



# Antique Flyer



AMA Chapter #108

Fall 2003

Issue 236

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*Christmas is just plain weird. What other time of year do you sit in front of a dead tree in the living room and eat candy out of your socks.*



## CHRISTMAS PARTY PAPAS' TAVERNA DECEMBER 13TH

MARK YOUR CALENDARS FOR SATURDAY, DECEMBER 13th, 11:30 A.M. 4 P.M.

Once again we will meet at Papas' Taverna, 5688 Lakeville Highway, Petaluma to usher in the season in their downstairs ballroom.

Please park in the lower parking lot.

The choices for entrees are (Pick one):

**MOUSAKA** (Layers of Potato, Eggplant, Zucchini, with a Ground Beef mixture topped with a Besemel sauce - a cheesy sustard.)

**BBQ Pork** with Rice Pilaf.

The cost for this bonanza of food is only **\$16.00 per person** which includes food, tax, and gratuity. Meals include Tossed Green Salad (Greek Feta Dressing on the side), Fruit, Dinner Rolls and Butter. The Club will pay for coffee - all other beverages are "no host".

We will have the usual **WHITE ELEPHANT RAFFLE** (Participation is Optional). The regular raffle of Mostly Non-Modeling Items will not be offered this year unless someone volunteers to take on this shopping task. Sounds like fun shopping so why not give John Hlebcar a call at (707) 252-8482 and become a SAM 27 Shopper - but call before December 1st please.

## PLEASE PREPAY

Make your checks out to SAM 27- send along with your menu choices to John Hlebcar, 201 Foster Road, Napa, CA 94558. Please make your reservation not later than Monday, Dec. 1.

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## CHAPTER MEETINGS

by Loren Kramer

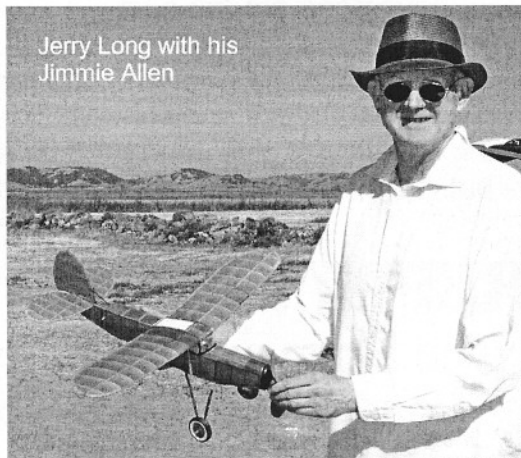
Paid memberships for 2003 total 113. At the August meeting, **Don Bekins** introduced two visitors from Australia: **Allan Laycock** and **Bob Raadis**. They were on their way to the SAM Champs in Claremore Oklahoma. In September, we had two visitors: **Kevin Foster's** Grandfather **Roger Foster** from Georgia, and **John Hlebcar's** son **Michael**.

**JUNIOR OLDTIMER REPORT** – **Rocco Ferrario** is still looking for a large RV to borrow/rent for next years NATS.

**TOFF REPORT** – **Ed Hamler**. TOFF's been great and flyers have had more fun in one morning last week then a whole week at Claremore. Lots of lift. There have been as many as seventeen cars at some sessions.

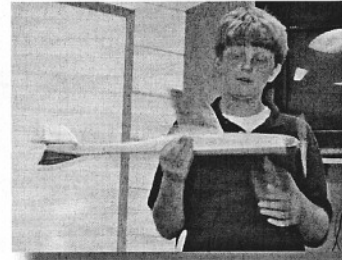
**OLD BUSINESS** - Club Decals and Tee Shirts — **John Hlebcar**. Club Tee Shirts are gone. John asked if want to order more now or some time in the future. The outfit that we ordered it from has to be located and find out how much it will cost to have the shirts made. Another question that has been going around is can the club decals be made in a smaller size. Possibly four to a sheet. John Hlebcar volunteered to do some legwork and report next month.

