



# Antique Flyer

AMA Chapter #108

Summer II 2003

Issue 235



## CHAPTER MEETINGS

by John Hlebcar and Loren Kramer

Prez **John Dammuler** welcomed 23 attendees to the June meeting and announced that paid memberships totaled 107 members as of this gathering. **Don Bekins** introduced his guest **Dick Hollowell** from Colorado. Dick restores antique tractors and Don is trying to get him interested in old time model airplanes. Other guests included **George Joki**, **Steve Roselle**, **Anthony Ferrario**, **Scott Sofich**, **Bill Stubbs**, and **Tom Empey** who stopped by in the middle of his relocation from southern California to Oregon.

By the July meeting, paid memberships for 2003 were up to 110. We had one visitor, **Alex King**, a student at Rocco's Aerospace Academy.

**EVENT CALENDAR** - Upcoming events mentioned were the SAM Champs at Claremore, Oklahoma on 25-29 August and our own SAM 27 Crash and Bash to be held on 3-5 October in Elk Grove, California at the Schmidt Ranch - contact **Ed Hamler** for that one at (707) 255-3547. (See full schedule in this issue) Please make a note that our 1/2A Texaco Postal scores will come from entries flown AT THE CRASH AND BASH. This will allow maximum participation by our junior members. A request from **Bud Romak** asked that we not forget the Free Flight Champs at Lost Hills on 8-9 November - contact **Mike Keller** at (818) 402-4748 for information or see the May-June issue of SAM Speaks. The SAM 26 John Pond Commemorative at Taft will be held October 25 and 26; contact **Bob Angel** at 805 937-5145.

**JUNIOR OLDTIMER REPORT** - **Rocco Ferrario** reported that all of the applied for grants had come in and the junior programs under his wing are in good shape. Rocco is looking for a 31' to 35' class C motor home to borrow/rent for next years Free Flight NATS at Muncie. If anybody knows of one available and in good shape let Rocco know. The National Free Flight Society is going to pay their expenses to get out there to fly.

**TOFF REPORT** - **John Dammuler** got the grass mowed last Sunday afternoon. It's all nice and short with room to park on both sides of the entry road.

**OLD BUSINESS** - **John Hlebcar** reported that our lease with the Novato Fire Protection District has been renewed.

**A-F EDITOR'S STIPEND** - **John Carlson** reminded us all at the June meeting that we have not recognized formally the great job that our Newsletter Editor **Steve Remington**

does for us, in some cases without our help. Hearing that Steve wanted to replace his aging computer, John proposed a donation be made from the club treasury towards that end. A motion was unanimously passed and a check for \$500 along with our appreciation will be on its way to our Santa Barbara office. In July, John shared an e-mail he got from Steve. It was a thank you note for the money SAM 27 gave to help with a new computer system. A PCclub system has been built to Steve's specifications. It includes a LCD monitor, which is much easier on the eyes. Steve values your input so feel free to offer any advice that comes to mind for the A-F content. *Editor: This issue is being built on the new computer and it's wonderful not to see the dreaded "Illegal Operation" midway in a page! One unintended consequence: I had to upgrade some programs to work on XP. Many thanks to everyone for your help.*

**MEMBER PROFILES** - **John Carlson** has an interest in starting Member Profiles again. Steve Remington also mentioned it in his e-mail. **Mike Clancy** showed an interest in talking to John about what is involved.



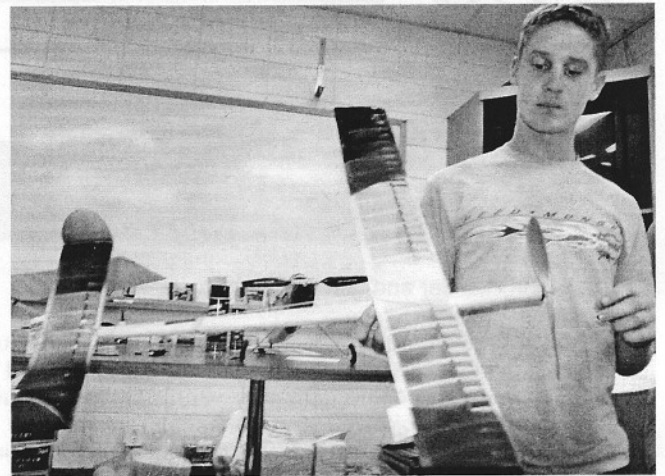
SAM 27 members at the July meeting getting the scoop on printing graphics on tissue from Larry Kramer.

