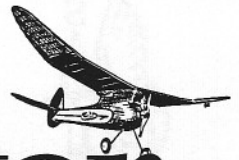




Antique Flyer

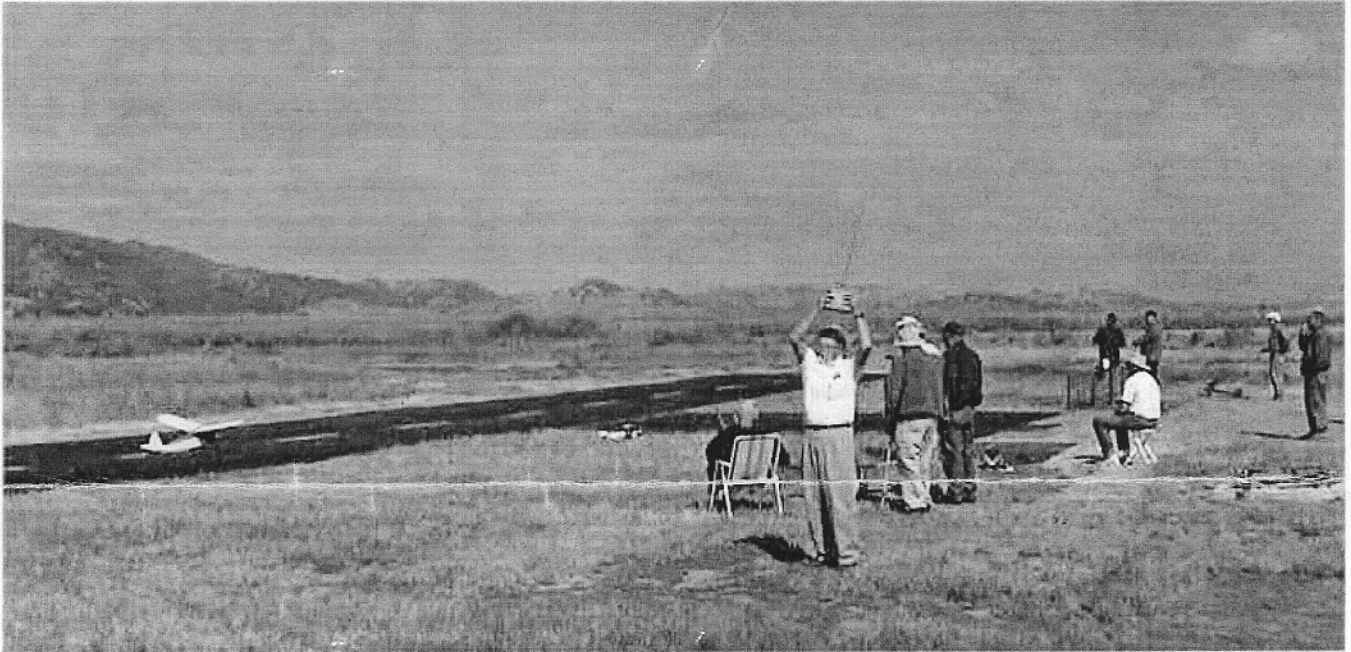


AMA Chapter #108

Summer 2004

Issue 240

NEW SAM 27 RUNWAY OPENS!



The new Lakeville flying site runway is now open! This new facility is the result of a lot of hardwork by SAM 27 members, spearheaded by Andrew Tickle. The picture above shows flight line operation on the first day of use; a Cloud King by **Mike Clancy** is taking off and the gentleman in the center, assuming the time-honored stance of a thermal seeker, is the club power RC guru, **Don Bekins**. Presumably, RC Old Timer flyers will always make the runway for landing - or most of the time!



EDITOR'S NOTE:

SAM 27 has an excellent website which can be reached by <http://sam27.com>. The club president presents his "Prop Wash" article along with current information, color pictures, maps, technical presentations, historical SAM 27 stuff, links etc. - a comprehensive selection of information on club activities. It is not my intention to make the *Antique Flyer* a "hard copy" of the SAM 27 website, nor would that make sense nor do I care to do it. Other than photos, a cartoon and a meeting write-up, there are very few contributions to the A-F by club members. My ancient Webster dictionary gives the definition of "editor" as, "One who

directs the policies and contributions of a newspaper, magazine, book of reference, etc.", and, "One who writes editorials." I'll add to that the make-up, printing, collating, folding, stamping and mailing. Now there are some excellent club newsletters where the "editor" is also the newsletter writer, but our SAM 27 is far too diverse in the fields of modeling interest for a single writer to cover all the technical aspects ranging from rubber to electrons. And who amongst you wants to take on that job? For example, the terrific *SAM 35 Speaks* "magazine" from England typically has contributions from about twenty writers - yes, twenty. The club needs to take a hard look at the purpose and scope of the A-F and decide if it will be supported. Perhaps the time has come to consider using our website as the primary means of communication - it is world wide, in color, and economical.

