



Antique Flyer

AMA Chapter #108

Summer-2 2004

Issue 241



NICK SANFORD 1916 - 2004



SAM has lost another friend - **Nicholas Sanford**. Nick died on July 14, 2004.

Much of the following is from the *Press Democrat* of 7/16/2004. Nick was a longtime resident of Santa Rosa. He was a loving man with a wonderful sense of humor and gift for conversation, will be greatly missed by all who knew him. Nick enjoyed a great life of 88 years surrounded by his family and many friends. After growing up in Sacramento with his Russian family, Nick moved to the Fresno and Bakersfield areas where he met his first wife Annabelle. He later moved to San Francisco with his first wife and daughter, and began working for the telephone company. During his tenure with the telephone company, he took a leave of absence to take a position in the Radiation Lab in Berkeley and during World War II he went to work on the Manhattan project where he worked for Frank Oppenheimer and Dr. Lawrence. After the war, Nick returned to work at the telephone company (Pacific Bell). He moved to Santa Rosa in 1971 and continued his employment with the telephone company and finally retired in 1979 after 42 years employment. Nick was well known for his hobby of model airplane building and competition. He began his hobby while he was in high school and continued his passion for over 70 years

during which time he built hundreds of airplanes for both competition and pleasure. He was active in many clubs associated with the hobby including a long time membership with the Society of Antique Modelers Club (SAM). He was published in many magazine articles and constructed many airplane designs during the course of 70 years. He enjoyed over 25 years of retirement which enabled him to devote time to his hobby, many church activities including the choir, and enjoying traveling and socializing with all of his friends. After the loss of his first wife, he met his second wife, Nelda in 1995. They enjoyed eight and a half years of marriage where he continued to celebrate his life with Nelda and remained active in the church and many social activities with her. Nick is survived by his wife, Nelda, of Santa Rosa; his daughter and son-in-law, Joan and Wayne James of San Rafael; his grandchildren: Laura Hoon, Alison Stark and Tom Ziegler; as well as Nelda's daughter, Sue Yousch. A memorial service was held on Monday, July 19 at the Santa Rosa Bible Church, 4575 Badger Road, Santa Rosa.

Our SAM 27 *Antique Flyer* of January 1999, issue 197, had a member profile on Nick Sanford. Your editor will be glad to make a copy for anyone requesting it. Nick was an active member of the *Junior Birdmen of America* in the 1930s. Nick's legacy as a modeler could well be described in the following certificate presented to him in 1936 by the *San Francisco Wing of the Junior Birdmen of America*: "...in recognition of the high degree of excellency and craftsmanship and flying ability of model airplanes entered by him in the Flying Scale Model Hydroairplane event held at Sutro Baths, San Francisco, California on February 1, 1936 and in which he took first place." Nick will be missed at SAM 27.

The photo at left shows Nick in the 1930s with his first gas job, a *SacTex*, powered by a Brown Jr.; Nick is shown below at the November 2002 meeting, the "Recycled Teenager".





SAM 27 MEETINGS

by Loren Kramer

Several visitors the last two meetings: **Bob Harvey**, who flew with us a couple of years ago on a Thursday; **Bob Rose**, a member of the Wine Country Flyers and has wanted to join SAM 27 because he lives a couple of miles from the flying field; and **Phil Leech**, who is also a member of the Wine Country Flyers and is interested in **Bob Films** electric Playboy. He also showed an interest in joining SAM 27. The paid memberships for 2004 total 109 as of the June meeting.

TREASURER'S REPORT - John Hlebcar for John Dammuler. We started the month with \$5367.43 - after deducting the expenses for the month and the amount set-aside for the Crash and Bash and other obligations (see below) we have \$2968.64 in our treasury. In May, it was discussed that \$800 was set aside for the Junior Old Timers. **Ed Hamler** also asked for two motions. The first was to give **Craig Jacobson** a thank you gift of \$500 for leaving us more of the room when he plowed the field. The second motion was allocate \$500 for prize money at the Crash and Bash in October. Both these were seconded and passed.

UPCOMING EVENTS SCHEDULE

14 August - Jimmie Allen Postal Lakeville Road - **Jerry Rocha** 707-255-0651 *Note: No Helicopter Flying at the Lakeville Rd site 14 Aug until contest is over — Thanks!*
1-3 Oct SAM 27 Crash & Bash RC Schmidt Ranch - **Ed Hamler** 707-255-3547.