**NEW BUSINESS** - Jimmie Allen Postal — **Jerry Rocha**  
The 2003 Jimmie Allen Postal was held on Saturday, August 18th. There was an excellent turn out with about fifteen airplanes, thirteen flew and we did very well, and better then last year. There were fifteen maxes of the people that flew. Our team did very well. Out of a possible of nine maxes we had eight for a score of 1,038 out of a possible 1,080. The three fliers are **John Pratt**, **Jerry Rocha** and **Bill Curry** (first time flier). The weather was outstanding with very little wind, even at noon.



Jerry Long with his Jimmie Allen

**SHOW & TELL**. August Meeting: **Alex King** showed a few of his models. The first is a Mini-Maxer designed by George Perryman. This is the first covered model Alex has made. The second model is a rocket glider. The last model Alex showed is glider of his own design called the Double Hawk.



**Dick Irwin's** brother in-law built one so Dick couldn't be out done so he built one. The model is a nostalgia Free Flight model Top Banana designed by Jay Jackson. Power is a Fox FAI .049. This engine Dick bought in 1950. It is a simple model to build and is supposed to fly really well. Dick is going try to fly it tomorrow. Color is black and yellow.



**John Hlebcar** showed some interesting magnifiers for working on small work. They are similar to flip up sunglasses that go on regular eyeglasses, they flip down when needed but flip when you don't. These are available from an outfit called Walter Drake for about fourteen dollars.

September Meeting: **Ron Kiel** showed an interesting device, a R/C Dethermalizer. It's for a flying stab. It acts normally with a small amount of throw but when you give it full up it will kick the stab up to a full D/T. It is made by MicroMold Plastics, East Preston, W. Sussex, England.

**Bill Vanderbeek** gave a report on the F/F area of the SAM Champs. The weather was hotter and the wind was blowing about ninety degrees from what was expected. Retrieving the models was difficult. It was so hot on Monday that a lot of the guys packed up and left. Bill told of retrieving his old ruler model. The model flew well and DT'd and landed on the plateau. When he got there the model was surrounded five by horses so he chased the horses and inspected for damage but did not see any. So Bill prepared it to fly, launched it and started to the right then a slow roll to the left upside down and come in under full power and destroys itself. The rear of the fuselage and stab were OK they hadn't smashed and on closer inspection the horse had bitten on

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# Antique Flyer

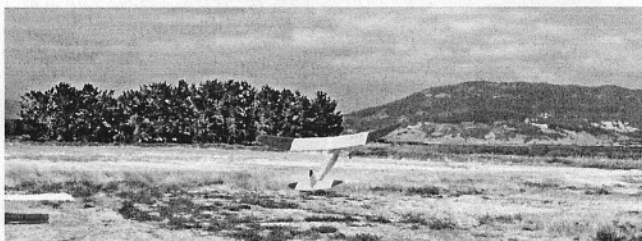
(continued from page 2) the trailing edge and warped it down and adjusted it so the plane slow rolled to the left and went in. On another flight Bill had a strange thing happen. Bill put it up; the pattern was good it comes out into the glide. It's gliding and going to make the max. It was gliding over to this house and it suddenly disappears from view. Bill found it with his tracker, it looked like it had gone in under full power, it was all smashed up.

**Ed Hamler** gave a report on the R/C side of the SAM Champs. On Monday Ed flew his 9' Dallaire with a Super Tigre 60. At about two minutes into the flight it just disappeared. Then another three models disappeared also. One of them was a rubber F/F model that had a tracker and when that was found, the other three models were in the same field. Ed's was cracked up enough to knock him out of six events for the week. Ed also showed the grand prize for the Crash and Bash. It is a Little Power House that is complete and ready to fly. Built by the late Bob Munn. Powered by an O.S. 10. Ed test flew it and it flew beautifully. Ed also showed a field box he uses to start his planes. It is a compact unit with room for a starter, transmitter plug wrench, a spare prop, fuel, fueler, and even a fire extinguisher. It is a kit put out by Matney's Models.

