *(Editor: Hey, sounds simple huh! The best idea is to contract with Remo to have the job done.)*

## JERRY ROCHA IN TUCSON

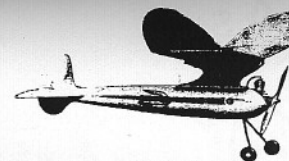
Jerry Rocha went to Tucson for the Stunt Vintage Classic Stunt Championships about a month ago and showed a video of the championship. There were quit a few interesting airplanes. A friend of Jerry's had two Wildcats one of them had a color scheme from the AJ glider. It was covered with clear and the blue markings. There was also an interesting shot of a combat match with bi-planes where one of them was almost able to hover and wait for the other plane to catch up.

## SHOW & TELL

**Fred Terzian** passed around some pictures that he was given by **Carl Rambo** who is one of the original founding members of The Oakland Cloud Dusters.

**Bill Vanderbeek** showed an Arden .19 that **Tandy Walker** had just completely restored. It has the magnesium case

Continued on next page



# Antique Flyer

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Continued from Page 2

that was all polished up and looked brand new. Bill is going to build an A-class Hayseed to put it in. Tandy has written an article on restoring these engines that is going to be in a MECA newsletter.

**Don Bekins** brought in a Ramrod. Don had built one of these some years ago and flew it at the SAM Champs in Colorado Springs. He obtained this model from the **Brian Thornhill Estate**. It appears that Brian built it and never



flew it. Don has it ready to fly. This model is launched with the tail on the ground and the nose pointed straight up (VTO).

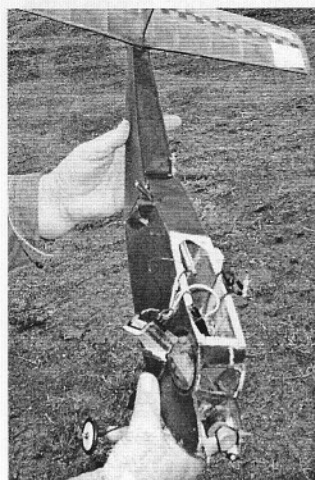
**Andrew Tickle** showed a Wayne Handley air show plane of about four or five years ago. Andrew saw this kit and wanted to fly like Wayne so he bought it and found out what a terrible mistake it was. The name of the model is the Raven by Trimble. Andrew is building it and see if it flies and if it turns into match wood so be it (see below).



**Ed Hamler** brought in one of the lost perpetual trophies. These were given to the winners at the Crash and Bash to be brought back the following year. They have been disappearing so we have decided to keep them at the Schmidt Ranch. This is a silver plate that was for 1/2A Scale Concourse every year. It was started in 1992. **Brian Ramsey** was the first winner. It has all the winners engraved with the model and it is running out of room so it will be presented to the modeler with the most wins (trophy pictured below).



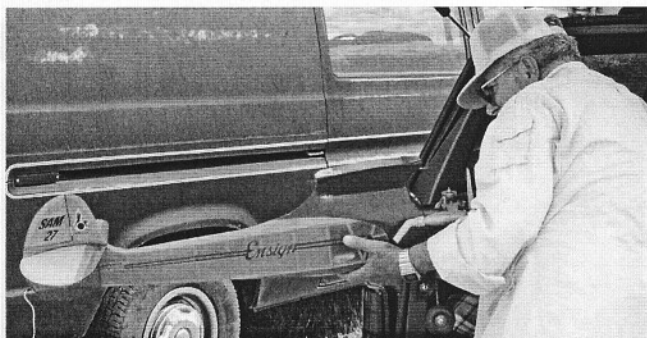
**Ray McGowan** reported that he had looked at the plans today of the Napa Airplane Museum. They're going through the county now to get the permits. It's going to be a big museum; it will have two hangars and Jones's restaurant will be in the middle of it. Ten million dollars is going to be spent on the building and another ten million on aircraft. (Editor: Where is the money coming from? Gate receipts will never pay for it.)



