

Antique Flyer

AMA Chapter #108

Fall 2004

Issue 243



CHRISTMAS PARTY PAPAS' TAVERNA DECEMBER 4TH

Mark your calendars for Saturday, December 4th, 11:30-4PM. Once again we will meet at Papa's Taverna, 5688 Lakeville Highway, Petaluma to usher in the season in their downstairs ballroom - Please park in the lower parking lot. Your choices for entrees this year are:

CHICKEN SHISKEBOB - Chunks of Chicken with Vegetables on a skewer, or

KEFTED SHISKEBOB - Greek Meat Balls (made with ground chuck) with Vegetables on a skewer.

All entrees will be served with a tossed green salad (Feta Dressing on the side), rice pilaf, fruit, and dinner rolls. The cost will be \$16.50 per person, which includes food, tax, and gratuity. The club will pay for coffee - all other beverages are "no host". We will have the usual **White Elephant Raffle** (Participation Optional). The Regular Raf-

file of Mostly Non-Modeling Items will be offered this year if Joanne and I can find time to do the shopping - no other volunteers were found to take on this task. **Please contact John Hlebcar** at (707) 252-8482 not later than Friday, November 26th to make your reservation and menu choices.

PLEASE PREPAY (Make checks payable to SAM 27) - GET YOUR RESERVATIONS IN NOW!

SAM 27 MEETINGS

We had one guest at the September meeting, **Nick Shoemaker**. **John Dammuler** brought his girlfriend's son. Paid memberships for 2004 total 110 as of the October meeting. **Richard Beck** ran the October meeting in the absence of **Andrew Tickle**.

Oakland Cloud Duster Members — **Jim Gerard**, **Bob Meuser**, and **Stu Bennett** — have passed away — We will miss them all.

OLD BUSINESS. **Mike Clancy** has the Club Tee Shirts and they are for sale at \$12.00 each. **John Hlebcar** - Permission was asked to purchase ribbons for the Crash and Bash. It was OKed. Trophies — **Ed Solenberger** had a cabinetmaker fabricate some plaques to mount the variable pitch props we have. These are made of walnut and mahogany. This makes a very unique award. The total cost of these is just under \$10 a piece and to keep the price down Ed handed out the plaques for us to finish and bring back so the props can be mounted on them. These trophies are to be awarded to SAM 27 members.

John Hlebcar has been getting some letters regarding our new dues structure. Not everyone is happy. Surprisingly the ones that are not happy say the dues are too low. They have been classified as newsletter only and want to be regular members. Some have even called so John is putting them back up to full membership.

Don't forget the 20 Nov **SAM 21 COLLECTO** at the Campbell Community Center.

NEW BUSINESS. 2005 Officer Nominations — **John Hlebcar** said that it's a little early to talk about nominations; we usually railroad people through at the end of the year. John ran across the badges of all the offices he has held (two feet) and announced he was **retiring** at the end of the year. John will still do the annual Christmas party. Hurrah!

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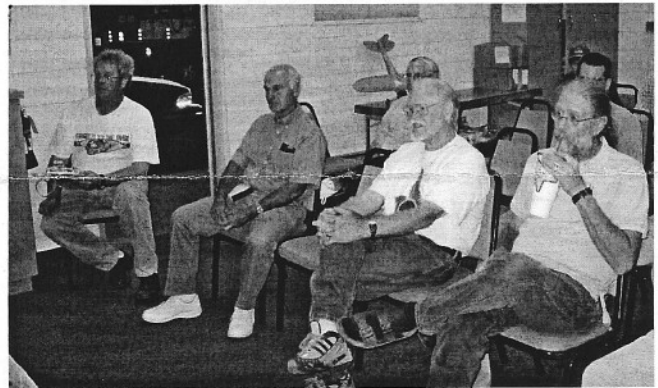
(Continued) **Jimmie Allen Postal** — **Jerry Rocha** got the results back for this year's Jimmie Allen Postal contest and we were bridesmaid's again this year by 21 seconds. The winners are the Cactus Squadron from Arizona with 1,031 points, SAM 27 with 1,010, the Saint Louis bunch with 941 points, the Thermalers from Saint Louis with 867 points, the Canadian bunch 822 points, the Pensacola F/F team 625, the Wichita Kansas bunch 577, the Cloud Busters from Detroit 515, the Utah State Aeromodelers (the number one flyer is **Dick Irwin's** brother-in law), the Old Time Eagles from New Jersey 434 points. The day started out horrible with no air but ended up with some good times.

1/2 A Texaco Postal — At the September meeting, **Richard Beck** decided to have it on Thursday October 14. **Mike Clancy** mentioned at the October meeting that he had lost track of the 1/2A Texaco and suggested we come up with a program to e-mail announcements to all the members. They work pretty well of reminding people of things coming up. Other clubs use this type of e-mail and works well. Turns out that there was no turnout.