TOFFF REPORT - Andrew Tickle. The feeling at the field is much safer and more relaxed. It was mentioned that if a plane gets out of control, to get it back in control you could just shut off the motor. At least it won't hit the ground as hard! The Red Bluff Float Fly was really well attended. Andrew signed in on Friday afternoon and was pilot number 58 and there were four days of flying. Nearly a 100 planes signed in. The weather was beautiful with just a light breeze, the river was like a mirror and there were three chase boats. Andrew took four gas planes and one electric; the most enjoyable one was the electric. It was a Pico Stick wing flying with twice the weight and four times the power so it did really well. He was real high in circles when it shed a wing and came spiraling down to the river losing a poly battery pack. Flying started at 6:30 in the morning with calm weather and no currents in the river making for good flying.

A motion was brought up and passed that **Ed Hamler** be the only one to contact the property owners or **Craig Jacobson** about anything concerning the field. Also the subject of slow movers on the Flying Field was addressed by **Andrew Tickle**. There have been some concerns about the safety code regarding fliers who cannot get around very quickly will not be able to fly. Nobody who has been flying at Lakeville will be banned because of the new safety rules.

When a pilot is ready to fly, and he can't make it to the flight line, it will be temporarily moved so he can fly.

Progress of Club Goals - Andrew Tickle. Our two stated goals this year are:

1. BOOSTING OLD TIMER BUILDING and FLYING
2. IMPROVE PILOT SKILLS

So far this year we are not doing very well on the first goal. When Andrew joined the club the sky was full of Old Timer Gas Models and now they are quit rare. If this is a goal of the club we should keep it for next year but it's no use making it a goal unless we have a plan that we are confident will work. One of the problems of this year's goals is that the club members were not involved with the choice of those goals. We need to start thinking about next year's goals now. There were some ideas discussed. One of the ideas was to encourage building of 1/2 A Texaco models; there are a lot of kits available and they are not expensive to build. Another idea is to allow the use of the Norvel engines in place of the Cox engines because they are a better running engine. If you have any ideas, discuss it with Andrew and other members of the club.

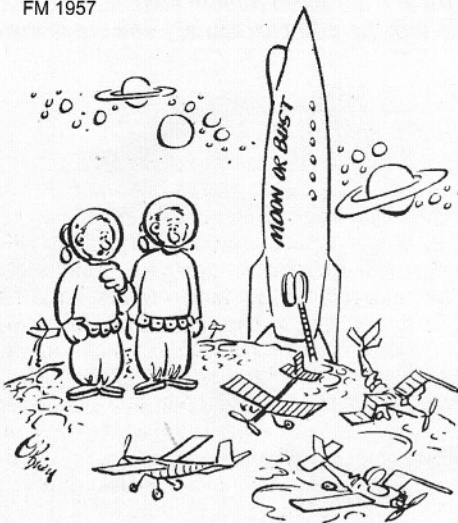
NEW BUSINESS. *Antique Flyer* - **Larry Kramer** discussed the article by editor **Steve Remington** in the last A/F and encouraged members to write an article about something they know about. **Andrew Tickle** talked about the good points of both the A/F and the web site. **Mike Clancy** encouraged those who fly at TOFFF to write down the activities and submit them to Steve to put in the A/F. Club Tee Shirts - **John Hlebcar/Mike Clancy**. Mike is taking on the project of getting SAM 27 shirts made. Flying Field - **Andrew Tickle** mentioned that we do not have a plan to replace the flying field if we lose our present site.

TECHNICAL PRESENTATIONS - Don Bekins gave a May slide show with pictures from club contests. Don also presented pictures of the Vickers Vimy replica that was built at Hamilton Field. In June, **Mike Clancy** presented The Joys of Soaring. Mike showed a Czech model that is three years old and obsolete but he still beats a lot of people. We used to build them out of balsa but those are not competitive anymore. This one is all molded - some people do build them themselves but you need to make a CNC mold to do it that costs about ten thousand dollars. This is a thermal duration airplane; variations of this are used for other classes of models. Mike discussed the different types of classes of gliders such as slope soaring (combat and racing), FAI, dynamic soaring (the record is now 238 mph), hand launch, tow line. There are antique, nostalgia (mostly all wood being designed up to about 1980), cross country, and R/C hand launch gliders. These newer models are launched with long shaft Ford starter motors that have been rewound and require 200 lb. Test line to keep from breaking. We used to use 80-lb. Test line and thought that was strong. The radios that these planes use are computer controls and are complex to set up. Mike tried to demonstrate but could not get it to work. So he talked about the different controls and how they interacted. One of the features on this airplane is the skagg which keeps the flaps from dragging on the ground

