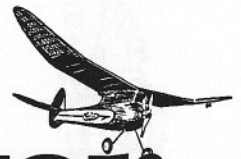




Antique Flyer



AMA Chapter #108

Spring 2004

Issue 239

SAM 27 SAFETY CODE

As you have already noticed, the front page of this issue of the *Antique Flyer* is a new set of flying rules for our field and flight line. If you are planning on flying at Lakeville, soon or in the future, detach the rules page from this Flyer.



Your club safety officers have submitted the following "briefing" with regard to implementation of some updated and important safety rules, so "listen up."

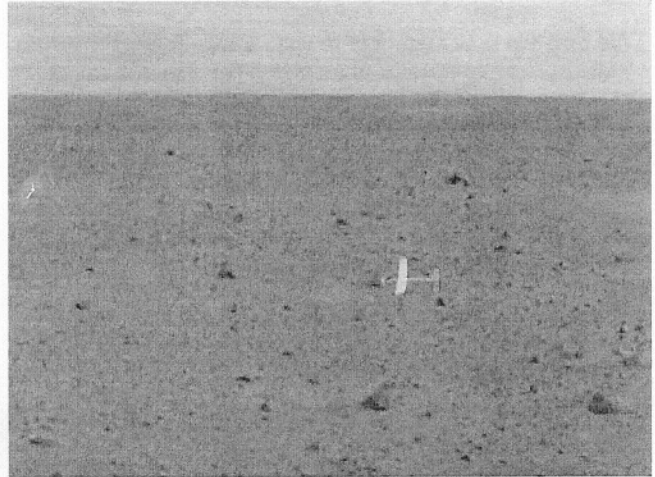
Our flying field is getting smaller, but the number of people flying is steadily increasing. There is no choice but to update our **Safety Code**. The new Safety Code also includes recent AMA Safety Code changes.

The main differences are:

- 1) All landings are to be in the launching/landing area at the West end of the field.
- 2) The Old Timer Launch Area is intended to increase the safety and convenience of launching Old Timer aircraft without throttle control or the ability to taxi into position for takeoff. It is not intended for conventional flying.
- 3) Conventional flying should be by ROG or hand launch from the launch/landing area at the West end.
- 4) The parking area has been increased and will keep cars better separated from flying areas.

A copy of the **Safety Code** is included with this mailing of the *Antique Flyer*. Please do not sign it until you understand it. Please do not fly at our field until you have **signed** it and handed it to **John Hlebcar**. Enjoy the field, and safe flying,

Ed Hamler, Safety Officer
Park Abbott, Field Marshal
Andrew Tickle, President

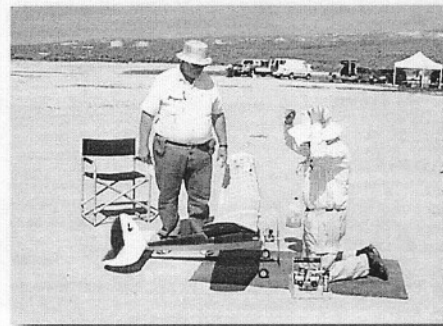


Speaking of flying fields, the above picture was one of the first taken recently on Mars. **Ray McGowan** sent a note saying that years ago he lost his Gollywoke in a huge thermal at a Lakeville contest and that he and **Mike Clancy** chased it for a long time but never found it. Now that it's been found, Ray wants to know how to get it back. Any ideas?

SAM 26 TAFT CONTEST



Ned Nevels and **Ed Hamler** at the March SAM 26 contest. **Wes Funk**, SAM 27, had the high time for the meet.