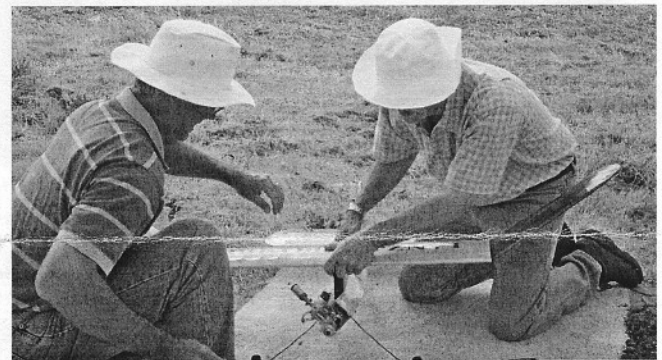
**Mike Clancy** brought in rubber model in a box. He brought it in to show the box. It is built of balsa. It has storage for the fuselage, wing, prop, rubber and a little box for spare parts. Mike got this forced on him by a R/C glider flyer. He either took it or it was going in the trash.



An electric Playboy Sr. built by Larry Kramer. Nice flying ship and a steep climb as shown below on takeoff.



**AUSTRALIAN** guests to the August meeting, **Allan Laycock** and **Bob Raddts**, are shown below in two photos at an August TOFFF with an R/C Glow Bomber.



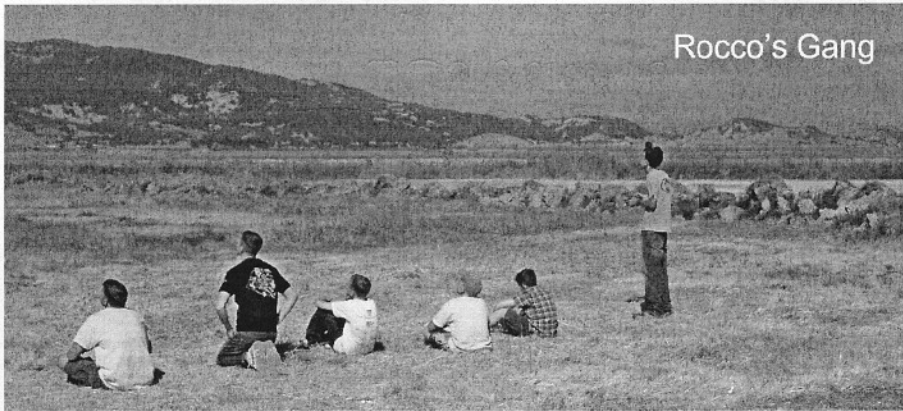
**Bob Raddts** being inducted into the Grand Order of TOFFF by Grand Master **Don Bekins**. (photo at left)