and keeps the wing negative so it won't bounce off the ground after landing and to stop quickly for spot landings. One of the groups Mike has been a part of that has been around since about 1972 is The League of Silent Flight (www.silentflight.org). It is a self-accomplishing program. It has five levels and is free, nobody checks on you it is on an honor system. There are five levels. Level I is easy consisting of a five-minute thermal flight and a fifteen-minute slope flight and five landings within a three-meter circle. That's pretty easy to do, just about anybody here can do it in almost any time at all. Level II gets a little more interesting. You need a fifteen-minute thermal flight, a one-hour slope flight, or a second fifteen minute slope flight on a different day, and ten landings in a one and half meter circle. That still is not too hard to do. Level II also gets you into competition, you halve to fly in at least five contests and you halve to place or have a so many points. Level III gets harder a thirty-minute thermal flight, two-hour slope flight, or a second thirty-minute thermal flight, a cross-country flight (1-kilometer goal and return). Level IV gets pretty tough, a one-hour thermal flight, a four hour slope flight or a second one hour thermal flight, a cross-country flight of two kilometers goal and return, and two places in contest with a total of 4500 points. Level V is the top level. It is rather difficult. It consists of a two-hour thermal flight; an eight-hour slope flight (no substituting another slope flight), a goal and return flight of ten kilometers, and have three wins in contests that have twenty or more entries (this is the hardest part of Level V). Mike started his Level V in 1977 and took him until 1997 to complete.

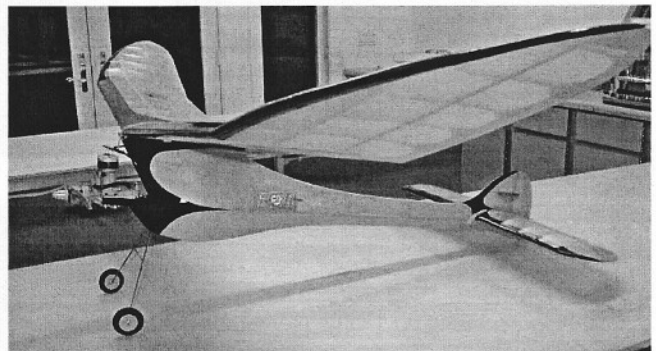
PRODUCT REVIEW - Richard Beck gave a talk on Receivers: Which one fits your needs? Richard has been dealing with different receivers and how complex they are. There are positive shift, negative shift, single conversion, dual conversion, PCM, PPM (which is standard) and the new high resolution which is going to be taking over PPM soon and there are five or six venders and none of them mix very well. So think of this when your new receiver doesn't work - you might not have the right one.

FM 1957

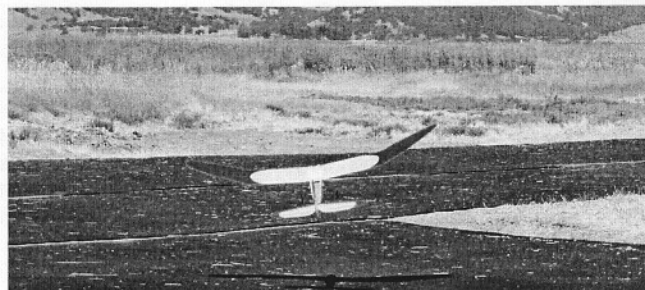


So that's where they all went!

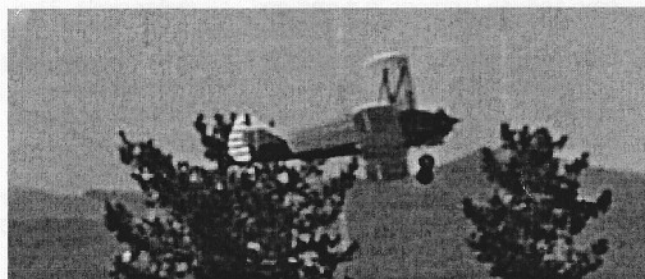
SHOW& TELL - Even though **John Carlson** is a builder he has seen how much fun the Tiger Moths are so he had to go out and buy one. He has only flown it once. The paint job was the easiest to do since it is camouflage and there is no need for masking. You get two colors and an airbrush and just go to it. John did a good job on the prop. It is a standard GWS orange prop that he used a furniture touch up pen to give it a wood color and the orange shows through a little bit to give it wood grain effect. It is a fun plane to fly. **Chuck G** brought in a model that he started building. It is a Gas Flea that he got the plans for off the Internet from Ken Horne's Home page (<http://www.ualberta.ca/~khorne/>). He has a lot of stuff from the *Flying Aces Magazine*. It is an interesting design. You use a broom stick to wrap some balsa around to make the boom then put some bulkheads on then plank it with balsa to form the fuselage. Chuck was going to enter it in a Free Flight contest coming up but it is so heavy and requires an ignition engine. He is going to try and lighten it up and convert it to Electric R/C. The main reason he brought it was to get some advise on setting up the twin rudder for R/C. **Lynn Price** showed a canard Quack. It was built for a Pee Wee 20 event. **Bud Romak** brought an Old Time model, a Go-Getter. Designed in 1940 it is an Albert Weather's design. This is the **fourteenth** (*Editor: A record?*) one that Bud has built. This design has defeated Bud but this time he will succeed. It is an unusual design. It has a swept forward wing. It is powered by a diesel. The problem is that they Dutch roll but Bud has increased the rudder. It does have a very good glide. **Don Bekins** showed a Forster .99 which is the next oldest to the Brown Jr. It is one of the larger production engines built about 1936. This engine runs with an 18x8 prop at 4500 rpm, with a 16x8 it runs 4500 rpm, with a 14x8 it runs 4500 rpm so you might as well put an 18x8 prop to get the most thrust. Don is taking this engine to the Europe for the European SAM Champs. A friend of Don's has a Powerhouse with a Forster .99 that the engine doesn't run very well, this one runs real well so he is going to use Don's. **L.J. Silverman** brought in a new model. It is built with old campaign signs he used when running in a local election and a gutter down spout. (!) He hasn't flown it yet. Power is a PJS external rotating can brushless motor. It puts out 35 ounces of thrust and weights 3.5 ounces.