**GUEST SPEAKER** Our guest speaker for the June evening meeting was **Steve Roselle**. Steve is our Western Vice President for SAM. He started out by covering his life long interest in hand-launched gliders that covered the gamut from the Thermic 18 up to his current favorite the Hervat. He demonstrated his vacuum vise for holding wing blanks for sanding. This was a plywood box about 8 inches square and 2 feet long with a short pipe at one end to which he attached a small shop vacuum. A series of holes drilled down the centerline of one long face drew in air when the shop vac was turned on and sucked the balsa wing blank down tight and held it there while sanding operations for shaping the airfoil took place. A very neat tool and much better than the clumsy boards I have jury-rigged in the past to do a similar job. He talked about a few other items but I was so impressed with this vise that I can't remember anything else.



# Antique Flyer

**TECHNICAL PRESENTATION** Printing on Models - **Larry Kramer.** People have asked Larry how he got the printing on the models. It is done with the computer. It's a lot of fun. First pick out the typeface you want (font) and type it on the computer in your graphics program and print it out. Jap tissue is the best to print on, Larry has not been able to print it on SAM Span because it just beads up. To print it out, mount the tissue on a regular sheet of paper. Spray a very light coat of photo adhesive on the paper. This adhesive allows you to reposition it so there are no wrinkles. Then print on it using the flip or mirror option. Then cut out the lettering and leave the paper attached. Then spray the tissue that has the printing on it with a light coat of 3M 77 Spray Adhesive and put it on the model very carefully and squeegee out the wrinkles and peel off the paper. Then you seal it with dope and the white tissue becomes transparent and the ink is now protected from running. Sounds simple? If you run into trouble, call Larry.



Sean Andrews shows his Bob Wire Perky 30 P-30.

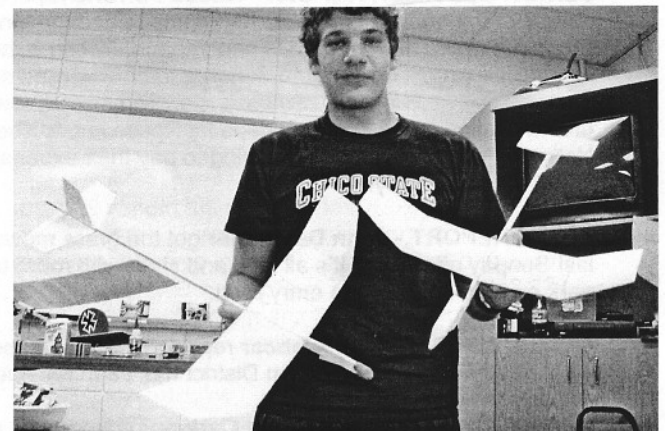


**SHOW & TELL** **Anthony Ferrario** was our sole Show and Tell speaker at the June meeting; he demonstrated his new P-30 Rubber model. Very nicely done and displayed his excellent level of craftsmanship – seems like not too long ago I remember him building his first AMA Delta Dart. Well done Anthony! Sorry but the photo didn't turn out.



Jake Engelskirger demonstrates his Cox .049TD powered Starduster X.

The July meeting saw **Sean Andrews** displaying a Bob Wire Perky 30 P-30 model. So far he has three maxes with one flight of four minutes. Weight is 40 grams and is covered with Mylar and colored with Design Master colors. **Jake Engelskirger** brought in a Starduster X. He tried to fly it at the last contest at Waegell field but the engine wouldn't start. The engine is now broken in and running and Jake is waiting for the next contest. Power is a TD .049 running on pressure with a tank mount. Covering is Jap Tissue. **Kevin Foster** showed one of the new models the Aerospace Academy is making this year. A Boost Class Glider, this is like a hand launch glider but is powered by a model rocket motor and launches it from a model rocket launcher. It goes up and a then level off then the ejection charge gives it another boost. Kevin also brought in a 150 % enlarged Sraight Up hand launched glider.



Kevin Foster shows his rocket propelled gliders. Trivia question: Who launched America's first unmanned rocket plane and when? Clue: It carried mail.