**Allan Laycock** receiving the TOFFF honors from **Don Bekins** in the photo at right.

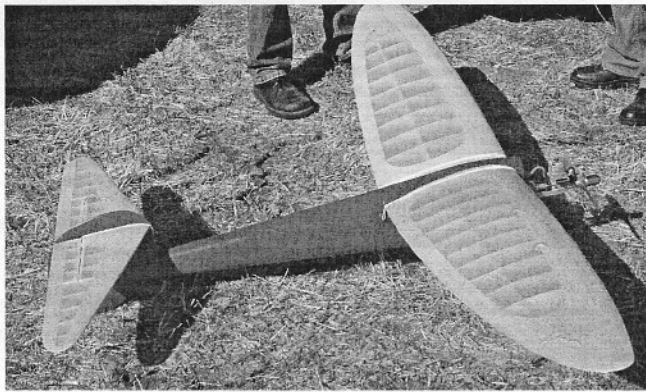


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## JUNIOR OLD TIMERS

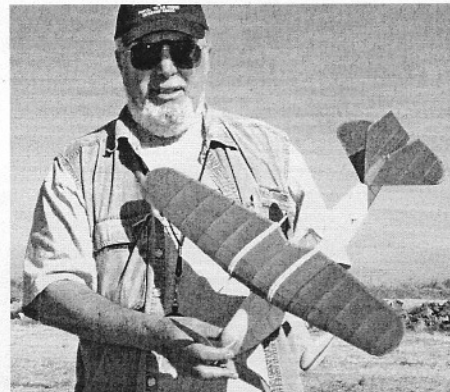


Rocco Ferrario's group of Junior Old Timers: Kevin, Sean, Mike, Anthony, Daniel, and Jake on the transmitter.



Fred Emmert's "experimental" design - lot of work in that slick, planked design. Yellow wings and red fuselage. A glow engine and T-tail. No word on it's flight characteristics.

Below: Jerry Rocha's Jimmie Allen "Skokie" takes off at the Jimmie Allen Postal event. Possibly a winning score.



Jimmie Allen fliers, top ccw, John Hlebcar and a B.P. Parasol, Jerry Rocha's "Skokie" in flight, Bill Curry with his "Skokie", Fred Emmert and his "Blue Bird", and Ding Zarate holding his "Skokie".





## CLAREMORE SAM CHAMPS



Photo by Dave Harding

The Claremore SAM Champs will be more than adequately covered in the SAM Speaks but the picture above tells it all! That's SAM 27's **Don Bekins** timing and **Ed Hamler** flying amongst miscellaneous earth movers, trucks, bulldozers, dump trucks, rollers, dust, and Oklahoma heat!



**Don Bekins** returning his Airborn to the flight line in 20+ mph winds following a landing at the edge of the field. This model was later flipped over and broken by high winds and a dust devil. Story on next page 6 about Don's lost and found Brown Jr. powered Ethy.



**Don Bekins** and **Ed Hamler** (above) changing the engine on Ed's 490 Airborn.

Below: **Bud Romak** is winding his Nostalgia Joe Bilgri Wakefield rubber model at the free flight area at Claremore on Wednesday. Blew two motors in a row!

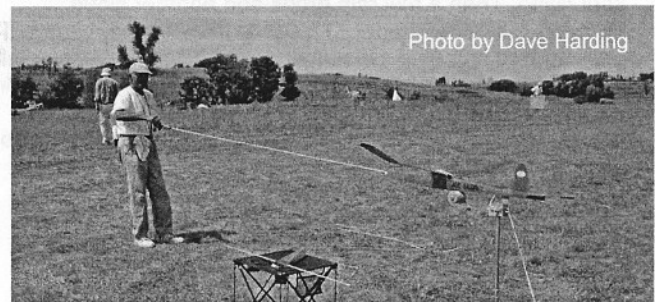
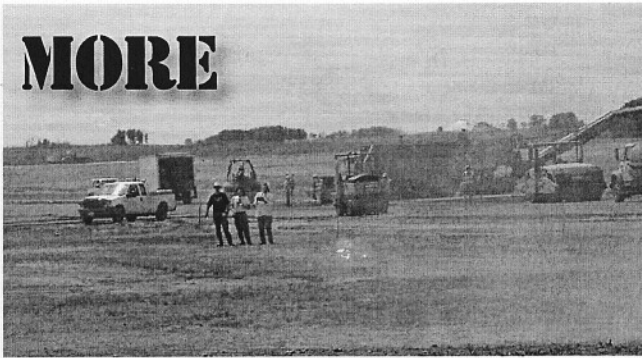


Photo by Dave Harding

# Antique Flyer



## THE SAGA OF THE BROWN JR. POWERED ETHY

SAM Champs attendee **Don Bekins** provided the following report concerning some of his adventures at Claremore.

There were high temperatures [104 degrees], high winds, rain, dust. Road and construction equipment on the field, finishing an airport paving project that was supposed to have been completed months ago. Still Hamler and Bekins did OK and brought home some trophies. Luckily, we also brought home all our models, both of us having lost a model due to weather and haze.