APRIL MEETING

by Loren Kramer

Paid memberships for 2004 total 105 as of this meeting. We have a couple of guests. Rocco brought along **Kelsey Long** and **Ron St. Jean** drove down from Yerington, Nevada. **Dave Fife** was introduced by **John Ethier** who met him at dinner tonight. Dave is interested in Gliders and electric park flyers.

UPCOMING EVENTS SCHEDULE 24 July - SAM 27 Special Rubber Meet, Lakeville Road, contact **Jerry Rocha** 707-255-0651. Notice: 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** has the scoop at 707-255-3547.

JUNIOR OLDTIMER REPORT **Rocco Ferrario** reported that Ron met with Rocco and his class today and had a building session. There is a group getting ready for a contest May 1 and 2. Rocco also has some students getting ready for five days of flying at the NATS this summer.

PRESIDENTS REPORT First SAM Contest - **Andrew Tickle**. Andrew competed in his first SAM contest last weekend. **Ed Hamler** contributed all the models. They were three **Bombers**, a 600 sq.in, a 900 sq.in. and a 1200 sq.in. Andrew got some practice with the models at the last TOFFF and got instruction on what to do if anything went wrong, even if it got sucked up into a cloud. The weather on Saturday was absolutely perfect, everybody was getting maxes so there were fly offs. Sunday was another good day with the lift starting at 10:30. Andrew got a very good flight in A Texaco with the model getting an altitude of approximately 4,000 to 6,000 feet. He hasn't ever intentionally flown that high before. On another flight with the big Bomber it got sucked up into the clouds and disappeared so Andrew shoved the stick forward and after what seemed like four hours the Bomber appeared out of the clouds. Andrew thoroughly enjoyed it and got third place overall and got first in A Texaco and got a big perpetual trophy with a Curtis Robin painted and lettered with the Texaco Emblems. Andrew gets to keep it until next year. See the SAM 27 website for Andrew's complete contest tale.

SPECIAL PRESENTATION - Ron St. Jean Ron made a special trip down to discuss his Free Flight Electric Models. Electric is real popular with R/C and it might be time for Free Flight electric models. Ron has been working with F/F Electric for years. He brought some of the models he has been working on. Ron made two points. One: F/F is ready for electric. A reason why F/F's didn't like electric was that they were heavy weights. With five or six years of experiment he has found they don't need to be unless they are to be flown by AMA rules. These are usually LMR events that require heavy discharge rate batteries to be competitive. Point Two is that properly ruled electric event for F/F with

beginners in mind makes it so simple for novices to be successful the first try. To do this we change the name of the game from LMR to limiting the charge on the battery. The only way this would work is to have a specific motor to use but no limit to the number of cells. One of Ron's experiments was to see what the best cell count was. He took a 1/2A electric and tried it with battery packs from 3 to 6 cells and found the flight times were the same in calm air. Ron has come up with definitions of several **misconceptions** about electric model airplanes, they are:



1- Gears are required for performance. There was an experiment that clocked the speed of both a geared and direct drive model and after 3 seconds the geared model was faster but after 5 seconds they were both flying at the same speed. So the only need for gears is when you need acceleration.

2- Nicads cannot be completely discharged. Ron's been doing it four 5 years and it does not hurt them.

3- Limiting motor runs is the only way to limit performance effectively. You can limit the amount of charge with the charger.

4- Electrics must be heavy weights.

5- Electrics don't perform. They don't perform like gas jobs but perform nicely and are customer friendly. You don't break as many airplanes.

6- Special expensive motors are required for decent performance.

7- Electric models must be small. Ron has made an electric with about 1200 sq.ins. of wing area.

8- The only source of motors and batteries is the hobby trade. You can get them from the electronics trade or the surplus electronics trade.

9- Folding props are required for good performance. Only if you use gears, you will have a big, high pitched prop that will cause lots of drag when stopped.

Ron showed a few of his models which he uses a unique building method of foam covered with silk span adhered with diluted white glue.