E-mail Show & Tell. **Larry Davidson's** new Foote Westerner with a Shilen .19, the "B" Westerner. A free-flight. It is covered in Polyspan with yellow dye with a bit of orange. Randolph Butyrate dope. Larry uses this finish on all his free flight models. You may see this at SAM Champs.



John Carlson's all-electric Airborn gracefully lifts off from the Lakeville "runway" on July 15th.



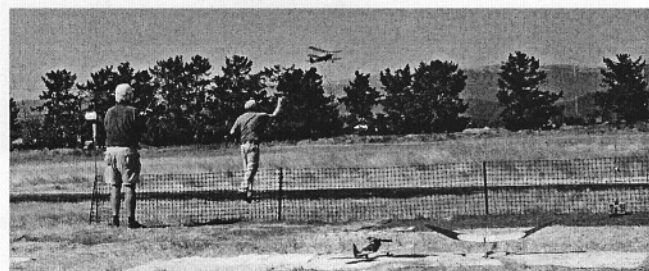
Andrew Tickle's PT-17 brushes the greenery at Lakeville TOFFF on July 15th.



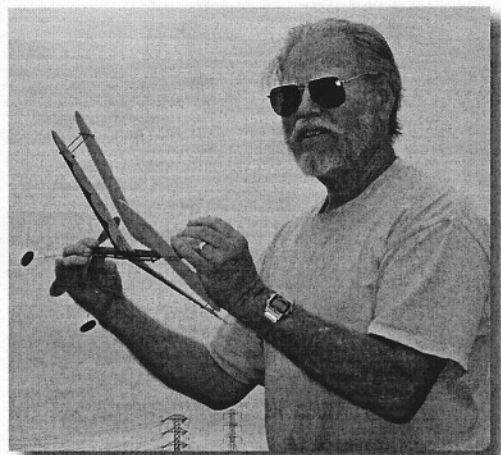
Don Bekins with his Pacer at recent Lakeville TOFFF.



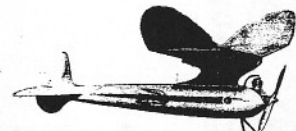
Dick Irwin's attractive Airborn soaking up a few rays. Notice that the pilot can actually see out of this ship.



Andrew Tickle launches his Tiger Moth at July 15th TOFFF.



Ed Solenberger with his old design stick model that he is developing with a friend.



Antique Flyer

Summer 2 2004

MINUTES FOR SAM 27 BOARD OF DIRECTORS MEETING

A board of Directors meeting was held on 7 July 2004 to discuss the following:

1. A dues increase to build a fund for new flying field acquisition when needed.
2. Revision of the membership structure to promote the growth of Old Time Model Flying.

The following Board members were in attendance:

Andrew Tickle	- President	John Dammuler	- Treasurer
Richard Beck	- Vice President	Ed Hamler	- Contest Director
John Hlebcar	- Membership Secretary	Don Bekins	- Advisor

Old Time Model Definition for Membership Purposes

Eligible: All Free Flight models built by the member, except Hand Launched Glider (HLG). There is no age limit for the design. The model may be a glider, or rubber, CO2, gas or electric powered.

Eligible: All models replicating models or full size aircraft originating 50 or more years ago. This includes all SAM competition legal and Nostalgia models. Radio control may be used.

Not Eligible: Almost Ready to Fly (ARF). ARF's require assembly, not building. Also prohibits Ready to Fly (RTF) and Ready to Cover (RTC) models.

Old Time Flyer Membership Requirements

Calendar Year 2005

Member has built an Old Time Model since 1 January 2000, and flown it at a SAM Club Field or Meet.

Calendar Year 2006 onwards

Member has built an Old Time Model during the previous calendar year, and flown it at a SAM Club field or meet.