I flew my big Hayseed late in the day [unfortunately] on Thursday in 20-25mph wind. If I had flown that event in the morning, I would have been in the flyoffs. As it was, the wind was building when I started flying, got two maxes, but I had to chase the model downwind in the final flight and barely got the model back on the field at 6:49 [max 7], dove it down and caught the model so it did not go cartwheeling across the field. The Hayseed is a very stable model in high wind situations and penetrates well.

Not so with the Airborn. Attached is a picture of us [Hamler and me] marching into the wind back to the takeoff area (see page 5). I could only carry the model above my head by letting it windvane. The next flight the model came down with a dive to get it on the field just a dust devil came through. That devil flipped the model on its back so fast--no time to react-- and broke the wing. Repaired it that night ready for the next day and the Classic Texaco and Brown Jr. events -- my favorites.

The next day, rain clouds hung low, not much wind. I launched my Brown powered Ethy for the Brown Jr. event and obtained good altitude. Suddenly a cloud formed around the model, so I spun it down, back into sight, and kept flying. Then a few rain drops and another cloud formed around the model. This time it was gone. I immediately started spinning the model down, holding the stick full up and full right, producing a tight spiral. Never saw the model again. It started pouring buckets. Cars got stuck in the mud. After loading up the car, I started walking over to the eastern edge of the field where I saw a guy climbing a fence. He told me he saw a model come spiraling down and into a tree about 1/4 mile from the fence line. While

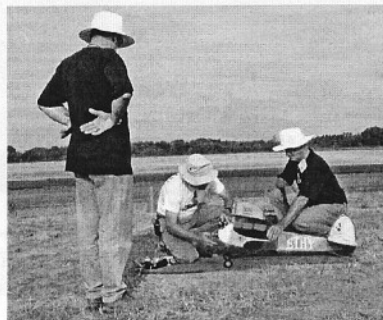
still raining we climbed the fence and the two of us surveyed 2 or 3 bunches of trees. After much searching we spotted the Ethy hanging near the top of a tree, somewhat like an Aspen tree. Not a good tree to climb. The other guy left with instructions to find Hamler and let him know what happened. In the grove of trees, there were several rotted ones laying on the ground, some over 20 feet long. The model looked undamaged, but the poking around broke the tail off as it was dislodged. Talk about luck: I caught the model as it came tumbling to the ground, saving further damage. It was still raining buckets. I climbed the fence, got the model into the car, and used the old snow-driving technique to get out of the mud-hole. Once the car gets moving, don't stop for anything -- pedal to metal -- and get out of there. We made it.

We later heard that the storm front passed through and the weather calmed down enough to continue the contest. No way was I going back to that mud hole to fly the Classic Texaco event. I had had it. It was a stressful, hot, and uncomfortable week for the RC guys -- but, nothing compared to problems of the free flyers.

Both the Ethy and Airborn are repaired and flying again in preparation for the annual Crash & Bash at the Schmidt Ranch, October 2,3, and 4, Elk Grove.



**Bud Romak's** beautiful Itsy Bitsy being shown at the Claremore SAM Champs Model Concours. The model is red and yellow and, of course, it is a free flight.



**Don Bekins** preparing his Ethy with Aussies **Allan Laycock** on the left and **Bob Raadts** holding the model as it is about to takeoff on its winning flight for the Ohlsson Sideport Event.

Photo by Tandy Walker



## SCRAP BOX

### CORRESPONDENCE: From Tom and Pattee Empey

I hope this letter finds you well and that you're still enjoying your new computer. You've done a great job for SAM 27. (Editor: Thanks Tom)

I'd like to give you an update on our trek to the northwest. We have purchased a home in the "outback" off from Highway 20 between Corvallis and Newport on the coast. Our 15 acres are half forest and half level. I have flown my Bridi Aircruiser from the yard - it's a little tight until I clear more brush, but would be perfect for old timers. Thermal activity abounds - evidenced by the soaring buzzards and hawks. One of my goals is to take an aerial photo from an RC plane over the shoulder of a soaring bird. We'll see.