**JOHN CARLSON** wrote, "I quit fooling with, and fighting those greasy kid toys and am now 100% clean and quiet electric. I know many old timers think of electrics as "impure," but when you reach my stage in life, getting up from one's knees without assistance, their convenience wins. We still get pretty good turnouts at TOFFF and I try to make it most Thursdays. I am now playing with a Tatone Atomizer which I converted from 1/2A to electric. (This is the model that took 5th place at the 1995 SAM Champs at CO Springs.)"

John's Tatone Atomizer following a radio failure induced mishap.

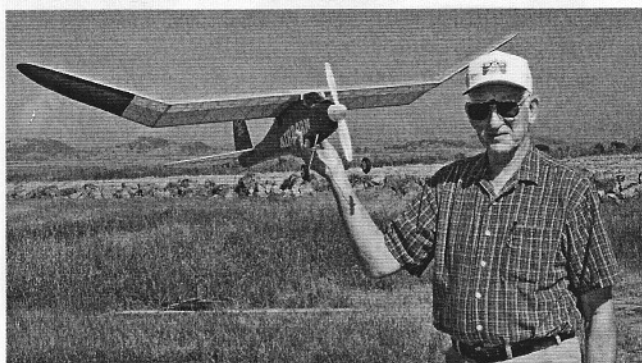
## Models



**JOHN HLEBCAR** flew this beautiful Ensign at TOFF recently and has offered the following comments about this particular model: "The Ensign was built by **Don Bekins** many years ago. **Jerry Rocha** won it at a December meeting and I won it at another. **Ed Hamler** re-outfitted it for me in exchange for an O&R I had and it now has an older Fox .19 with throttle for fun-flying only. It's only been up once (see photo below by **Larry Kramer**) and it seemed to be ok then. Our Thursday weather has been cold and windy and am waiting for better weather to show up before taking it out again." This model can truly be classified as a "community model" and pure SAM 27.



Some nice pictures of **Dick Irwin's** Airborne with electric power. This is a very hot LMR model as Dick proved on one flight where the wing folded. Dick has done a great job on fairing the motor and spinner with the fuselage framework; note the slick air cooling intake duct. I believe one of these pics is the before-wing folding event.