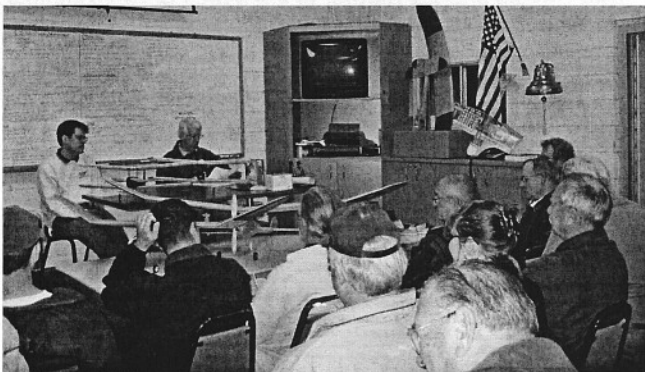
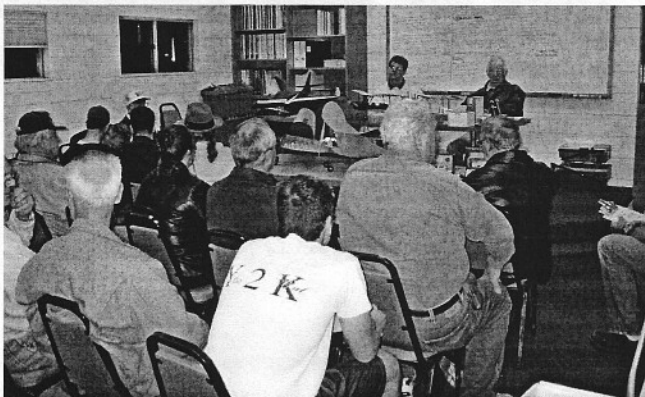
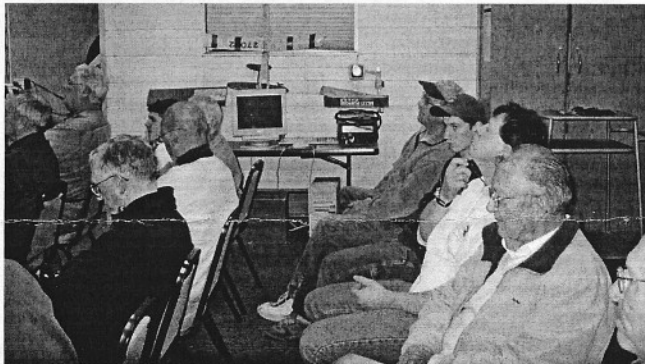


FEBRUARY MEETING

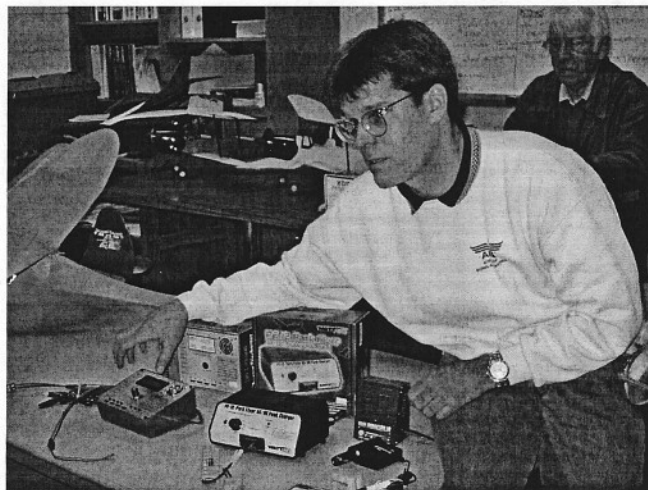
By Loren Kramer

We had two new members tonight. **Sean Egan** and **Brian Waldo**. They used to fly at Hamilton Field until a couple of years ago ago. Sean flew 1/4 scale and Brian flew ducted fan-jets, now they are flying Helicopters. Sean is going to be the Helicopter representative for the club. **John Hlebcar** brought a friend/guest **Terry**; he's been out at the field a couple of times. **John Dammuler** brought his girlfriend's son to the meeting. Paid memberships stood at 92 as of the February meeting.

Andrew Tickle reviewed the goals for this year. These goals were printed in Andrew's "Prop Wash" column in last month's AF and are on www.sam27.com.



PRODUCT REVIEW — Batteries and Chargers — Richard Beck. Richard discussed the newest technology in powering of E-Flight, such as the new Lithium polymer batteries and chargers. He discussed the way the new chargers work and what to be careful of. Then he talked about NiMH batteries and chargers. Also about the Nicads.