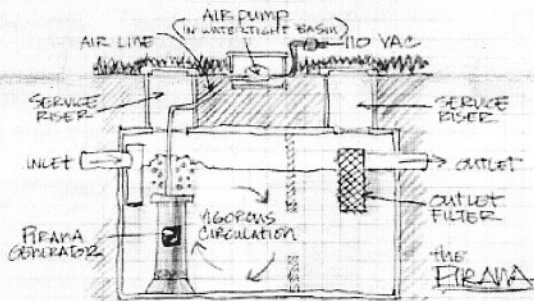
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**RAFFLE** Thanks to **Bill Vanderbeek, Steve Roselle, John Carlson, Jack White, Chuck Griffiths, Art Watkins, Al Ward, Bud Romak, and Rod Persons**, all who donated items for our June raffle prizes. We made \$98 and didn't have to pull from **Dick Irwin's** stash of club purchased items until next time.

**Alex King** brought some models to the July meeting that he has built. A **Dick Mathis** designed Grasshopper HLG/CLG and a Straight up HLG and a Boost Class Glider.

**SCHMIDT RANCH SEPTIC SYSTEM** **Don Bekins** and **Ed Hamler** have found another way to show gratitude to a friend who has done so much for SAM 27. Friends of **Loren** and **Miriam Schmidt** can help cover the expense of a replacement septic system at the Schmidt Ranch. If you have enjoyed the hospitality of this wonderful pair who host our Crash and Bash each year and would like to help with a donation, contact Don at (415) 435-4697. Help!

## The newest concept in waste treatment.



**Microbial remediation**, the alternative to repair or replacement. The Pirana is the only effective device for microbial remediation. Once it is installed in a tank (either single or two chamber), and the air-pump begins circulating the effluent, the processing of waste begins in the tank. But it doesn't stop there - the microbes migrate to the leach field, where they continue to reproduce and do their cleanup job.

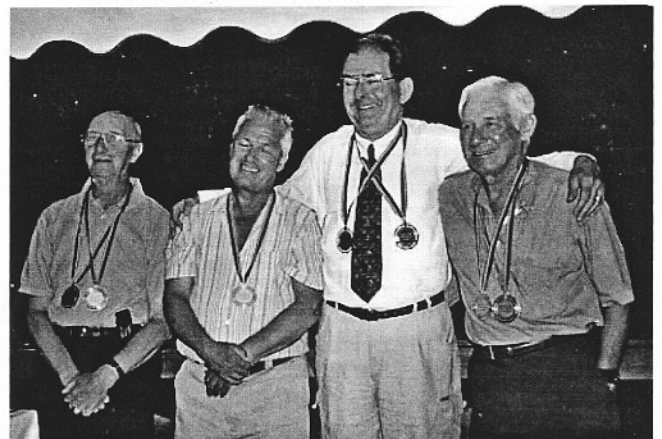
Hah! You never thought you'd read about Microbial remediation, PIRANA BLEND soil bacteria, the most efficient aerator of effluent in the *Antique Flyer*, did you?

**Don Bekins** and **Ed Hamler** put up the money to get the system installed - now microbing away like mad for the Schmidts and their guests. The total cost of the system was \$2,750.00, advanced by Don and Ed. Now we need cash donors to reimburse these nice fellows. As of the middle of July, donations received so far are: **Tom Empey \$100; John Carlson \$20; John Dammuler \$25; and Larry Kramer \$20**. Please chip in whatever you can to express how much you enjoy flying at the ranch. Humorous thank you cards were received by SAM 27 from the Schmidts.

## The MODEL Trader

**Nick Sanford** is suffering ill health and has elected to sell his modeling supplies which include about 24 engines. Most of the engines have been sent to Don Blackburn for cleaning and refurbishment as necessary. Included are various Ohlssons, an Anderson Spitfire, a McCoy 60 ser. 20, McCoy 29 ign., a Pacemaker 56 ign., a Super Cyclone and others. Various models in different stages of construction or in need of repair are available as well as a number of R/C transmitters, chargers. So far your editor has not seen any prices established but apparently sales will be handled by Nick's family. **Don Bekins** has kindly taken care of the shipment of engines to Blackburn and more information will be available at future club meetings.