Pattee and I plan to attend the Crash and Bash in October. We welcome SAM friends passing through the area.

By the way, we have had no rain at our home here in Oregon since before June. I do understand that is subject to change. Best regards, Tom Empey SAM 49.

New address: 8753 Nashville Road, Eddyville, OR 97343, (541) 456-2661.

**John Carlson** has submitted this information which might help you figure out what the weather is doing at the Lakeville site. Gness Field is only three miles away and they have an AWOS (Automated Weather Observation Service) which can be contacted by calling 415 897-2236. Wind speed and direction, cloud cover and visibility are given. *Editor: From my experience at Gness, I would guess that their winds are usually greater than at Lakeville.*

**2003 SAM HALL OF FAME.** Some really good guys made the SAM Hall of Fame this year. SAM 27 members **Harry Klarich** and **Ed Hamler** were both inducted along with **George Reich** whom a lot of you know. Congratulations to these fellows, all of whom have contributed greatly to the hobby of Old Time Modeling.

**X-LIST PLANS.** When I found the small plan of the Ladybird Special biplane in the 1950 *Aeromodeller Annual*, I was able to obtain a full size plan from Bill Birkinshaw who lists the available plans on his website, [www.xlistplans.demon.co.uk](http://www.xlistplans.demon.co.uk). Download the PDF file.

**PIRANA CONTRIBUTIONS SOLICITED.** The new waste disposal system using microbial remediation is working fine at the Schmidt Ranch as was reported in last months A-F (page 3 in case you missed the gripping details). Both **Ed Hamler** and **Don Bekins** ponied up the bucks to get this system working for this flying season and now they need to be repaid through donations. Dig in your wallet and carve out a chunk for these guys who have helped enhance your pleasure while flying as the guests of the Schmidts. This request may be carried elsewhere in this issue but repetition is the heart of advertising.

**INTERESTING TOFFF.** Your humble (?), and long distance editor was able to make the October meeting of SAM 27 and went out to the Lakeville TOFFF the following Thursday morning (was the first on the scene). A fair turnout with absolutely wonderful flying weather. The diversity of models being flown was incredible! Great to see **Earl Hoffman** out with some small scale rubber along with **Ed Solenberger** and other rubber banders doing their free flight thing, some catching a few thermals with the P-30 type and thankful for DTs. Electrics are popular, in many sizes, and types from RTF to O.T. A 1/2A Texaco or two, a more modern power free flight, and then there was **Park Abbott** and myself who had the only R/C ignition O.T.'s to fly! I flew my new O&R FR 23 Playboy and the old Buzzard Bombshell which promptly deposited the exhaust stack of the Super Cyc in some undisclosed location - if you run across a spare stack at Lakeville, it's probably mine. **Rod Persons** and grandson were on scene as was **John Carlson**, **Larry Kramer**, **Loren Kramer**, **John Hlebar**, **Dick Irwin**, **Bob May**, and many others including a first-timer. However, no helicopter was flown which disappointed me. SAM 26ers fly nearly every Saturday morning at Drum Canyon between Buellton and Lompoc so if you're going to be in the area give me a call for directions. No free flight at the SAM 26 field and somewhat more restricted than Lakeville, but great flying weather.

Bet I can keep this baby in sight with a long Texaco engine run.



# Antique Flyer

SCRAP BOX CONTINUED...