PRODUCT and FLIGHT REVIEW — GWS Tiger Moth. **Larry Jobbins, Dick Irwin, and Andrew Tickle** showed their Tiger Moths from GWS. These are an easy to build and fly model. Andrew mentioned a couple of modifications. He changed the wheels to better looking ones and also added a steerable tail wheel. These planes were painted with Testors model paint.

EVENT RESULTS — Andrew Tickle. FOFFFF went great. See our web site for some great photos. **Larry Jobbins** showed a video that was shot at the last FOFFF.

UPCOMING EVENTS SCHEDULE — Ed Hamler. 1-3 Oct 2004 Crash & Bash RC, Schmidt Ranch. Call Ed for information, 707-255-3547.

JUNIOR OLDTIMER REPORT — Kevin Foster. The guys met at Rocco's house last weekend to put together the models they got from the trip to Ron St.Jean's a couple of months ago. These are a Ron St.Jean design called the Tenderfoot. It is an electric free flight design.

TOFF and WEATHER FORECAST — Larry Jobbins. There is a web site usairnet.com that you can get a wind forecast that shows a graph of the wind for the day.

NEW BUSINESS Commercial Aircraft Dope — a suggestion was made to purchase some dope to go along with the SAM Span that we sell. **Remo Galeazzi** mentioned that he has used it before and it needs thinning to use and there is a large minimum purchase. **Ed Hamler** mentioned an idea was going around at the Christmas party of having the roll of SAM Span at Richard's hobby shop to dispense it to club members. The reason is that Richard carries the dope and thinner at the shop. **Helicopter day —** Wednesday has been set as the day for flying helicopters

February Meeting - continued

TECHNICAL PRESENTATION — Electric Oldtimers — Dick Irwin. Dick brought some examples of Electric Old Timers. He likes the LMR (limited motor run) events. You have a specified motor run then you turn off the motor and glide around as long as you can. When Dick started it was the era of the big planes like the Foote Westerner he brought. It has 610-sq. in. of wing area, powered by a 1/2a can motor and a 7-cell 800mah NICAD battery. That was carried on for quit a while until last year when the battery rule was changed. You can use any battery configuration so long as the weight isn't over 8 oz. So for his Airborn



Dick uses 12- 500mah batteries, this serves two purposes, more power because of the higher voltage with out adding weight. There was only one problem: the BEC cut-off is 5.5 volts and if you let it run till the motor quits there is not very much power left for the glide. So he added a small metal hydride battery to power the radio. Dick passed out a large handout that you can see at SAM 27's web site. This hand-out discusses electric flight, LiPoly batteries and rewind CD-ROM motors for park flyers. It also covers the rules for two new LMR special events. These are SAM approved rubber powered models converted to electric R/C. There is also an e-mail from Steve Roselle about his LMR Playboy that uses a brushless motor for power and some new rule proposals for SAM electric events.

SHOW AND TELL

Richard Beck brought in a Fliton Flubber. It is a 3-D acrobatic ultra light electric plane that is made in Taiwan. The power system is a GWS, ST350 with a two-lithium cell pack. It has four servos and he is going to fly it tomorrow.

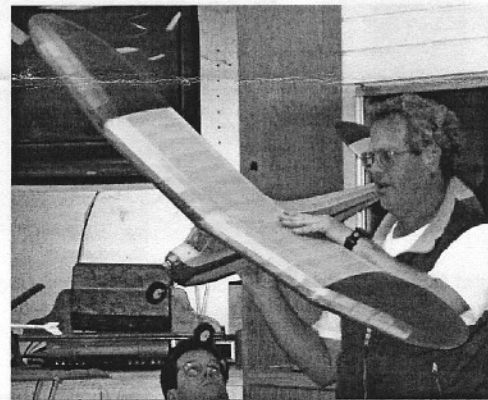
Mike Clancy showed a Flite Streak U-Control model that is being kitted again by Topflite. It is an ARF it comes covered and ready to go. Made in China, it came with a fuel tank that Mike threw away and a wheel that is going to be thrown away. Mike used to fly combat with one powered by a hot Fox 35. This one is flown stunt with an OS Max 20FP. It flies with just as much power as a Fox 35.