## R/C SAMCHAMPS EUROPEAN STYLE



As a follow-on to the last issue of *Antique Flyer* regarding the European R/C SamChamps flown at Rimini, Italy and the participation of SAM 27 members, **Don Bekins** submitted the photo above which shows the SAM 27 winners at the Rimini Champs. From L to R: **Gianco Lusso**, Geneve, Switzerland; **Nick Bruschi**, San Marino; **Ed Hamler**, Napa; and **Don Bekins**, Belvedere.

Seven events, 60 competitors from all over Italy (Sicily), Switzerland, Germany, Czech Republic, Slovakia, United States, and England, flying 110 models. SAM 27 was well represented in the winner's circle.





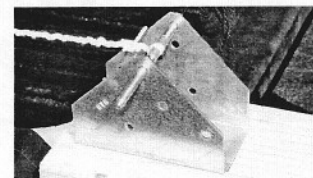
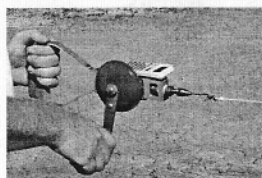
## TOFF VIEWS



*Dick Irwin is pictured preparing and launching his beautifully finished (green and yellow) WOG. A nice flyer.*



*George Benson with his Jimmie Allen Blue Bird.*



*Loren Kramer's homemade winding stooge and winder.*



*Gale Wagner with his "dream ship" (above), an amalgamation of designs that appeal to Gale.*



*The nice looking rubber job that Gale is holding at left isn't identified.*

*Photos by Larry Kramer.*

# 2003 SAM 27 CRASH & BASH

The 28th Annual Olde Time RC Model Aeroplane Contest  
AMA Sanction #03-1504 with \$500 Added Purse  
October 3, 4, 5 at the Schmidt Ranch, Elk Grove, CA  
Friday Night Lasagna Dinner at the Ranch, only \$5, served 6 till 8.  
Call (916) 684-2265 a couple of days beforehand to be counted.

## Scheduled Championship Events

### Friday (3-8PM), Saturday (8AM-5:30PM)

A Ignition LER, 45/35 secs, 7 minMax  
B Ignition LER, 45/35 secs, 8 minMax  
C Ignition LER, 45/35 secs, 9 minMax  
A Glow LER, 25 secs, 7 minMax  
B Glow LER, 25 secs, 8 minMax

### Sunday (8AM-3:30PM)

A Ignition Fuel Allotment 15cc (1/2 oz)  
B Ignition Fuel Allotment 22cc (3/4 oz)  
C Ignition Fuel Allotment 30cc (1 oz)  
1/2A Glow Fuel Allotment 8cc (1/4 oz)  
C Glow Fuel Allotment 30cc (1 oz)  
(US fl.oz. = 29.6 cc)

## Fly Anytime Special Events

Classic Texaco \*  
Electric LMR  
SoS Electric

Pure Antique\*  
Electric Texaco  
Concours (all models)

Ohlsson Sideport\*  
Ohlsson 23  
Scale Duration

Brown Junior\*  
Old Time Glider  
Cox.049Reed 5.1cc  
\*unscaled Antiques

**Prizes:** CASH plus Crash & Bash ribbons through five places, plaques for all trophy events and Junior Champion. The Grand Champion Bill Hooks Trophy is for points scored in all events. Special engravings for Classic Texaco, Ohlsson 23, Ohlsson SP trophies.

**Entry Fees:** \$5/event, NO MAX. Lunch \$5, children \$3. Crash & Bash Prime Rib Napa Wines Banquet at the ranch Saturday evening, October 4, at 6:00PM; sign up by 11AM, \$15 each, your chefs: Loren, SAM Sweetheart Miriam, and Robert Schmidt.

**Crash & Bash Raffle Tickets:** \$1 each, 12 for \$10, LOTS of BIG prizes again this year with SAM supplies from the shops of Bob Munn, Nick Sanford, and Bob Wakerly.

**2003 Grand Prize: Bob Munn's Beautiful OS 10 FSR powered POWERHOUSE complete with Airtronics radio!!!!**  
Also a FREE Ladies Raffle Sunday.