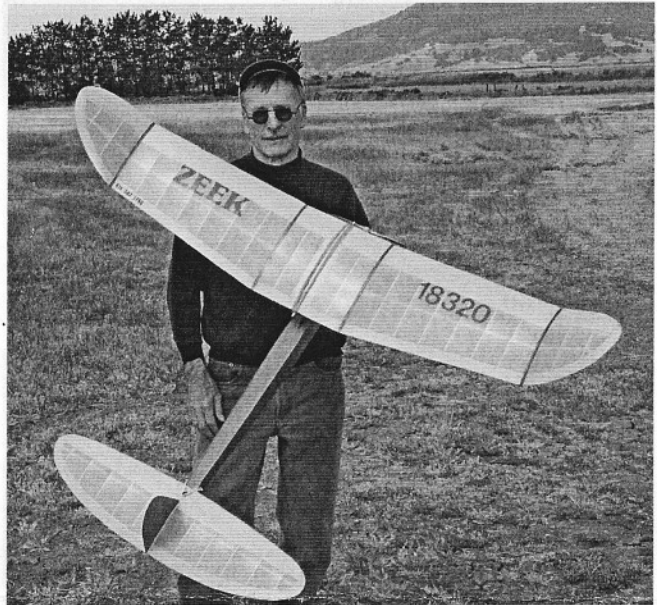


**Bob Film** launches his "no name" towline glider at TOFF.

## AMONG THE MODEL MAKERS



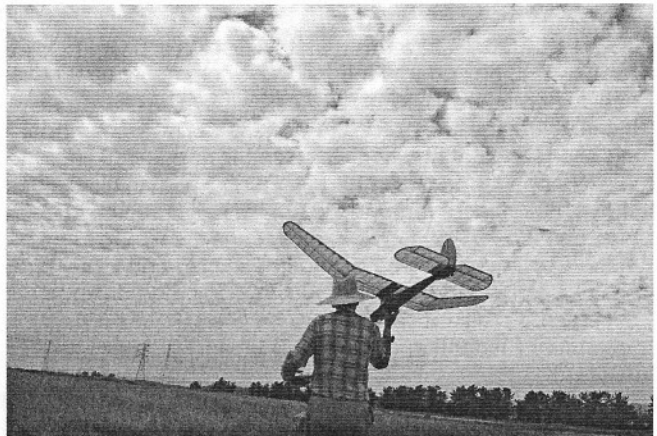
**John Carlson** admiring his electric Airborne. This ship is a good flyer and has a Jet Set M100 motor for power. It climbs at a good, even impressive, rate but John has plans to replace the motor with an M250 which is the same motor with different wiring.



Paul with the Zeek that he's launching at the bottom of the left column. Red fuselage with yellow wings.



**Paul Stober** is holding his Nostalgia (NOS) Newg Ruler. Paul is shown below, in a photo by **Larry Kramer**, as he launches his free flight Zeek. Several members regularly fly free flight at Lakeville although short-time DTs are recommended. See also Paul, above right, with Zeek.



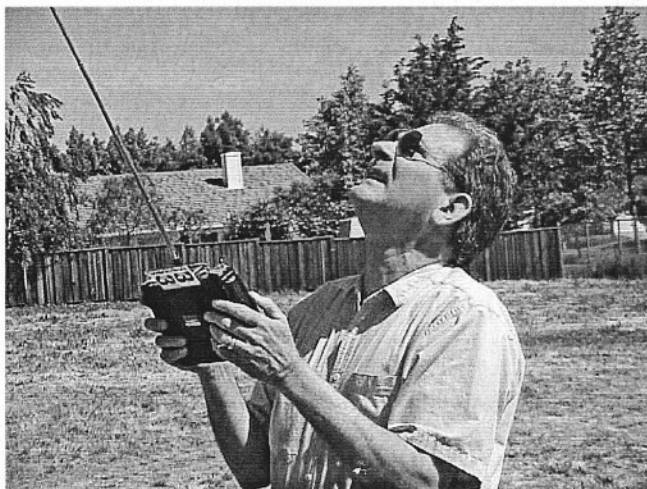
**Bill Watson** prepares to launch his Bomber. A wonderful "big sky" overhaead.



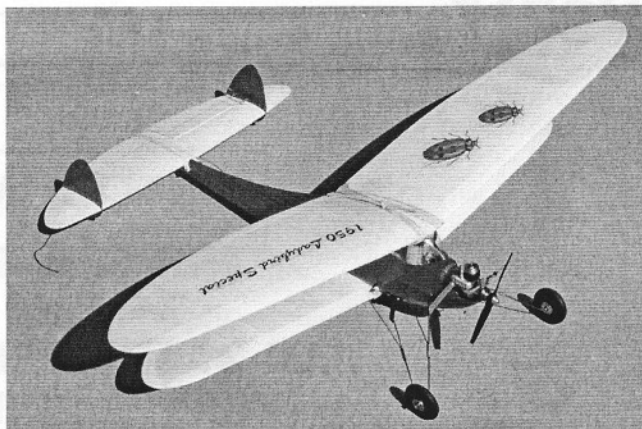
**Hap Miller** gives some instruction, with a "buddy box" to **Karl Jacque**. No information as to whose model was flying or what kind of model. It's getting plenty of rapt attention however.