OR Member has been an active Old Time Flyer and now and chooses to be a Mentor.

All years

Member is currently serving the Club as an Officer, Webmaster, Editor or other position agreed by the BOD.

DUES and INITIATION FEES			
Membership Class	Initiation	Annual	Comments
Regular Flyer	\$50	\$100 Prorated*	Typical for region
Old Time Flyer or Mentor	\$0	\$25	Inflationary increase
Newsletter Member	\$0	\$20	Newsletter only
Junior Old Timer (10 thru 20)	\$0	\$15	No change

* The \$100 Annual dues for Regular Flyers will be Pro-Rated as follows:

Q1	Q2	Q3	Q4
100.00	\$75.00	\$50.00	\$25.00

Signed Ed Hamler by Ed Ed Hamler Dated 7/21/04

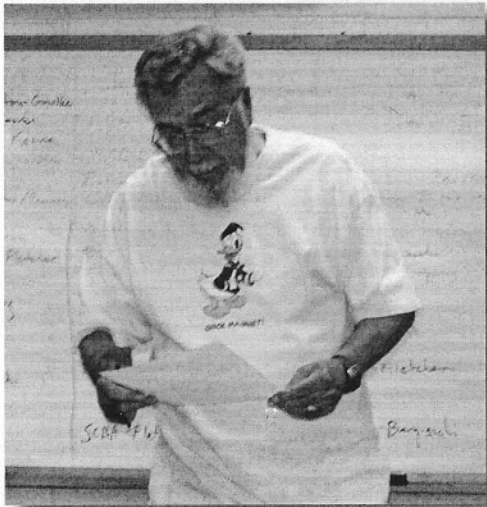
Signed John Hlebcar John Hlebcar Dated 7/21/04

Signed John Dammuler John Dammuler Dated 7/21/04

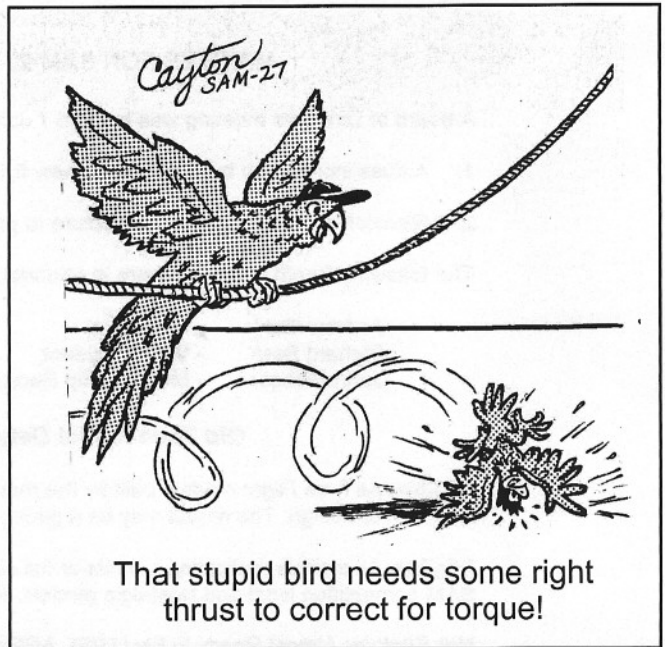
Signed Richard Beck Richard Beck Dated 7/21/04

Signed Andrew Tickle Andrew Tickle Dated 7/21/04

JOHN HLEBCAR EXPLAINS NEW DUES STRUCTURE AT JULY SAM 27 MEETING



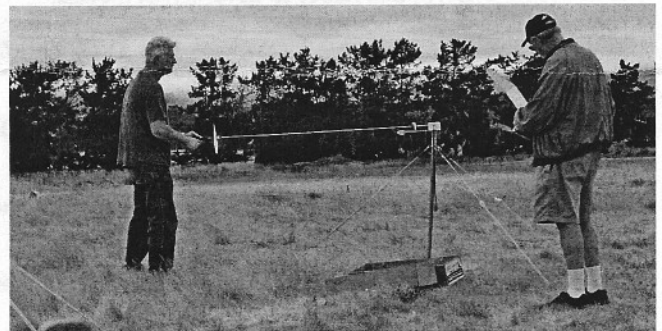
And yes, that's Donald Duck reading the minutes of the Board Meeting (see Page 5) along with John.



AMONG THE MODEL MAKERS



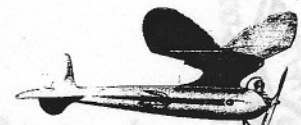
Loren Kramer shows the elastic-powered P-30 that he flew at the Club's Rubber Meet on July 24th. The photo below by Larry Kramer shows the July 22 TOFFF flightline.



Putting in that last few turns at the July 24th Rubber competition at Lakeville.