**Directions** to Schmidt Ranch, 11948 Franklin Blvd, Tel (916) 684-2265 From I-5 traveling south, exit Franklin Hood Road, turn left over overpass (east) & turn right (south) on Franklin Boulevard (J8). From I-5 traveling north, exit Twin Cities Road, turn right (east) & turn left (north) on Franklin Boulevard (J8). Camping OK. No hookups. Motels nearby: Best Western John Jay Inn, 15 Massie Court, Sacramento, (916) 689-4425; Motel 6, Mack Road at Highway 99, Sacramento, (916) 689-9141; Motel 6, 7407 Elsie Avenue, Sacramento, (916) 689-6555; Holiday Inn Express, 620 Lincoln Way, Galt, (209) 745-9500. CD is EdHamler (707) 255-3547, Napa, CA. ehamler@aol.com  
2003 SAM 27 Crash & Bash

This will be last contest for SAM 27 RC rule experimentations prior to recommendations for the next rules vote in 2004. Events consist of RC assisted climb and glide flights for models designed prior to 1950. Scaling of models is acceptable unless otherwise stated. Six familiar LER events with timed engine runs, max flight times, and probable flyoffs are scheduled Friday afternoon and Saturday. Sunday's six events feature unlimited duration flights with engine runs limited by fuel allocations based on displacement.

Twelve popular engine/power specific events, scale, glider, etc. are listed separately as special events and may be flown anytime during the contest the contestant chooses.

Contestants' comments and suggestions are welcomed and appreciated. Forms will be available at the contest to indicate opinions on the main rules issues.

(SEE OTHER SIDE FOR 2003 C&B RULE EXPERIMENTS)



## Please note carefully the following 2003 C&B rule experiments:

1. Pre 1950 model designs will be considered SAM Old Timers.
2. NO MINIMUM WEIGHT requirements - all models, all events.
3. Engine types for LER events are: a) Pre'43 Original Ignition with a 45 seconds run, b) Post'42 Original Ignition with 35 seconds, and c) All Other engines with 25 seconds.
4. Max flight times for LER events will be 7, 8, 9, & 10 minutes for A, B, C, & Pure Antique, respectively. Scoring of LER events will be the best ONE of 3 flights; no so-called "attempts."
5. For data gathering purposes, ALL LER flights will require TWO TIMERS.
6. Scoring of all Fuel Allotment events will be the BETTER of two UNLIMITED flights.
7. Class A engines may enter class B events and class B engines may enter class C events.
8. The "one contestant/one plane/one event" rule (Section V.7) may be waved in order to accommodate SAM out-of-state competitors. Binoculars are allowed at any time.
9. Friday registration (3PM) is for the 6 standard LER events only. Any event with less than five entries may be combined with a similar event or cancelled.
10. Tentative Saturday FLYOFF Schedule: 2:30 Class A Ignition, 3:00 Class A Glow, 3:30 Class B Ignition, 4:00 Class B Glow, 4:30 Class C Ignition, and 5:00 Class C Glow.  
Channel conflicts will be resolved by conducting two heats or having a "Toin coss".
11. RAFFLE will preclude any Sunday flyoffs. In case of ties, FIRST flight posted wins.  
Official flights on Sunday must be airborne by 2:30 PM, October 5.
12. Hand launch OK for ½ A, A, Scale, Electric Texaco, and Spirit of SAM Electric.
13. Ohlsson 23 sideports 45 secs, FRV 35 secs LER, 5 minMax, best of 3 flights scores.
14. Ohlsson SP smallports 45 secs, bigports 35 secs, 9 minMax, best of 3 flights scores.
15. Special Electric Events will adhere to Taft 1996 Rules: 90 secs LMR, 3 attempts for two 10 minMax flights. Electric Texaco will be the better of 2 unlimited flights.
16. Special Spirit of SAM Electric event can be any pre'43 rubber model, scaling OK, any motor/prop/gear combo (except coreless), folders OK, no min weight, nicads only max battery weight = 45 grams. Three unlimited flights, SECOND longest flight scores.
17. The Brown Junior event will have 55 secs LER, 3 flights, noMax, best flight scores.
18. The Classic Texaco event is for unscaled Antiques with Pre'43 engines, 30 cc fuel.
19. Pure Antique is for unscaled Antiques with original spark ignition engines. LER will be 45 or 35 secs, 10 minMax, score TOTAL of 3 flights.
20. Rules for the Cox .049 Reed Valve 5.1 cc and Scale Duration special events are equivalent to the "½ A Texaco" and "½ A Scale Duration" events in the 2000 rule book.