# Antique Flyer

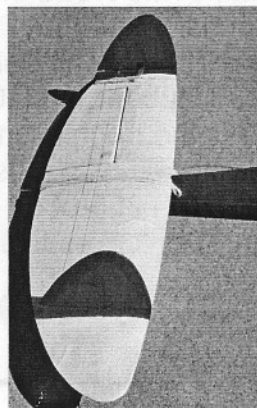
## Models



Ed Hamler giving his new 1/2A Airborn its first flight in Ed's "backyard". This model was built from Jim O'Reilly's plans using a Bob Holman laser-cut kit. Photos were taken by Ned Nevels and were purloined from the internet.



Your editor ran across this Ladybird Special in the British 1950 Aeromodeller Annual and I just had to build it. Got the plans from Xlist and built it to the plan. Originally had a .10 diesel but I substituted a Norvel .061 RC - nice running engine. Flying took some sorting out - first flight at Taft was loopy so moved cg forward and raised stab by one degree. Then had to move cg back about 1/2". Now has seven flights and is doing just fine. A fun flyer designed in 1949 which, for all purposes, should be considered an Old Timer. The twin rudders were a challenge; the RH is controlled by a push-pull cable and a pull spiderline runs to the LH which is rubberband loaded for return. Works. Use a Prism7 transmitter with 60% exponential control. Original red and white color scheme using Coverlite with dope over.



I found that Coverlite and Litespan are the same thing. Nice to work with as the dull side can be used on the outside if desired and it takes dope nicely. I used UHU glue to attach the covering - I like this method best because it can be repositioned easily - I used only one piece for each side of the compound curved fuselage. Weight is about 6.5 oz/sq. ft. Nothing is more fun than building a non-traditional model from plans; try it some time for a pleasant experience.

## SCRAP BOX

The **SAM Rules Changes** comments made here last month only elicited two responses; one from my friend and fellow SAM 26 flyer, Bob Angel, in the SAM 26 newsletter and the other from our regular contributor and cartoonist, Earl Cayton. From this I have to assume that there is little interest in changing the cutoff date for Old Timers to 1950, or, to the contrary, that most members approve the change and it's not controversial! Care to comment?

LETTER from **Earl L. Cayton** in response to suggested OT rule change presented in AF Issue 233.

"I was glad to see in the latest AF that you support extending the OT rule to 1950. I agree with your comments whole heartily. Several years ago, the SAM powers that be requested member's opinions on this subject. I sent in my comments but I don't remember hearing anything more about it until now.

"I can't see any valid reason not to extend the rule to 1950 since the rules were basically the same and seven more years of designs give needed variety of models to pick from. I was flying in contests before and after WWII and I remember that pre-war designs such as the Zipper, American Ace, Sailplan, Playboy, Interceptor, Hurricane, StratoStreak and others were just as popular and flew competitively with all of the post-war designs. The post-war designs merely added needed fresh variety. Older builders are passing on and SAM needs a shot in the arm.

"The pre-1943 Interceptor, Sailplane, Airfoiler and others had single wheel retractable gears so that wasn't something new.

"You mentioned vertical climb after WWII. Before the 80 oz PL, we were stuffing Brown .60s into 4 1/2 foot span, light weight Zippers before America was in the war. Those models went up like rockets! When the AMA went to the 80 oz PL, newer generations of engines like the Bunch Tiger, Bantam, Forster 29, O&R 19 and 23s were taking models vertical when models were kept down to minimum weight - all before 1943. So straight up climbs after WWII were nothing new.

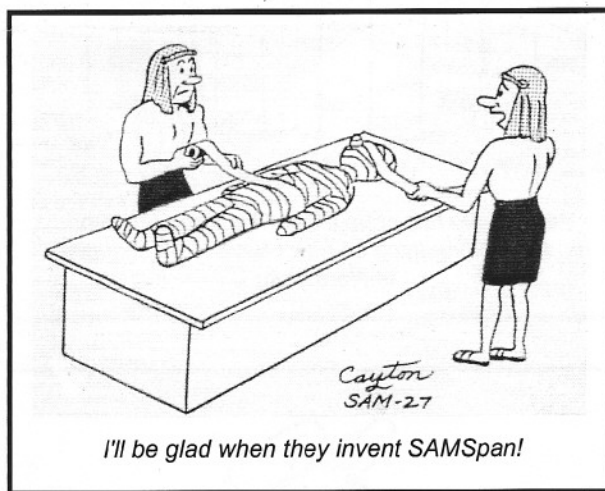
"When you mentioned pylons versus fuselage designs, this opens up a new can of worms because many fuselage models have the wing mounted higher than some pylon designs! Sincerely, Earl."