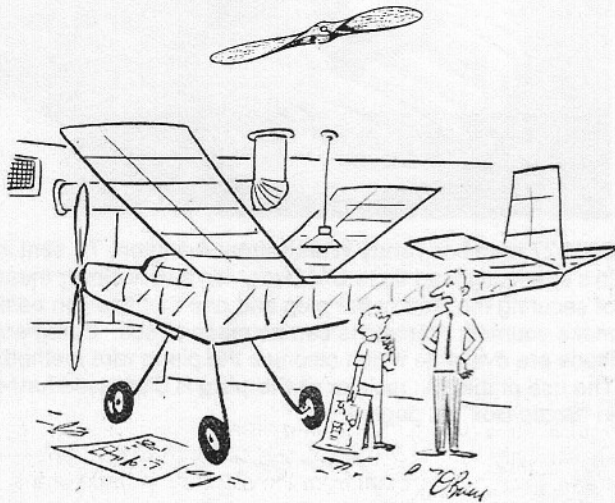
APRIL MEETING continued.

TECHNICAL PRESENTATION - The Lakeville Field - **Andrew Tickle** talked about the way the field is going to be laid out and the new safety regulations which were in the latest *Antique Flyer*. The field was going to be graded today but the grader was not available. The field should be graded soon. The main reason for these new rules is it is getting more crowded and harder to fly safely. We need to fly without any incidents so we won't lose the field.

PRODUCT REVIEW - Receivers - **Richard Beck** showed several receivers and explained the differences between the manufacturers and the way they work.

SHOW & TELL

Andrew Tickle displayed a Sperry Monoplane. It came from an English Electric Magazine. It is built from Depron sheet. Power is the same motor used in the GWS Tiger Moth. It flies well (model shown below).

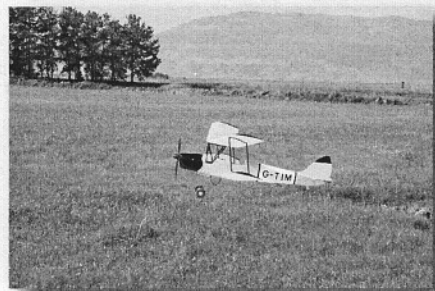


Yes, well keep in mind that Bob Cahill flew a 14-foot Boehle Giant at the 1934 Nats. I figure that with this scaled beauty, I'll be able to keep my Texaco flights in sight to at least 25,000 feet.

Models

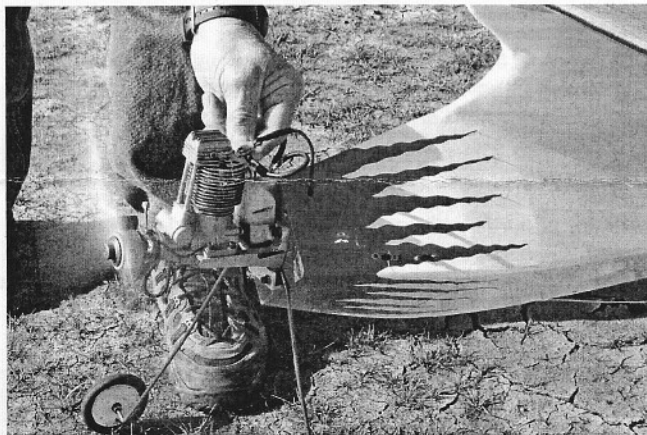


Dick Irwin's mini Moth does a thrilling, high speed fly past and power bank away from the awed gathering spectator crowd at Lakeville. The popular Moths can be seen buzzing in flocks around Lakeville on most Thursday mornings. A close-up of Dick's RTF is shown below. These little gems have gained quite a reputation for fun flying - SAM 26's **Dick Fischer** flies one with a lipo battery nearly every Saturday at our Drum Canyon flying site and does amazingly well, even in a breeze. Numerous improvements can be made to the model but keep it light - the installation of a lipo battery is the best alteration that you can make. Moth "G-TIM" is pictured at bottom making an approach.