Photo taken at the Rimini European R/C SamChamps.  
**Carmelo Brutanitti** drove all the way up from Sicily for the contest (like driving from Catalina Island to Portland). Pictured is Carmelo's Airborn Glider with Don Bekins at right.



## CONTEST RESULTS

by John Hlebcar

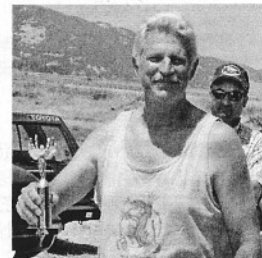
Weather was good with plenty of thermals for the SAM 27 Small Rubber Contest held on July 19th. Could have used a few more contestants but the turnout was fair nonetheless. **Ernie Johnson** and **Ding Zarate** tied for top places in Old Time Small Rubber and took the 1st and 2nd place trophies along for a fly off to be held at a future contest. I shot myself in the foot on my first .020 flight when the Zipper caught a nice thermal only to have the DT pop early. CD **Jerry Rocha** sends his thanks to all who helped before, during, and after the day's activities. A special thanks goes to **John Dammuler** for mowing the field. Now if only we can change the direction of drift next year...



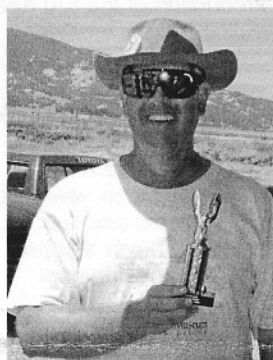
CD **Jerry Rocha** handing out the "shared" First Place Trophy for Small Rubber to **Ding Zarate** and **Ernie Johnson**.



**John Hlebcar** accepting his 2nd Place Trophy in .02 Replica. *Larry Kramer* photo at left.



**Jim Mutter** happily displays his 2nd Place Trophy in P-30 Class.



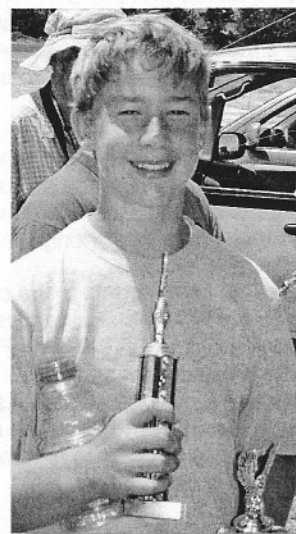
Left: **Loren Kramer**, 3rd in P-30. Below: **Kevin Foster** and **Sean Andrews** with P-30s.



Above: **Ernie Johnson** with 1st in P-30 Class.

Left: **Sterling Davis**, 1st in .02 Replica.

Rt.: **Bill Langenberg**, 3rd in .02 Replica & 3rd in Small Rubber.

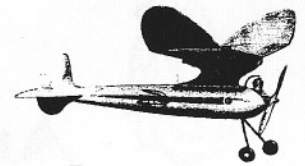


Above: **Fritz Wagenknecht** flashes a big smile with 1st in Glider. Rt: **Max Wagenknecht** takes 2nd in Glider Class.



**Dick Irwin**, 3rd. Glider.





# Antique Flyer

## SCRAP BOX

The **SAM Rules Change** proposals brought the following comments from **GianFranco Lusso**, Switzerland:

"I would like to make a few comments on the cut-off date. I do not know exactly the reasons for fixing, in the USA, 1942 as the cut-off date for gas and rubber models and 1947 for gliders. In Europe the general accepted cut-off date is 1950, that is before the introduction of the FAI rules A/2, Wakefield and 2.5 cc (.15) engine for gas models. France has a cut-off date of 1953.

"Reasons for the above dates are: i) 1950. Change to FAI rules after the postwar period, it has not to be forgot that between 1939 and 1945 Europeans were faced with war problems (from safety to food. In 1940 I was six years old and I remember quite well the food problems and lack of many products). Also if modelling activity never stopped the level was very low with practically no development.

"ii) 1953. The reason is the elimination of the minimum required cross section after that date.

"On top it could be added that the O.T. rules were fixed in Europe some years after USA. A more recent date looked logical because it included the post war period when modelling in Europe started again to develop both in quantity and quality, especially for gas models.