*Thanks Earl for your interest.*

**Bob Angel**, SAM 26, eloquently expressed his opposition to an Old Timer cut-off date rule change in his last newsletter in that he doesn't want to see more models added to the approved list and change the contest mix and personal inventory. However, he did suggest that perhaps later model designs could be given a status of something like "Models of Historic Merit" (*editor's wording*) which could participate in contest concours and would have to fly to qualify - these designs would not be eligible for standard events (could qualify for nostalgia in most cases).

Most other countries that participate in SAM (such as the U.K.) use a later cut-off date for Old Timers. We're sort of the backward nation.

Your editor is now going to run deep and silent on this matter, but I hope the rules committee gives this subject some considered thought. If you want to comment, I'll be happy to print your response to this suggested change.



## SAM FUN FLYING

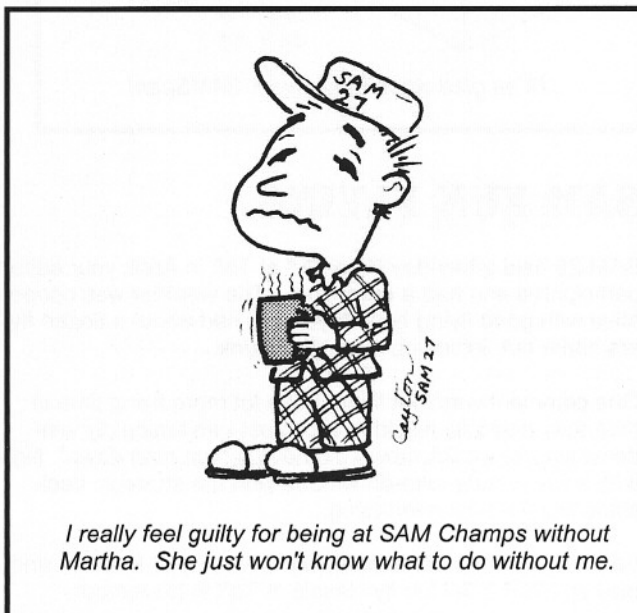
SAM 26 held a two-day "Fun Fly" at Taft in April; your editor participated and had a great time. The weather was cooperative with good flying both days. We had about a dozen flyers come out, including local Wes Funk.

One comment was that flyers got a lot more flying time in than they normally would at a contest - no timing, fly windows etc. The 1/2A crowd did have a "last man down" flight with a five minute take-off window and the strategic decisions were almost overtaxing.

SAM 26 will have the annual July 5 Fun Fly at Buellton and may sponsor a fall fun fly classic at Taft in November.

## SCRAPBOX (CONTINUED)

It's all in the point of view!



## SAMTALK

The internet email forum, SAMTalk, has about 200 members. If you've ever been disappointed that you don't hear the "You've got mail" enough, then get on SAMTalk. Lively discussions of old time model subjects plus occasional diversions running the gauntlet from beer to guns. Granted, most of the discussion is carried by about ten members since most are "lurkers" trying to glean information from the experts. International members include Australia, Argentina, Italy and the U,K. If you've got something that stumping you, SAMTalk is the place for an answer. Go to INTERNET: SAMTalk@topica.com and just enter "subscribe" in the subject box. Ned Nevels is the overseer.