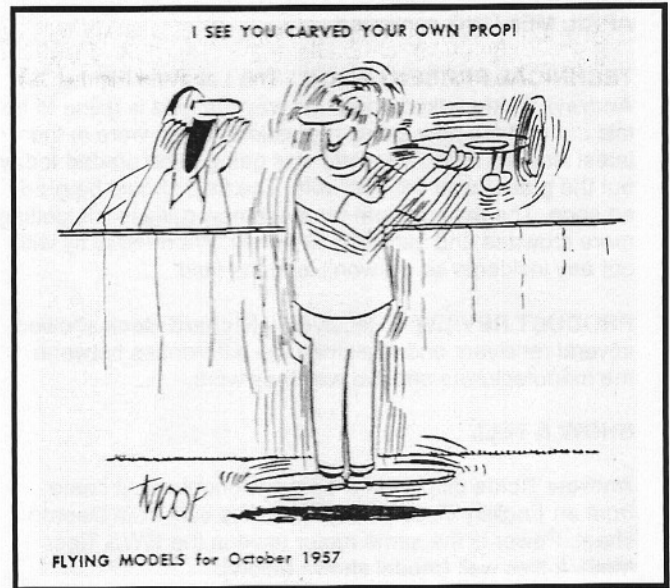
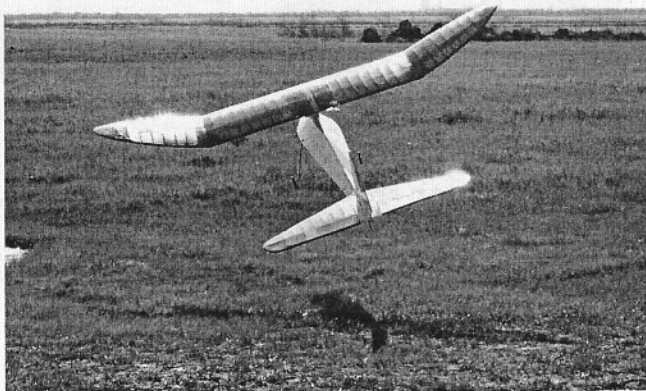
Antique Flyer

AMONG THE MODEL MAKERS

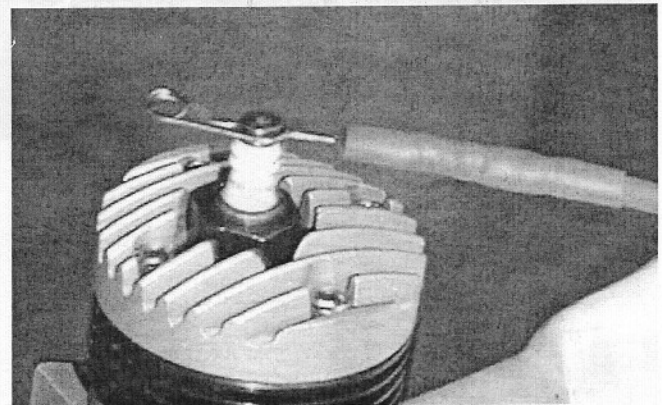


Pete Samuelson's Anderson Pylon was featured on the mailing page of last month's A-F. Such a magnificent ship, Pete's 4-stroke giant is one old timer that can't get too much exposure. Pete is shown holding this behemoth at top and adjusting the carburetor. Nice early morning take-off at Lakeville below. This model should be easier than some to keep in sight at high altitudes.

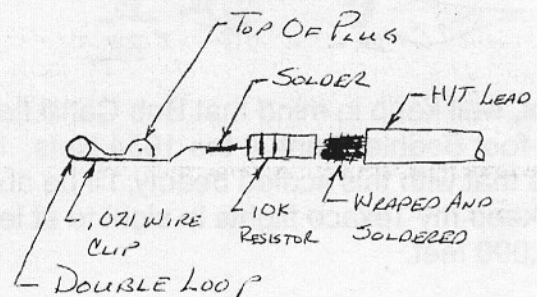
Mike Clancy photos



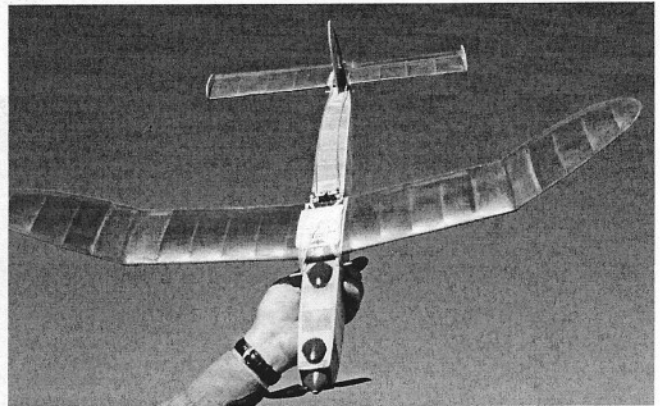
TIPS



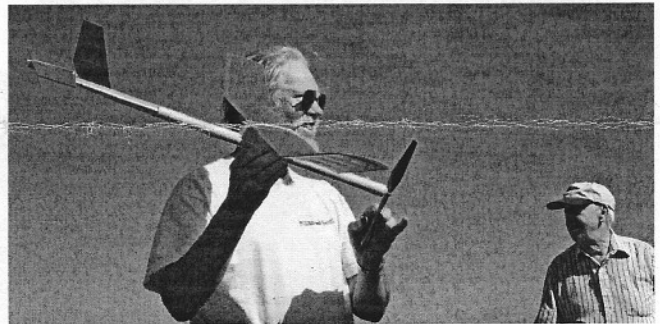
SAM 27 member **Tandy Walker** from Arlington, TX sent in this sparkplug lead tip to SAMTalk. It's a very clever means of securing the lead to the plug and one that you can easily make yourself. Variations can be made to suit. Commercial leads are available which also use the piano wire method. The use of the 10k resistor **at the plug** is discussed further in "Scrap Box" on page 8.