If you are interested in **Larry Davidson's** model supplies, try this URL: <http://home.earthlink.net/~rlipori/larry.html>.



Mike Clancy's Top Flite ARF Flite Streak, a '60's flyer with an O.S. 20.

Loren Kramer showed his new Playboy cabin. It is built from the same kit as his first electric model but built lighter. Ready to fly it weighs in at 32 ounces. Power is an Astro 05 Cobalt with a gearbox and 7 cell 800-mah battery pack.



Jerry Rocha brought in a one of the first good ARF models, a Jim Walker Firebaby. It was produced in about 1950. Building time was about 30 minutes. There are only a couple of glue joints and the rest is bolted together. They fly very well and can even do loops and fly inverted. The only problem is when inverted it is hard to get out because of the under cambered wing. When you crashed the model you could buy replacement at the hobby shop.



February Meeting - continued

Ed Hamler showed his new Lanzo Airborn. Ed has been building Airborns because they can be taken apart easily and put in a snowboard case for transporting when traveling. This one has an 84" wing span and comes apart well. Bob Holman is kiting this one for Foxacoy. In Europe this model can be flown in four events, Nostalgia, LMR, Glider (by pulling the prop off) and Texaco. Ed did this with his 490 Airborn but bigger flies better and this will still fit in his snowboard case. He flew it for the first time today.



The first flight of Ed's new Airborn was covered in detail in last month's Flyer.

MARCH MEETING

By Loren Kramer

We had two guests tonight: **Shamus Hurley** came with Rocco and is one of his students. **John Ethier** (prospective new member) came with **Rod Persons**. John used to fly years ago and is getting back into it after retiring.

ANNOUNCEMENTS. Paid memberships for 2004 total 101 as of this meeting. The Piranha Fund: **Ed Hamler** is still accepting donations for the septic system we put in at the Schmidt Ranch.

UPCOMING EVENTS SCHEDULE. 24 July is the SAM 27 Special Rubber Meet at Lakeville Road, **Jerry Rocha** 707 255-0651 for information. No Helicopter Flying at the Lakeville Road site on 24 July until contest is over. Thanks! 1-3 Oct SAM 27 Crash & Bash RC, Schmidt Ranch **Ed Hamler** 707-255-3547 for information.

JUNIOR OLDTIMER REPORT - Rocco Ferrario. We had a great contest the Sunday before last at Weagell Field. There were 12 - 13 kids with their dads flying a lot of free flight. Rocco's kids did well in the contest, **Taylor** came in second, **Kevin** was #3, **Sean** was #4 and **Anthony** #5. **Ron St. Jean** has been very generous to the Junior Old Timers; he has given several checks for a total of \$700. We give a big thank you to Ron for his support.

TOFFF REPORT - Bomb Drop and Balloon Bursting Contest - Andrew Tickle. We had the first contest after two were postponed because of wind. The idea was **Hap Miller's**. There were 7 people flying and **Andrew Tickle** ran the contest. It went pretty well and the ones who flew now know more about bursting balloons than when they started.

NEW BUSINESS - Mike Clancy. Mike suggested that we acknowledge the contributions by **Ron St. Jean** to the club. Also Mike suggested doing a member profile of Ron. **Andrew "Tiger Moth" Tickle** reported that there are two new Tiger Moth pilots, **Bob May** and **John Hlebcar**. Next month will be the first Tiger Moth races at the field.

TECHNICAL PRESENTATION - Andrew Tickle. Who's afraid of computer radios? Andrew talked about the features found on computer radios and how they are used. The handout can be found on the SAM 27 web site. **Richard Beck** then offered a product review of several computer radios to show what is available. These are from JR and Futaba. He went over the advantages and disadvantages. Some of the advantages are being able to program multiple model settings in the transmitter and being able to combine some control into a different channel. Some of the disadvantages are there is no standard for plugs, crystals, the way the programming works or the type of signal from the transmitter.

SHOW AND TELL

Kevin Foster had a new 80% T-Bird. It is going to be powered by a TEE DEE .020 that he got from Mr. Ferrario. Kevin is going to fly it in + Nostalgia at the NATS this year. Covering is JAP Tissue with dope.