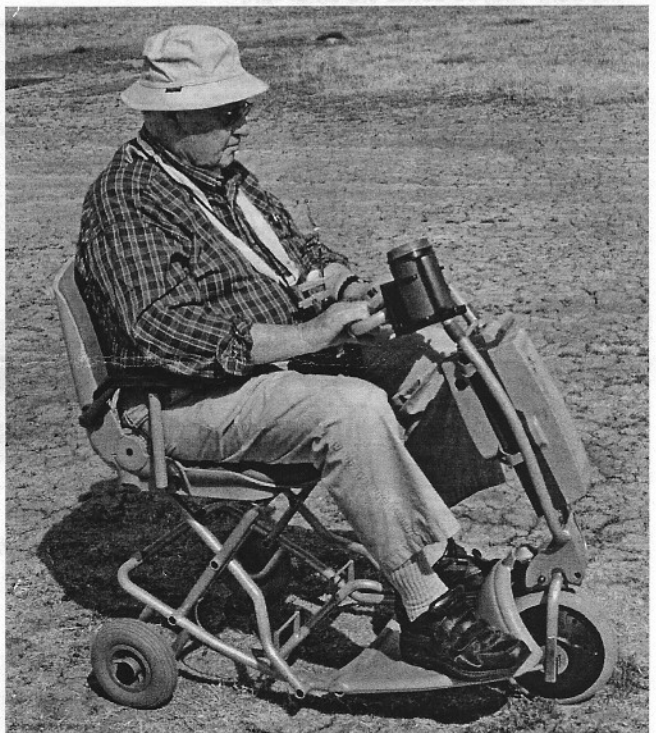
Bob Andrews and his electrified Zipper - what a gorgeous model! And finished in green and white. The rudder marking is particularly striking.



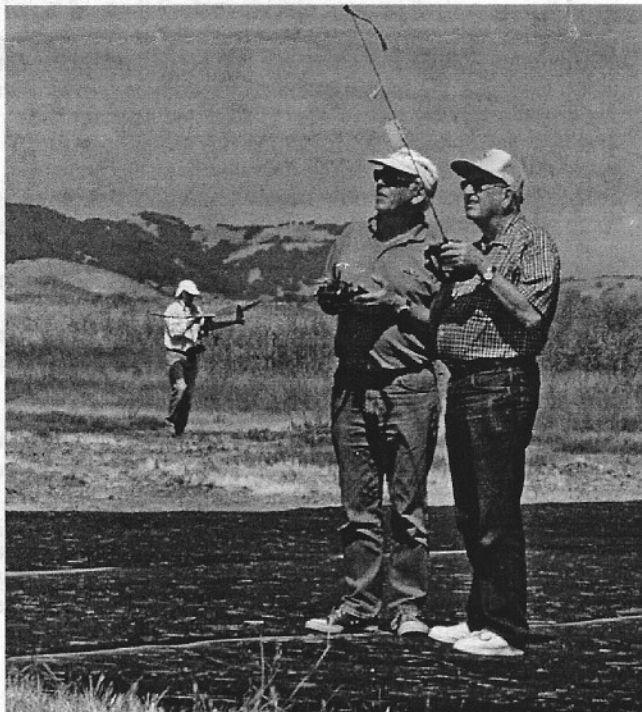
Lakeville heroes. **Hap Miller and Mike Sidwell** who did most of the work on the new runway. Many thanks from all the TOFFF flyers!



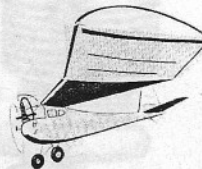
Park Abbott takes a seat in the spectator's section as Lakeville flight action heats up.



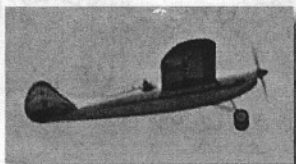
John Carlson at warp speed in his nifty "Featherlite Mobil Chair".



Andrew Tickle and Bob May - something has their attention and it's above the horizon.



● Oddity: Buzzard Bombshell



Ed Hamler's flight line with an Airborn and Mercury.

Antique Flyer

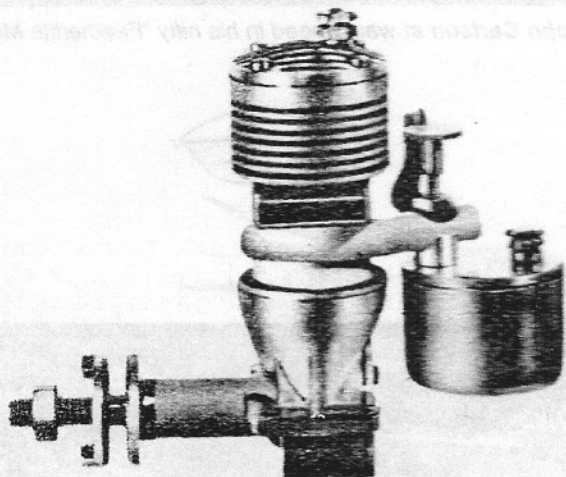


Some odds and ends. You are invited, make that encouraged, to contribute your bit to this box of scrap. Otherwise you're just going to get what ever loose end drops out of the box. Maybe some old timer fun.