LAKEVILLE TOFFF



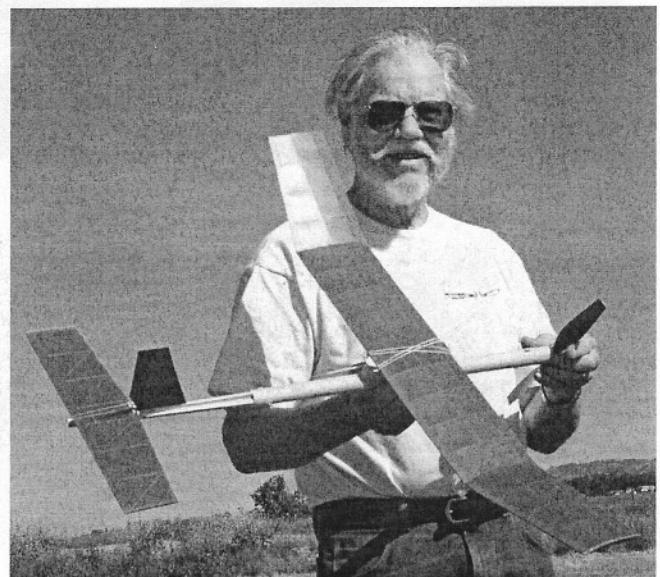
This is the all-rubber design TOFFF page! Shown above is a nicely constructed electric "Gollywok" built and flown by Rick Madden. Eschewing rubber bands, more SAM members are converting the proven rubber models to electricity.



Now here are a pair of real rubber moguls. Ed Solenberger is assisting Earl Hoffman (in the background) with Earl's "Icaris" model. Nothing prettier than that model screwing itself into the clear blue sky overhead.



Mike Clancy, at right, is getting all sorts of words of wisdom concerning his "Champion Coupe D'hiver". The model flew very nicely, too. Part of the TOFFF group at a Lakeville tailgate party is pictured below. Photos by Larry Kramer.



AMONG THE MODEL MAKERS



Dick Irwin is seen here at Lakeville (?) with his stretched version of the "Aqua Star" in bright yellow, another model powered by those magical electrons. Is this water-only Dick or is the grass suitable for aquatic-style landings?



FOFFF NOTES

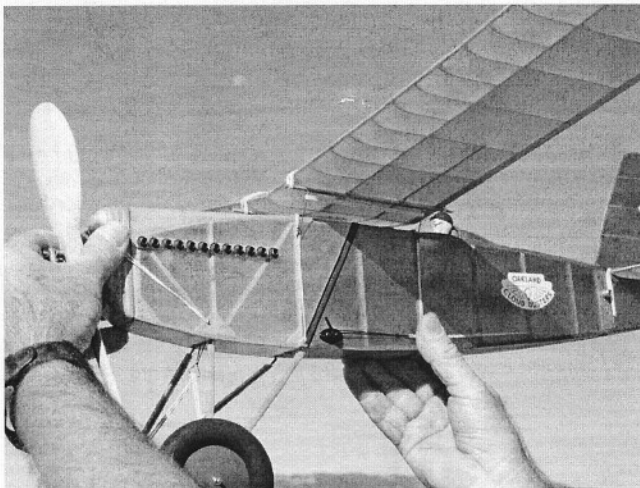


The picture above shows Dick Irwin's new stretched "Aqua Star" in its element (on right) along with Andrew Tickle's nice model, both electrics. Andrew reports, "There is an unstoppable trend in the works. The previous (TOFFF) day was yet another day of all electric flying (not a gas model in sight). At the Lake it was 50/50 with two new electric floatplanes. Dick Irwin's new plane was a stretched Aqua Star (9 inches extra wingspan) with a gutsy brushless motor. The take off was short, about 8ft., with terrific acceleration, and vertical climb. More details: 9 x 6 prop, PJS 800E rotating can (like the AXI) motor from Chezck Rep, currently using 10 x 500mAh NiCd cells, pulling around 14 amps. Dick plans to use a 3 cell 2100 ma lithium poly battery which will save 2 1/2 oz in weight. Andrew's was the opposite with a slow floating flight lasting 20 to 30 minutes. It used a 350 GWS motor and the preferred pack was a 2 cell 1500 mAh LiPo. The plane is 60 in. span with a low 6.5 oz/sq. ft. wing loading. There are more planes in the shop. We are working up in power. Hap will have an OS 91 four stroke powered Sea Monster, and I am working on a 75 powered float plane. Long Live Gas. Andrew." (April 30, 2004) Ed Hamler sent his regrets that he couldn't make this float fly but that he had just returned from Alaska.