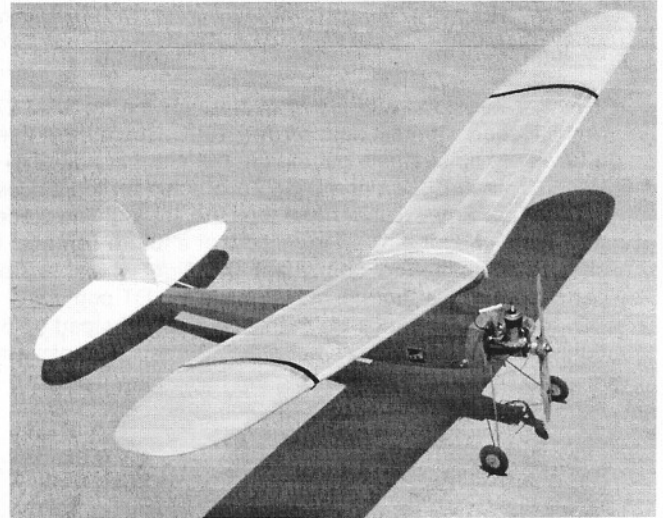
"Standardizing the date for 1950 could have some advantages: i) It will facilitate the presence of European modellers to USA competitions enabling them to use European models which were unfortunately born only after the war.

ii) It will enable to use new models in the competitions and make a change to the now rather standardized type of models seen today. I have spoken with the SAM France president, of course 'Vive la grandeur de la France!' Fight like mad for 1953 but admitted that, if on the other side of the ocean there was a decision to move to 1950, he could examine the possibility for France in order to harmonize the rule, to make the effort for accepting the 1950"

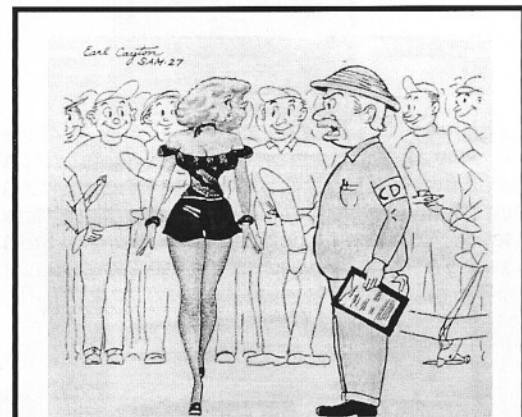
**MORE CORRESPONDENCE:** Earl Cayton offered a hint for those #11 blades we all use. "Many modelers are purchasing too many Exacto blades and razor blades. A kitchen knife sharpener with round discs does a great job of keeping a sharp edge on knives and blades."

### BREAKING NEWS

**Mike Clancy** has announced that following the July meeting he has taken on the "Member Profile" job for the A-F.



Your editor's brand new scaled Playboy Sr. is pictured above. I built this model from a Klarich 75% kit and was very pleased with the quality of the kit parts. I made a few changes to the model which will ensure that I won't have to consider entering any contests (according to Bob Angel). I added 2 inches to the wing span (now 62") to make a flat center section to create a better pylon seat and added 1/2" to the fuselage nose to aid in balance. I've had problems with exhaust deterioration on SAMSpan covered tail surfaces so this Playboy has SAMSpan on wings and fuselage and Coverlite on the tail. An orange fuselage, white tail, natural SAMSpan wings with yellow tips; the model shows up very well. The wing loading came out to 8.8 oz/sq ft so the glide is quite nice. The ignition engine is an Ohlsson 23 FR which George Tallent replaced the cylinder gasket. The firewall is removable for ignition access and the landing gear wire is held on solely with grooves in the Dave Brown plastic engine mount. I elected to use the dihedral wing which is an option on the Playboy Sr. original Cleveland plan which I built from. About twenty flights in it's logbook so far; made no adjustments - a very pleasing old timer.

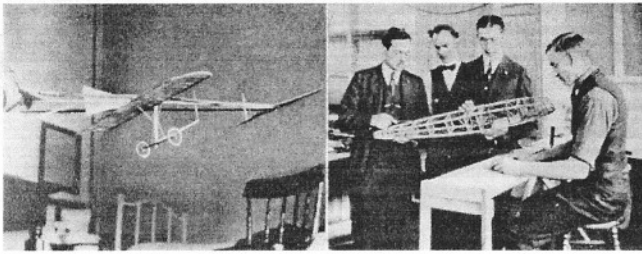


Young lady, would you please saunter someplace else. You are seriously interrupting our Crash & Bash!