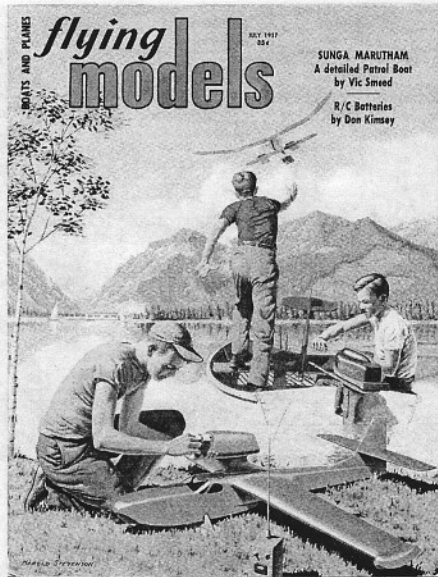


Remember "Bunny" from the Flying Models "FIXIT WRIGHT" cartoon? This is December 1957. It may explain why you started building model airplanes.

MYSTERY ENGINE



This engine looks older than it really is. It represents a "first" but it didn't catch on. Not a modern appearing engine but this is from a June 1949 *Air Trails* ad.



Does this 1957 cover remind you of FFFF?

TECH NOTE from JOHN CARLSON. Did a hard landing bend the prop shaft on your electric motor? If so, all is not necessarily lost. Here is a method of straightening which often works. Chuck the shaft in a drill press and rotate manually. Because the length of the motor body is greater than the shaft length the runout is amplified and its magnitude and direction is easily seen. Grasp the motor body and apply force in the appropriate direction to straighten shaft. Rotate again manually, note runout and apply straightening force again. Repeat as necessary until runout is negligible.

TECH NOTE from Aerobatic Aces, Three Rivers, Michigan. Holes for wing dowels. A standard scenario for installing holding dowels in the leading edge of the wing is to put the wing in place on the fuselage, mark it through the pre-drilled holes, remove it, and drill for the dowels. The problem is when you drill, the drill bit "wanders" slightly and the alignment is off. Solution? Use a piece of brass tubing as a hole saw. Cut teeth in one end and glue into a piece of hardwood for a handle. Now you can start the hole with the wing in place. Pushing and twisting the tubing allows you to cut right through balsa and even light plywood with little effort. Put a small piece of dowel in your first hole so the alignment stays accurate for the second hole. Note: A longer piece of brass tubing, with teeth on the end, can cut nice holes in the aft fuselage for nyrod exits.



Girlie!

MORE SCRAP



Talk about a scrap box! This is your editor's shop. Now if I can show you this mess, then certainly you can send me a picture of your building area. This is a corner of my oversize one-car garage, but it works just fine. I gotta quit building!

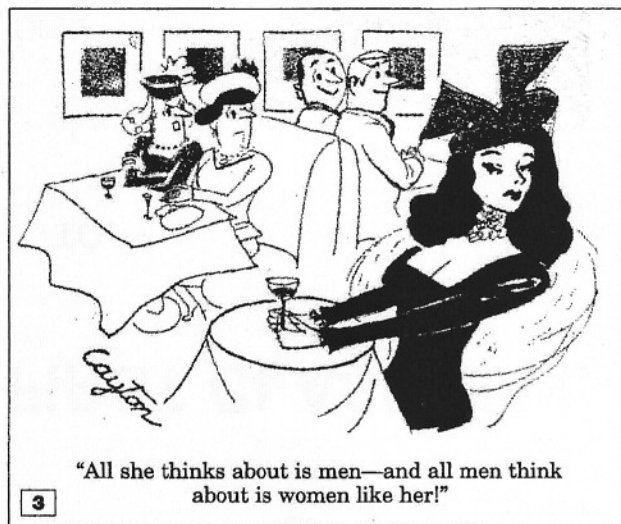
A note from **Earl Cayton**. "I noticed the picture of Jerry Rocha and his Jim Walker Firebably in a recent AF. This brought back an old memory. I was an instructor pilot in F-86 and F-84 fighters at Portland, Oregon Airbase during the Korean War. **Jim Walker** had his home and American Junior model plant in Portland and was active in the local club. The first *Firebably* that I saw was when Jim showed up at our control line circle with a half dozen of them and he proceeded to fly three at a time! (I wouldn't even try to fly two at a time!) He flew two with a handle in each hand and another with a third handle fastened to a helmet on his head.