JIMMIE ALLEN



Another reminder about the SAM 27 Jimmie Allen meet. Watch the club schedule to ensure that you know when this fun event is to be held. Call **Jerry Rocha** for advanced info. Here's several photos by **Mike Clancy** from the 2003 meet. The model has yellow wings and stab with a green and yellow fuselage which is nicely detailed with a powerful 12-cylinder rubber engine. Note the sharp pilot in the cockpit.

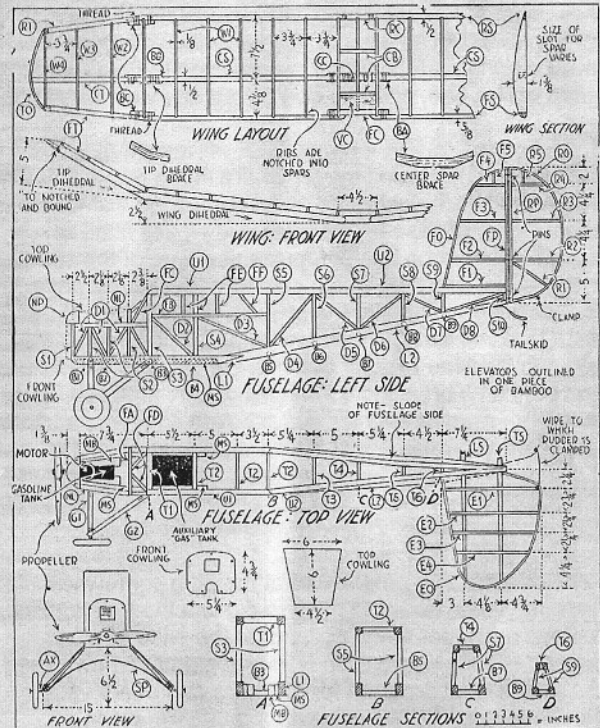


Clayton SAM-27

It says here that you didn't keep your model engines clean.

ANTIQUÉ CLASS

LESSON No. 17 How to Build Bassett's 2½-Hour Plane (With Gasoline Motor)



BY MAXWELL B. BASSETT
(Twenty-year-old builder, whose gasoline-powered model airplane, "Miss Philadelphia IV", remained aloft 2 hours, 35 minutes May 28, 1934. It flew an airline distance of 54 miles from Camden, N. J., to Middletown, Del. Its actual path was estimated at 180 miles. He is a member of the Northeast unit, Philadelphia Model Aeroplane Association; lives at 11th st. and 66th av.)

MATERIALS
(Balsa wood unless otherwise stated. Abbreviations refer to drawings. Measurements are in inches.)
Fuselage—2 upper front longerons (U1), 1/2x1/2x15; 2 upper rear longerons (U2),

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The scrap box logo above is used with apologies to Bill Winter! **Floyd Carter** of Aero Ply Research is a spark ignition systems guru who frequently offers helpful ignition hints to members on SAMTalk - Floyd provides a number of transistor systems for our old timers and can be reached at AeroPlyCo@aol.com or 541-338-4255. Floyd submitted the following tips on plug leads:

To everyone. I have been making spark plug leads for over 30 years, and you can buy mine, or not. I have a little fixture for bending the small piano wire as a connector. The designs vary, but as long as it stays on the spark plug, it is OK. The main thrust is to keep the mass at the spark plug end as **low** as possible. This prevents vibration from stressing the spark plug and breaking the porcelain. (those of you who insist on using an alligator clip deserve broken spark plugs). Since the spark current is so low, any small flexible stranded wire will do. I typically use #26 ga stranded wire enclosed in a vinyl sleeve. This also reduces the vibration mass near the spark plug. Heavy insulation on the H.V. wire is a waste. As long as you keep the wire away from metal engine parts, or other wiring, even 600 volt wire insulation will be fine, and you don't need any vinyl sleeving.