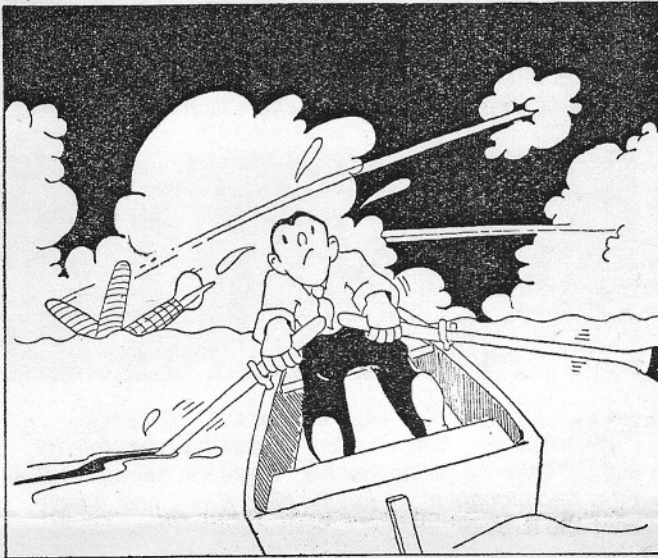
John Carlson made a presentation to **John Hlebcar** because he is always out at the field with the frequency pins or makes sure somebody has them there. Because everybody is down sizing and the models are getting smaller, he was presented a miniature set of frequency pins that are small enough to fit in a pocket.

John Ethier has just gotten back into model airplanes and showed an engine he just had restored. This was one that he sent off and got back in excellent condition. It now runs like brand new. He also had an engine he bought off of eBay, a Drone Diesel. This one has the fixed compression head but he has a variable compression head to put on it.

Andrew Tickle Showed a Tiger Moth that he flew for the first time today. Four pounds with an O.S. 40 4-stroke. It's covered with SAMSpan and a little too fast at full throttle.

LAKE HENNESSEY FOFFF

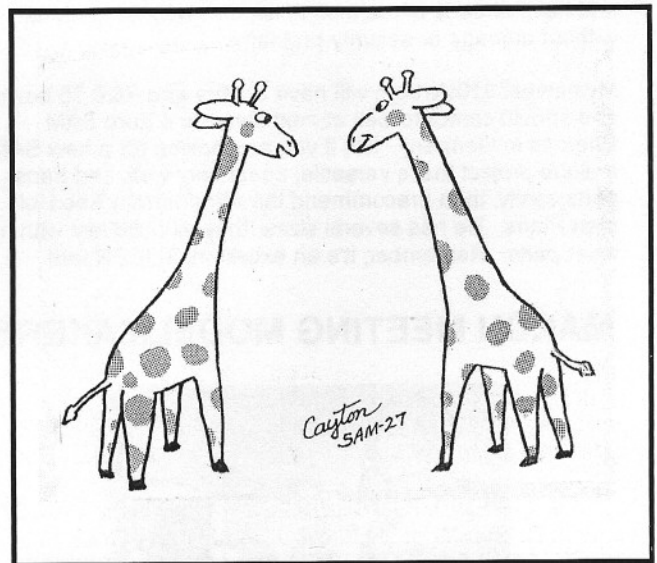
"Now I know why they call this an R. O. W. event."



The FOFFF report for the end of February indicated fantastic weather with blue sky, no wind and better than summer. The pilots were Bill, Don, Hap, Mike, Steve and Andrew. The wobbly dock was the seaport of choice. It was proven beyond a doubt that a Super Tiger 51 powered Seamaster (Don's - see above) out-climbs an O.S. 70 4-stroke powered Seamaster (Andrew's). There is a general tendency developing to taxi around the lake on the step at high speed playing windsurfer; this is nearly as popular as flying. It was screw-loose day: Don's landed with the muffler dangling by a single bolt and Andrew's Swordfish landed with the motor servo dangling. Steve (not so lucky) landed with the aileron serve arm dangling. Are we getting sloppy? Need Locktite?

Bekins took a break from his usual climb and glide flying and flew horizontal eights, inverted.