# Antique Flyer



How's this for vintage models? I won't ask you to guess who the owners are. The twin pusher is hanging in a Naval Academy dorm room in 1917. The builder, Donald Douglas, resigned from the Academy and graduated from M.I.T. At right, Douglas (at left) discusses a model of a Martin bomber with Glenn L. Martin (third from left). So you see, the C-17 traces it's lineage back to a twin-pusher.



Well, yer just gonna hafta decide . . . it's either me or the Crash & Bash!

**PYLONS.** SAM rules define Antique Class models as pre-1939. Of course, the most successful model in that class today is the Lanzo Bomber, and now it's stepsister, the Airborn. I have no idea why SAM chose pre-1939 unless it had something to do with AMA rules. I recently reviewed some 1937 model magazines and was surprised at the almost total lack of pylon designs in 1937. The KG type of model, with its canopy-style wire struts holding the wing at maybe 1/3 the chord above the fuselage was used by a few designers - Bassett's "Miss Philadelphia" for example. The entire year of *Model Airplane News* for 1937 only reveals **one** single example of a sort-of pylon model - this includes all the ads, plans, "Airways", and other pictures. Carl Goldberg's "Valkyrie" is shown in the September 1937 issue in an article on "How Much Gas?". Here is an interesting quote from that article: "The 45 second motor run idea sounds good on paper, so to speak. It would make it appear that the model will always start its glide before it gets high enough to catch risers and start a cross-country trek. In actual practice, however, difficulties come up which make it unworkable. Many ships in existence today can climb 750 feet in 45 seconds, high enough so that it would be very difficult to ascertain the actual motor run in the heat of a contest. Also, in a short time ships would be developed to climb at the rate of several thousand feet in the first minute, making it absolutely impossible to be sure the motor did not exceed the prescribed run, to say nothing of the fact that it could go completely out of sight with such altitude."

Chicago held "The First Annual Gas Model Air Show" in 1937. Fifty models were on display. Engines displayed included the Elf, Denny Sky Charger, Ohlsson Miniature, Bunch Mighty Midget, and Brown Junior (strange, no McCoys). No pylon models are seen in any of the pictures illustrating a *Flying Aces* article on the show. Scale and scale-like cabin models were the most popular. Twenty thousand people attended the Sherman Hotel show.

**BALSA** According to the Peru Model Airplane Shop 1931 Manual, balsa was first used by modelers Pond, Lawrence, Delancy and Jaros in 1917. Believe it or Not!



Seen in Santa Barbara recently.

**CONSTRUCTION TIP** From the Brainbuster Newsletter. Next time you build a stick and tissue box fuselage, try this. As an example, 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 etc.). Put the second batch aside. After you've 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 have 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. (Editor: Works for me.)

**CORRECTION** To subscribe to SAMTalk, send a blank email addressed to SAMTalk-subscribe@topica.com.

**BALSA PLYWOOD** I usually make my own with white glue but it can be purchased at [www.graupner.de/index\\_neu.asp](http://www.graupner.de/index_neu.asp)

**eBAY** Auctions get carried away! I recently sold a beautiful 1957 DYO-X1000 aluminum U-control with .049 engine for \$275.00 (on my website page, Vintage Kits) and the same model type sold in July on eBay for \$566.00!! Bid carefully.



# AMA Chapter #108 OFFICERS

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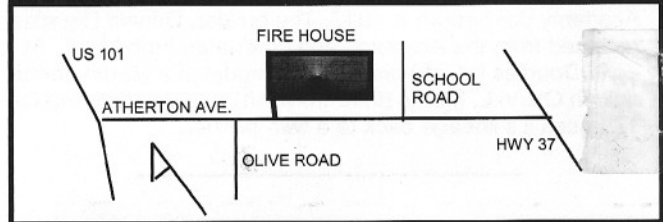
**MEMBERSHIP**

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 II 2003



CRASH & BASH CONTEST FLYER PAGE 5



This British-designed model, the "Ladybird Special", will qualify as an Old Timer at the 2003 Crash&Bash contest which will test some revised, **experimental** rules. See Page 6 for list of rules.

CENTENNIAL OF FLIGHT



# FIRST CLASS MAIL

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