## TIPS

**Construction tip from Brainbuster Free Flight Club.** Next time you build a stick and tissue box fuselage, try this. As an example, using the Gollywock, lay out the top and bottom 1/8-inch square longerons. Lightly glue two 1/8-inch square sticks together with 3M Super 77 adhesive. Now, you can cut two uprights at the same time, one for the right side and one for the left. Pry them apart. I like to number them (station #1, station #2, etc.). Put the second batch aside. After you have glued all uprights in place on the right side, remove the pins and fold the plan protector on top of the first side. Now, pin the longerons for the left side over the right side. Put in the other upright you previously cut, and bam! You have two sides that match in about the time it takes to build one. You can do the same with the cross pieces too. I do my cutting with a 4-inch Dremel table saw, but if you don't have a saw, you can use a small miter box to make the square cuts.

### Shortening antennas.

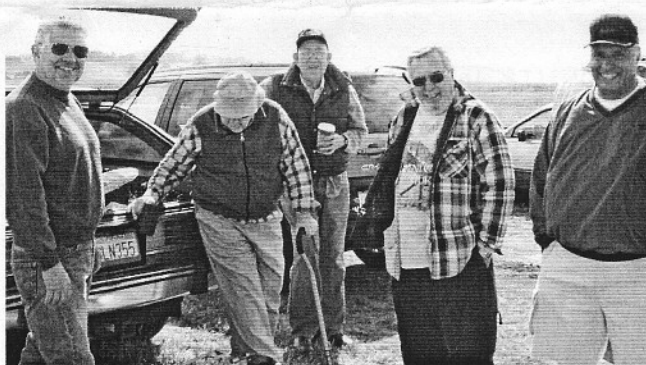
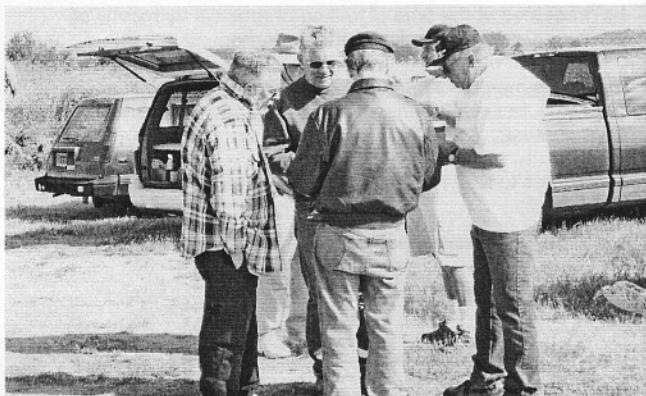
Sometimes your antenna is just too long. The antenna may be doubled over or dangling out the rear of the airplane. You all know that you should not cut an antenna to make it shorter. Also, you should not double the antenna wire back. A half-wave antenna will become a quarter-wave antenna if it is doubled in half. So what can you do?

It's easy. Cut a small piece of a coffee can lid (or similar plastic) into a 2 x 1 inch rectangle. Put a small cut in the middle of each end of the plastic so it can hold an antenna wire when it is slipped into the cut. At a convenient place along the antenna, slip the wire into the slit. Wind the wire around the plastic, keeping the wire side by side and not overlapping. When you have enough turns to shorten the antenna sufficiently, slip the wire into the slot on the other end and let the rest of the antenna go wherever you had intended. The coils will only decrease the efficiency of the antenna minutely. If you cut your plastic in the shape of a dog bone, it will make winding the coils a lot easier.