These are the channels being used by the FOFFF Flyers: Bill Watson (12), Andrew Tickle (19), Dick Irwin (24), Steve Cohen and Don Bekins (26), Ed Hamler (37), Hap Miller (44), Andrew Tickle (46), Dick Irwin and Andrew Tickle (48), Larry Jobbins (??), Ed Hamler (57).



Free Flight designs changed dramatically in 1938 when we gave Carl Goldberg the idea of using "long necked" pylons!

AMONG THE MODEL MAKERS

More on Chet Lanzo's RC Airborn by Ed Hamler

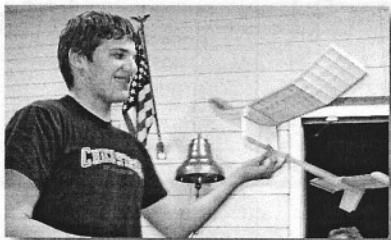
By the time **Don Bekins'** article appeared in the November December 2001 issue of SAM Speaks his full size Airborn had already won several medals at northern California contests and the Las Vegas SAM Champs. My interest in the design was rekindled last year after the demise of my suitcaseable 482 sq.in. Lanzo RC-1 which appeared in a photo at the Pensacola Champs on the cover of that same issue. The RC-1 competed well winning over 50 medals in six years mostly with Ohlsson 23 power but also flying glow events with K&B 3.25 and 3.5 engines.

After witnessing the spectacular performance of Don's new 430 sq.in. Airborn with OT 19, Torp 29, and ST 15 engines, I decided to replace my crashed RC-1 with a 490 sq.in. Airborn using plans from **Jim O'Reilly** and laser cut parts from **Bob Holman**. This model has acquitted itself well garnering 16 medals in glow and ignition events including a second and fourth at the Muncie Champs, a first and third at the Southwest Regionals, a first, second, and third at the Euro SAM Champs in Italy this summer and a fourth at Claremore in A Ignition LER.

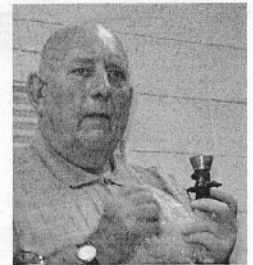
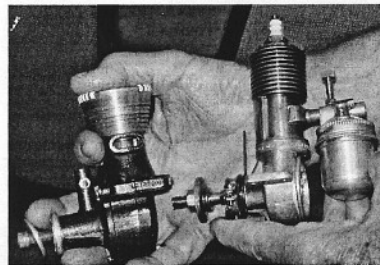
For ½ A Texaco I have a 292 sq.in. Airborn which managed a fourth place in Italy despite lousy engine runs and I am now building an 810 sq.in. Airborn, also from O'Reilly plans and Holman laser parts. There are several reasons for my sudden penchant for the Airborn: It disassembles easily for commercial airline travel; the 490's longest component (wing's center panel) is only 33". The 490 and 292 sizes pack together in a SPORTUBE snowboard case from REI and have already made trips to IN, OK, NC, GA, and Italy without damage or security problems.

My newest 810 Airborn will have Spitfire and K&B 35 power and should compete well at next summer's Euro SAM Champs in Germany. So, if you are looking for a new SAM antique project that's versatile, soars very well, and transports easily, then I recommend the Airborn from Bob Holman Plans. He has several sizes, they all build fast with his laser parts. Remember, it's an excellent GLIDER too!

MARCH MEETING MODELMAKERS



Kevin Foster showing his 80%, partially finished T-Bird.



John Ethier brought two really nice looking engines to the March meeting. A Drone diesel and a handsome Brown Jr.



Andrew Tickle's Tiger Moth with an O.S. 40 4-stroke. Andrew is shown below as he prepares his new Moth for flight at Lakeville. Note that the motorcycle belongs to **Bob Film** who brought along (on the bike) a sailplane, a high start and a radio!



What a sight below, or is that "site"? Can anyone have more fun than this? Unfortunately, in this b&w rendition, you can't see the wonderful green grass - won't last long!