**MORE CORRESPONDENCE:** Letter from Floyd Skoubo

Steve, glad to hear you got a new puter. Thought I would bring you up to date. Previously president etc. of the Napa Valley R/C Club but I am no longer with the NVRCC but am enjoying the newsletter. I left the USA and California for the Republic of Panama. I hve been here almost a year now and will be coming to California for a visit this November. You still have me on your mailing list to my old mailing address. I have enjoyed the newsletter and the quality of the pics, so much so I dound some plans here for a "Spook 40" and built two. I converted them from free flight to R/C with rudder and elevator; know this is bad for old timers but they fly well on idle. Did a show in Santiago, Panama for a benefit raising money for abandoned children. Attached are a few pictures for you. You can see this link to see what flying in the Panama Canal is like.  
<http://members.napanet.net/~fskoubo/PanamaRC/Floatflying/FloatFlyingDec02.html#Click%20Here> (Editor: I tried this and there are some interesting pics of model flying on the Panama Canal!).

We have two clubs here in Panama City totalling about 125 members. So in the club's interest, remove me from the mailing. Thanks, Floyd in sunny and warm Panama.



The slick engine in the photo above was built by **Ed Solenberger**. He bought "unknown" castings on eBay; there were no plans or identification, so he built it by guesswork. Ed says, "I later found that it was a 1938 Lewis .56 kit. After a few cosmetic changes (straight cylinder fins and a fin-less head), it looks like the pic in Anderson's book. It is a solid running engine. It turns a 13 x 5 RevUp prop at 8700 rom. It could possibly turn a bit higher but the spark cannot be advanced any further - but who cares?" Thanks for the picture Ed. When are we going to see it fly?

## TWO SPOOKS



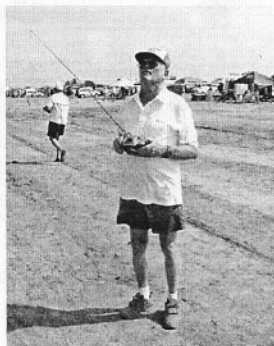
### A FEW TIPS.

Two catalogs that every old timer flyer needs. **Woody Bartelt's** Aero Electric catalog and **Burnis Ray's** Parts is Parts catalog. Get Woody's at 3706 N. 33rd St., Galesburg, MI 49053, (616) 665-9693. Burnis address is 6027 W. Ken Caaryl Place, Littleton, CO 80128-7086, (303)979-7517. email at [BurnisR@aol.com](mailto:BurnisR@aol.com). Our O.T. would get nowhere if it wasn't for the few businesses that cater to our special needs - these guys are sure never going to get rich doing it! Check out the ads in SAM Speaks for the good guys in our hobby.

### THE SAM CHAMP !

**Bob Hawkins**, a member of Texas SAM 105, walked away with all of the SAM Champ marbles this year! He won both high point championships in ignition as well as glow!

Photo by Tandy Walker

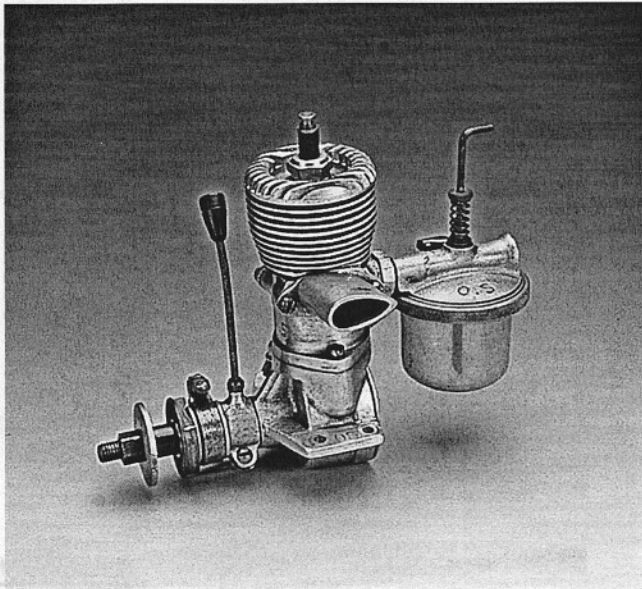


**Ed Hamler** will be making the Technical Presentation at the November Meeting. He will give an overview of some of the **SAM Rules proposals** listed in the opinion survey. A lively discussion no doubt.