If you find that a 10K Ohm resistor will lessen the radio interference, it doesn't matter where in the circuit you use the resistor. Technically, the resistor, plus the distributed capacitance of the wire provides a low-pass filter, which tends to soften the sharp impulse rise-time of the spark. It is this sharp rise time which caused radio interference. Rather than getting into the physics of the thing, let me state that you can put the resistor at the coil. In this way, you can tape the resistor down to the coil and avoid vibration problems breaking connections. One final point. The 10K Ohm resistor should be a 1/2 Watt size, and a monolithic carbon type is better than the popular deposited metal film type. This is because we want the spark current to flow THROUGH the resistor, instead of jumping across the outside of the resistor. *Thanks Floyd for your input.*

I confess that I've put the 10k at the plug sometimes because I didn't want to have to dig into the fuselage to replace a resistor at the coil, but at the price of plugs, I believe Floyd's admonition is in order. I have now joined the twelve-step program for 10k plug-end users - sorry Tandy.

New Battery. Noted that NEC has a new battery which can be recharged in 30 seconds, called the organic radical battery - same charge level as the nickel-hydrogen cells. The

new battery stores its power in a special resin and can be discharged in a short time when large amounts of power are required but is supposed to contain a great deal more energy than current batteries. A recharger is being developed for the battery. The price of the battery is expected to be about the same as the current nickel-hydrogen cells as used in digital cameras and other electronic devices. No idea when this might be on the market but it certainly sounds as if it would make a great electric flyer.

Al Lidberg (Model Plan Service) offers a tip that can be useful to CA users. The de-bonder, Golden West "Super Solvent" (Woodland Hills), allows fairly easy breakaway joints. You can tack a piece in place and then later dissolve the joint or loosen "permanent" joints in your structure. Soaking for 4 minutes to loosen a complete CA joint. Al states that he has decided to no longer attend the "Quit-CA" meetings - their meetings were next door to the "10k Plug-End Users Anonymous" group.

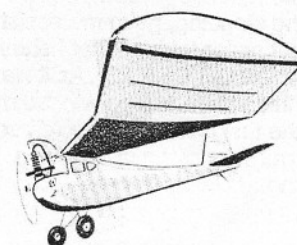
For **1/2A** guys - don't know if this is "legal" but it was mentioned on SAMTalk that the use of a conversion to 1/4-32 plugs causes a power loss. Instead, get a commercially available head which is machined for the Nelson "taper seat" plug - the plugs are only about \$3 and the combination is supposed to be as good as the regular TeeDee stock Cox head and even more powerful if you use the Nelson "flat coil" taper seat plug at \$4.50.



John Hlebcar reports that the website www.fiddlersgreen.net has some neat paper models for sale but also some good free stuff such as aircraft company logos and WWII insignias.

Jerry Rocha. Received a note from **Earl Clayton**: "I was an avid **speed** flyer in the old days so I keep track of this SIG. SAM 27 is not a speed group so most members don't know that Jerry is one of the top speed flyers in the country. He has **two** National Records in speed at the present time." Earl sent along the AMA National Records Control Line page from the April 2004 *Model Aviation* which lists Jerry's records. Incidentally, I ran across an Earl Clayton U-control model plan of the "Balsa Bird" with plumage for a Torp .09 in the July 1957 *Flying Models*. Send the editor a SASE and I'll send you a copy of the two-page plan and building instructions.

You can get **Larry Davidson's** latest listing emailing him at samchamp@charter.net. Also, while on the computer, check out www.acmemodel.com/hobbylist.htm for fuel tanks.



● Oddentity: Buzzard Bombshell



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EDITORIAL

CHRONOLOGY AND CHRONOMETERS Is SAM a victim of time?

Chronology: The science which treats of measuring time by regular divisions, and which assigns to events their proper dates...

Chronometer: An instrument for measuring time...

Although an international organization with an outstanding newsletter, great chapters and a first class SAM Champs contest each year, I believe that each of us still tend to define the purpose of SAM laced with our own experiences and associations regardless of what the bylaws state. For my own purpose, I agree totally with SAM 35's moto, **Dedicated to the preservation of vintage model aircraft.**

Probably a pitfall of SAM (and many other organizations, no doubt) is that members can read the charge differently. Some, but not all, put the emphasis on "competition" and rightfully so since it ranks highest on the pecking order of statements in the "Preamble" and, in fact, "competition" is the **sole purpose** stated for SAM. Sure, it's to be casual and enjoyable, yet it's still "competition". So where does that leave all of us that aren't interested in competition but enjoy vintage modelling? And are members of SAM.