From West Jersey Wind, West Jersey Radio Control Club



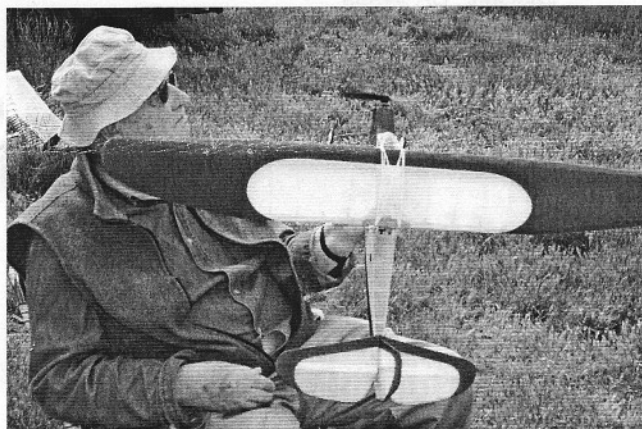
## LAKEVILLE TOFFF



Above and below, Thursday, May 15. The weather looked as if it had lots of promise after weeks of rotten conditions, but TOFFF dawned bright and sunny with winds gusting to 20+ by 9:00 am, increasing to 30+ by 10:00 am. Not a day to fly but great for standing around talking, a good time after all even if no one got anything in the air (besides bs).



Not all TOFFF Thursdays have been bad. Check the shadows and you see **Don Bekins** launching his Hayseed toward the north. Note the plethora of vacant runways; looks like Don was a sole flyer on this blue sky morning.



**John Carlson** with his electric Airborne (see page 5). John made the following comments about a recent Thursday morning:

"Went to TOFFF today (6/19) and was first one there about 8:30. There was very little wind and I put up one flight of 20+ min. with my old electric Bomber. Others dribbled in until we had about 8 cars. One was **Ed Hamler** with **Tom Empey** and his wife. Tom has recently retired. They sold the home and took off in the motor home to Florida and back, visiting friends and relatives along the way. They are attending **Miriam Schmidt's** retirement party and then on to Oregon, Corvallis area, where they will be looking for a 20 acre parcel with space to fly, grow grapes and make beer. Tom says Schmidt Ranch - North. About this time the wind started to blow so I quit and just visited with the guys."





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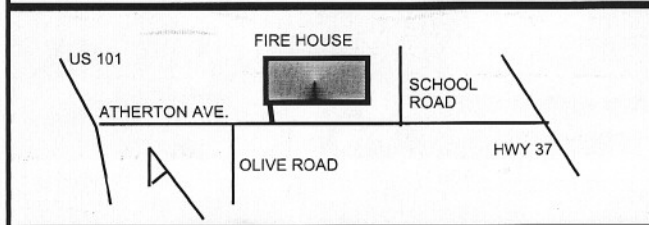
### MEMBERSHIP

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.

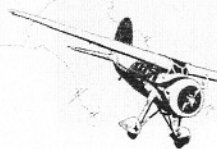
Associate members will receive the newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

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

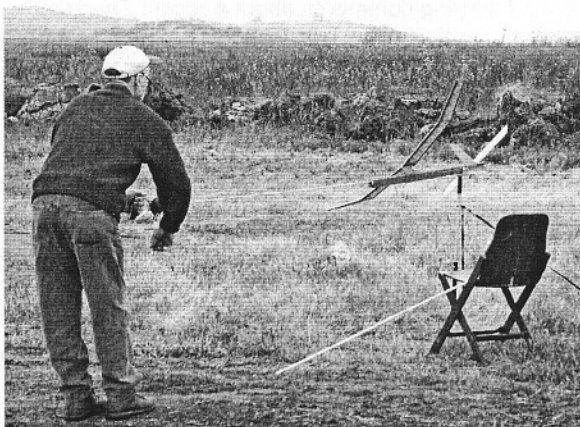


Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

## Antique Flyer 201 Foster Road, Napa, CA 94558



Summer 2003



**Paul Stober** winding his rubber banded powered model in preparation for a rubber free flight meet in Sacramento. This elastic moment is brought to you to remind you of the SAM 27 Annual Special Rubber Free Flight Event to be held on July 19th. See P.1.



## FIRST CLASS MAIL

TO:

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5227 VISTA GRANDE DRIVE  
SANTA ROSA CA 95403