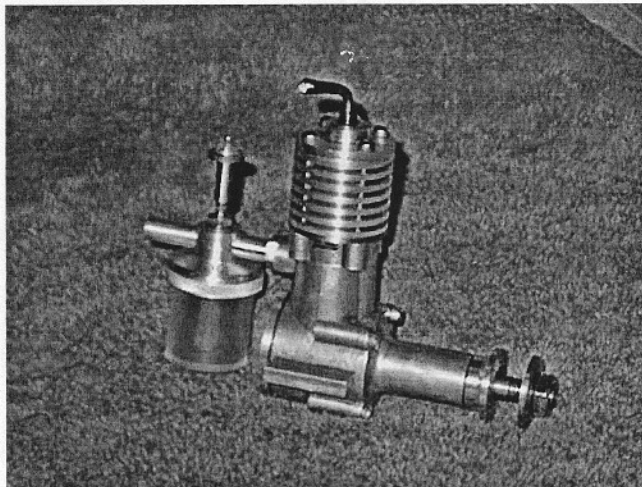


# Antique Flyer

## MYSTERY ENGINES



OK you engine detectives. Here are two engines to identify. You can tell the maker of the engine above but you've got to get the date and type. Looks a lot like the first Ohlsson doesn't it? I really like that timer arm. The diesel below runs near 8,000 rpm on a Cox 8x4. This one has a long name that means nothing.



This A-F is the only notice that you'll receive for the Christmas Party on Dec. 13th (date changed from that advertised at the September meeting). Please get your reservations in soon.



What year did this Lockheed XP-38 first fly and how many total hours did it fly? 15? 50? 150? 3000? Sleek!

## IS THIS A MICKEY MOUSE OPERATION?

**IDEAL'S NEWEST SENSATION!**  
**Mickey Mouse Flying Airplane**

Flies 100 feet to 300 feet

Here is the grandest fun you ever had! Fly Mickey's own airplane that IDEAL designed for him—

It comes to you ready to fly in ten seconds. All you do is slip in the tail and wing, wind the propeller, and then . . . some REAL THRILLS!!

You can make it do lots of tricks, too. Fly straightaway, circle, and then make a perfect landing.

And it's durable—even though it's feather light. The fuselage and propeller are molded of strong material that will stand a lot of forced landings.

Mickey's airplane is a beauty, too—colored red, black and yellow.

Wingspan ..... 16 1/2 inches  
 Length ..... 12 inches  
 Weight ..... 1 3/16 ounces

Butter order today. **75c**  
 (De Luxe Model with extra wing and two rubber motors **\$1.00**)

**MORE CLAREMORE.** There was a rumor on the internet that **Bud Romak** - mentioned as one of the world's best FF flyers - had an overrun with his Comet Clipper on Thursday. And what is this business about rattlesnakes at the SAM Champs? And rain? And models being kitted? Also, Sal Taibi showed up with a *new* car!

Columnist Dave Barry says, "No matter what happens, somebody will find a way to take it too seriously."



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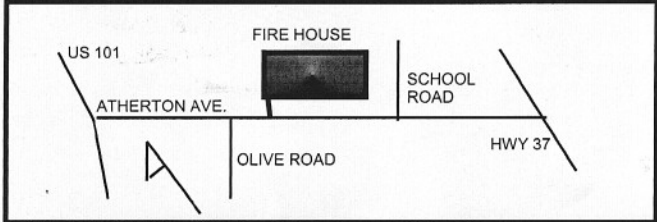
## MEMBERSHIP

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

Fall 2003



CHRISTMAS PARTY RESERVATION TIME - Pg 1

**FIRST CLASS MAIL**

TO:



Thursday crowd enjoying fair weather at Lakeville on a delightful August morning. If you haven't experienced the TOFFF sessions at Lakeville, you're missing a great part of SAM 27.

Expires Dec 2003  
MIKE SIDWELL  
5227 VISTA GRANDE DRIVE  
SANTA ROSA CA 95403

82-25-10-002