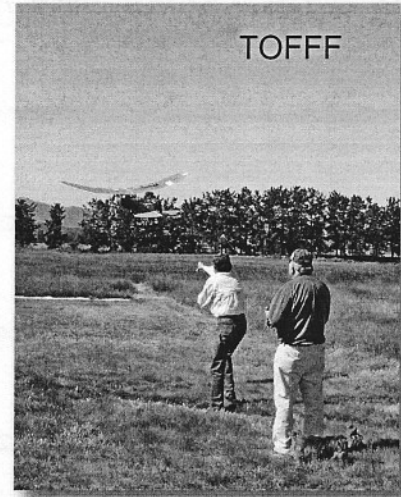
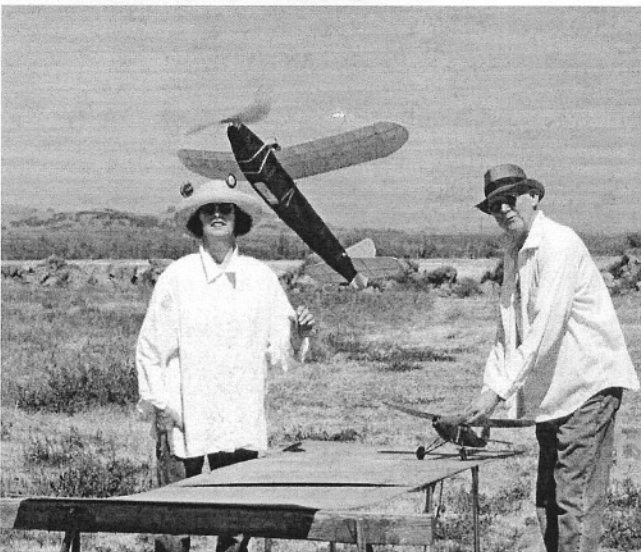


TOFFF



JIMMIE ALLEN CONTEST

Mike Clancy took a group of pics at the 2003 Jimmie Allen meet. A few of these will run in each issue to remind you to enter the 2004 event - watch the schedule.



Ed Hamler launches Rick Madden's Playboy - notice that classic stance that Ed has spent years developing. In the pic below, John Pratt's winding stooge is the center of attraction as John explains its various functions. I think it also makes coffee.



SCRAP BOX

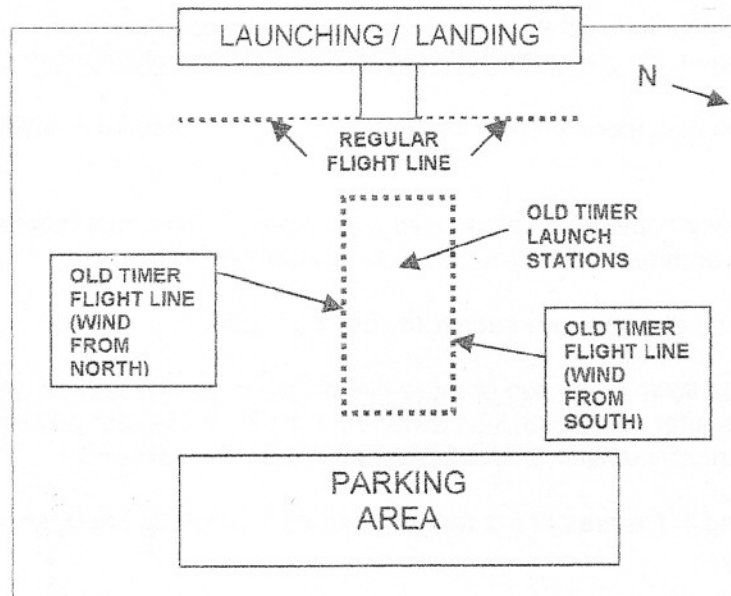
This issue of the A-F is somewhat abbreviated. Nobody submitted a correct answer for the Mystery Engine in the last issue - **Ron Keil**, where are you? Our cartoonist, **Earl Cayton**, made a few wild guesses, but you would have to know that the engine is the forerunner of the Morton M-5 - yes, it's a Morton Challenger with rotary valve, made by the Morton Bros. in Kearney, Nebraska.