"The undercambered airfoil was mentioned in the AF. All of the *Firebabys* that I saw Jim fly had a symmetrical airfoil formed by gluing two cambered prefabbed wings together and removing the dihedral for inverted stability.

"Jimmy was probably the father of prefab (ARF) models. Jim told me that he started the American Junior company in the basement of his home in the late 1920s. He was soon selling 10-cent to 25-cent (money was much different in those days) hand launch profile gliders, catapult gliders and rubber powered stick models which took 2 to 5 minutes to assemble. These were sold all over the country in hobby shops, five and dime stores and markets. Walker became famous when he patented the name "U-control" and produced the prefabbed U-control *Fireball* kit which most modelers learned to fly on in those days. Jim was planning a large line of R/C ARF models when he died of a sudden heart attack in the mid-1950s. A really nice guy - a shame that he died so young - a real modelling pioneer." *Editor: Many of you will recall that Earl designed many U-control models, some of which were featured in model magazine articles. See some of Earl's early cartoons next column.*



Those pesky Moths are everywhere!



Cayton



Earl Cayton cartoons. A recent Church of God international newspaper ran an article about Earl's cartoons which ran in many magazines in the 40's and 50's. Number 3 above is a typical example; it ran in *Colliers* and 4 was done for **Bill Winter**, editor of *Air Trails* and *Air Progress*. Earl says that Bill liked it and it appeared many times in his editorials.



COMING UP. 1/2A Texaco Frank Ehling Postal Competition in October 2004 sponsored by SAM 600 (Australia). Fly on any day from October 7th to 20th. More info by contacting **Chris Lawson**, email chrida@iprimus.com.au.



AMBROID ALERT! California is doing it to us again. The Air Resources Board has mandated that Ambroid-type liquid cement can only be sold in 1 oz tubes which last me about two microseconds and cost 2X what the 3.2 oz size runs. It has acetone in it yet I buy acetone by the gallon! I'm importing the large tubes by routing through a friend in Oregon. www.ambroid.com



You might enjoy browsing your editor's website, www.collectair.com. A Vintage kit page and two annexes have some old wood kits with pictures and some history that you might find interesting. This is collector stuff so prices run steep - definitely not old timer builder stock! Do you have anything to put in the "Model Trader"? Send it in.



AMA Chapter #108 OFFICERS

President

Andrew Tickle (707) 773-3857
723 Vanessa Way
Petaluma, CA 94952

Vice President

Richard Beck (707) 938-9765
20091 Broadway St.
Sonoma, CA 95476

Secretary

John Hlebcar (707) 252-8482
201 Foster Road
Napa, CA 94558

Treasurer

John Dammuler (707) 462-1311
301 Empire Drive
Ukiah, CA 95482

Contest Director

Ed Hamler (707) 255-3547
3379 Crystal Court
Napa, CA 94558

Official Photographer

Larry Kramer (415) 924-3068
36 Olive Avenue
Larkspur, CA 94939

Editor

72245.747@compuserve.com
Steve Remington (805) 560-1323
1324 De La Vina Street cell (408) 828-2910
Santa Barbara, CA 93101

RECORDING SECRETARY

Loren Kramer (707) 763-9170
1513 Sierra Drive
Petaluma, CA 94954

July 24th bid a chilly welcome to a smaller than usual group of RUBBER contestants. Our normal contingent of Junior flyers was absent due to the fact they were preparing to attend the AMA Nationals with **Rocco Ferrario**. The weather gradually warmed up and thermals were eventually available to all. I got my perennial 2nd place trophy in .020. One of these days all of the .020 guys will show up and I will really have to fight for it. **Jerry Rocha** did another outstanding job as CD for this annual event. Congratulations! **John Hlebcar**.

CONTEST RESULTS

OLD TIME SMALL RUBBER

NAME	TOTAL
Ernie Johnson	360
Ding Zarate	354
Sterling Davis	353

P-30 RUBBER

Ding Zarate	360	Ed Solenberger	211
Ernie Johnson	315	Loren Kramer	210
Jim Muther	302	Lynn Price	173
Juse' Pinto	256		

.020 REPLICA & 1/4A NOSTALGIA

Sterling Davis	316
John Hlebcar	175

HAND LAUNCH (CATAPULT) GLIDER

Jim Muther	291
Lynn Price	151
Jim Muther	112

Antique Flyer

201 Foster Road, Napa, CA 94558

Summer 2 2004



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



FIRST CLASS MAIL

TO:

Expires Dec 2004
MIKE SIDWELL
6627 VISTA GRANDE DRIVE
SANTA ROSA CA 95403

40341374 27



08-25-101-905 91