The modelling orientation of SAM members is very diverse and will vary greatly from chapter to chapter, country to country. *SAM Speaks* does a good job of presenting and preserving vintage modelling history - it's always an education and a joy to read each issue. But SAM itself does very little to encourage preservation of history. Competition has become so focused that at least 90% or more of vintage model airplane designs and engines are dismissed by almost all die-hard competitors as "non-competitive" and therefore shouldn't be considered or worthy of building and flying even if they are on the approved or "legal" list. Some SAMers dismiss "fun flying" as a useless endeavor. I read where 60 new members of SAM have been signed up but it's distressing when new blood in the old timer movement are counselled to stick only to a few model designs and pick from only a few "competitive" engines. Such advice, if followed blindly, robs the newcomer of the joy and experience of trying out some of the old models and engines - and I've heard or read such advice being given many times.

A relative newcomer myself to SAM old timer activity, I recall that no one in SAM 27 pushed me in any particular direction, but helped out greatly with what I elected to build and fly with no thoughts about competition. **Don Bekins**, a competitor of long standing, gave me assistance and tips where needed but never told me that I shouldn't be building a Megow Ranger with an O&R 23. As it was, I had great "fun flying" with that ship and it convinced me to keep on building. I lost the first one and have retired a second as just plain "worn out". I now usually have a stable of five or six flyers including antique, old timer, nostalgia era, and a back-and-forth to help the coordination - all "fun flyers".

TOFFY flyers are putting everything with wings into the air without regard to "SAM legal" and obviously enjoying it. Like it or not, the SAM 27 chapter is involved in "fun flying" with excellent turnouts at Lakeville and Lake Hennessey. It appears to me that SAM 27 is taking steps to encourage flying of models not bound by the "legal" old timer competition constraints of pre-1943, and by doing so is increasing activity and interest. At the same time, SAM 27 has some of SAM's leading contest flyers and puts on several club contest events for RC and FF rubber classes including the popular Jimmie Allen, proving that coexistence is possible.

The chronometer has no place in my flying enjoyment. LER climb is usually stopped when the model is getting too small to comfortably see (for me) or I run a tank dry. Flight duration is always a "max" pleasure and is measured in "short" (more landing practice), "long" (when I want to sit down to fly), and "wow" when a convenient thermal makes me wonder about my radio batteries. Enjoyment comes on each flight listening to the old engine rattle on at about 7 or 8k pushing a wood prop, smelling the burning fuel mixture, and watching a gentle climb of an old bird. I'm not a "dot in the sky" flyer so would never make a good competitor. I want to see my model, not a period marking some cloud sentence. The SAM 26 group that I fly with weekly on Saturday mornings are almost all competitors with tachometers and chronometers at the ready; I'm branded as the club's token non-competitor and they suffer me and my models gracefully.

I don't suggest that SAM change anything with regard to competition or the rules. But if SAM is going to continue off into the future to "...increase participation in the sport..." then perhaps, in some way, more encouragement should be given to builders of the "off" model and flyers of the lesser used engines to emphasize their use as enjoyable and satisfying historical pieces that perpetuate vintage modelling. The "Nostalgia" era covers a lot a great models that may not be able to compete in the popular Old Timer, Antique, etc. events but are familiar to many younger newcomers to our hobby. The "lesser flown" designs could be promoted perhaps through some involvement of *SAM Speaks* - special page particularly for those flyers. Maybe a small window for "demonstration flights" at contests (I can hear the sneering and snickering already! - after all, we have "Special Events" to take care of that sort of thing). We're lucky in California to be able to fly all year long and enjoy some reasonable RC assist fields - many SAMers, I'm sure, fly at contests almost exclusively because of field and weather problems in their local region - kind of hard for us here to imagine.

Chronologically we're not a young group as we all know. But wouldn't you like to think that SAM activities could keep knowledge of our old birds alive after we are all long gone? And that the great modelling era of the 1930s and 40s could be remembered as consisting of more than Bombers and Playboys powered by screaming McCoys and repros swinging APCs? Is there anything we can do to assure future SAM members? Can competition alone accomplish that?

The stop watch is ticking; don't let the model go OOS.



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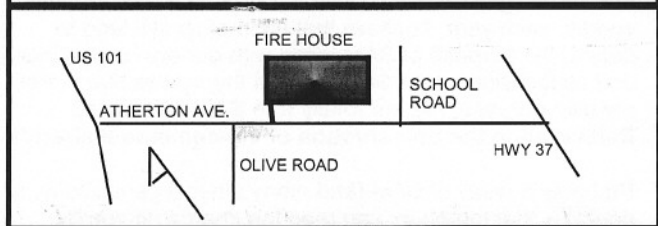
MEMBERSHIP

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

Summer 2004



Don Bekins is adjusting his Brown Jr. Ethy with the help of Ken Meyers who used to be a SAM 27 member and now lives in Arizona - photo taken at the January SW Regionals. Ken has given up modelling and gave a group of engines to Ed Hamler who is now selling them.

93403+1374

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