On SAMTalk, **Ron Teichert** has developed a decal sheet for Jimmie Allen models, to be printed on white, water-slide paper - see www.vitachrome.com for paper.

An interesting comment from down under concerning information on the Playboy Senior plan that Ed Packard designed it, not Joe Elgin, the "boy" who drew it for Ed.



SAM 27 FIELD SAFETY CODE



FLIGHT LINE RULES

Flight Lines separate the areas for flying from the areas for pilots, spectators, and cars.

- 1) During takeoff, hand-launch, flying, and landing, aircraft will operate at least 25 feet from the Regular Flight Line. Deliberately flying behind the Flight Line is prohibited.
- 2) A person hand launching is required to step 25 feet beyond the Regular Flight Line to launch, and then return immediately behind the Flight Line.
- 3) For takeoff, aircraft may be taxied from the Regular (West) Flight Line to the takeoff position.
- 4) Returning aircraft, after landing, may taxi to the Regular (West) Flight Line, but not past it. Engines must be stopped at the Flight Line.
- 5) The Landing Area at the west end of the field is the only designated Landing Area.
- 6) a) The Old Timer launch area is specifically for aircraft with no throttle control or ability to taxi into takeoff position. All other aircraft should use the Launching/Landing area to the west.
b) Launch stations shall be 25 feet apart, and 25 feet within the Old Timer Flight Line.
c) Engine starting and launching may be accomplished from the same launch station.
d) Landing is to be at the Landing Area to the west.
e) Pilots shall walk to the Regular Flight Line at the Landing Area after launching.
- 7) Access from the Parking Area to the Launching/Landing area shall be to the left of the Old Timer launching area when northerly takeoffs are in operation, otherwise to the right.



FIELD USE RULES

- 1) All active members shall have a valid AMA card, which will be presented to the club secretary, on request, for confirmation. No one will be allowed to fly without a valid AMA card.
- 2) Any visiting pilot must be accompanied by a current member, and present a valid AMA card before flying.
- 3) Clothespins with frequency numbers shall be used at all times. The correct numbered pin must be on your transmitter's antenna before you turn your transmitter on.
- 4) Channel numbers shall be displayed on each transmitter antenna.
- 5) A specific pattern is to be flown when two or more planes are in the air at once, and close to the Flight Line. The first turn after takeoff shall be away from the flight line and pit area. The pattern shall be left-hand for northerly takeoff, and right-hand for southerly takeoff.
- 6) No flying shall be allowed in the area of the farmer while he is working. No flying is allowed while the field is being mowed.
- 7) Any mid-air responsibility is on the pilot not flying the pattern
- 8) Failure to comply with these rules, causing damage to another members aircraft will be handled as follows:
 - 1st offense Offender must pay for damaged aircraft.
 - 2nd offense Offender must pay for damages and will be grounded until paid in full.
 - 3rd offense Offender must pay for damages and will be grounded for balance of the season.
- 9) It is the duty of all members to enforce the rules. Any club member may give anyone a verbal notice of a rule violation. After issuing this warning he is to report the violation to the safety committee, who upon receipt will issue a warning letter. Upon receipt of three letters a member will be placed on non-flying status. Any member in violation can appear before the safety committee and the executive board to protest the letter. Failure to appear after three letters will result in termination and a refund of dues.

I have read and understood the Flight Line Rules and the Field Use Rules.
I agree to abide by the above rules.

Signed _____ Date _____

Name (print) _____ AMA # _____



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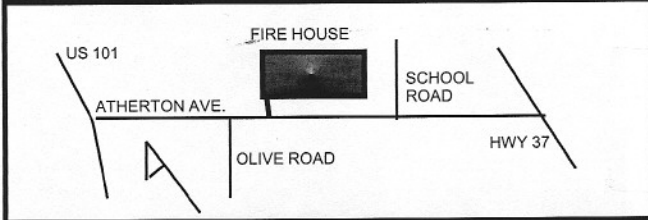
MEMBERSHIP

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 **John Dammuler**, 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

Spring 2004



Pete Samuelson's Anderson Pylon has bright red wings and horizontal tail and a white fuselage with "flames" - the wheels are invisible. Picture taken at Lakeville.



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