CRASH & BASH — **Don Bekins** reported that almost 50 people signed the sheet. **Loren and Miriam Schmidt** did a delectable layout of food on Friday night and each day there was a BBQ for lunch consisting of hamburgers and hot dogs. The first night was Lasagna and salad and another dinner on Saturday night. The weather was perfect, 70 to 75 degrees, no wind and thermal activity and everybody flew and had a wonderful time. It wasn't heavy competition and everybody enjoyed themselves immensely. People came from long distances; everybody got to meet **Sal Taibi**. He is now an honorary member of SAM 27 and also got a TOFFF badge and wears it with pride. The raffle prize, which was a back and forth flyer, was flown several times. **Steve Roselle** won it and flew it and then gave it to **Loren Schmidt's** grandson. Next years Crash and Bash is going to be a big one. It is going to be the weekend before the SAM Champs. The Italians (6), the Germans (4 or 5), and six people from Australia are coming. It is going to be the first weekend in October.

TOFFF REPORT — **Andrew Tickle** reported that **Don Bekins** has been flying a different Old Timer model every Thursday. So far he has flown an Ethy, a Hayseed, a Pacer, and he has more to fly. It has been going very well now and scary safety things are very rare. It makes it a lot more enjoyable. A new event was tried, a Glide & Glide Contest. Everybody followed Don Bekins up to altitude and shut the motor off and the last one down is the winner. The only problem was that it was windy but everyone had a good time. There has been a problem with frequency control. If you start flying before the frequency pins get there be sure to get one when they arrive and if you fly after they arrive check to see if someone isn't flying on your frequency before turning you radio on. You should also make sure your channel number is on your transmitter antennae. In October, **Richard Beck** said that the field is getting a little wet. It is not advisable to drive on the field. We have had a fabulous summer so just fly off the road. 1/2A Texaco was

scheduled for October 14 but there were no participants. From now until next year, Richard is going to try to get people interested in this event.



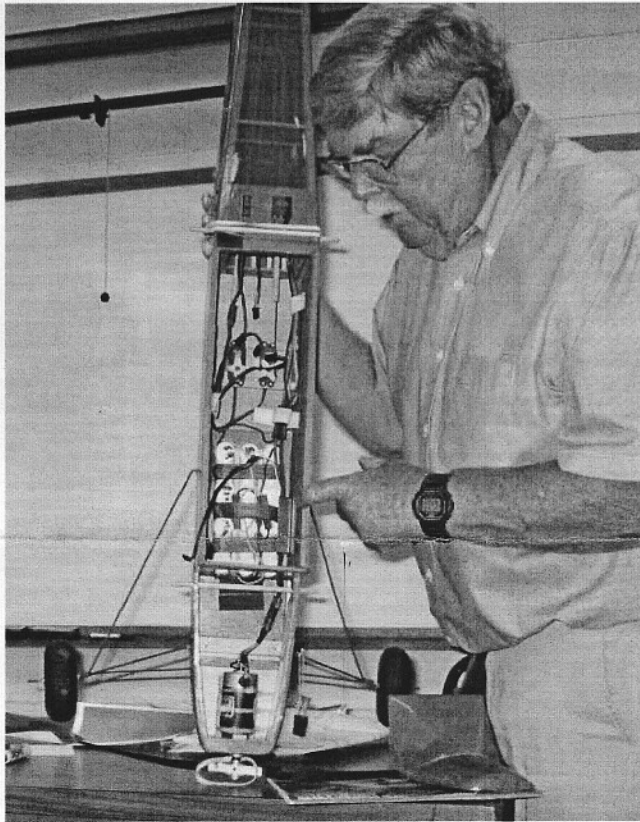
September SAM 27 meeting.

SHOW & TELL. **John Carlson** showed a Department of the Army Field Manual for radio controlled airplane targets dated July 1957. It is a kick to read. It lists all the people needed to keep a plane operational. The organization has a detachment commander; he is a Lieutenant and everyone else is enlisted. 1 target airplane controller, 1 target airplane launcher, 2 gyro and automatic pilot mechanics, 1 senior radio mechanic, 1 senior target airplane mechanic, 2 radio mechanics, 1 target airframe mechanic, 1 target airplane mechanic, 1 parachute packer, 1 supply clerk, 1 target airplane mechanic helper and an administrator specialist, about 15 people. These planes weighed about 320 pounds and flew at 220 mph. There was two ways to launch the airplane. It could be catapulted from a ramp with jato assist or tethered to a pole and when it reached flying speed it could be released.

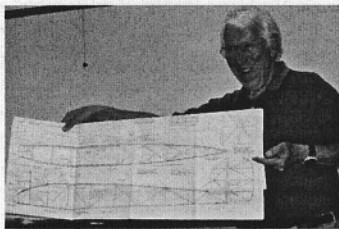
Mike Clancy showed a low tech electric Dallaire built by **Carl Tulp**. This is the original size, 108" wing span. An Astro Flight 40 motor powers it; the flight pack is 27 c-cells. Mike was going to fly it tomorrow but when he was assembling it

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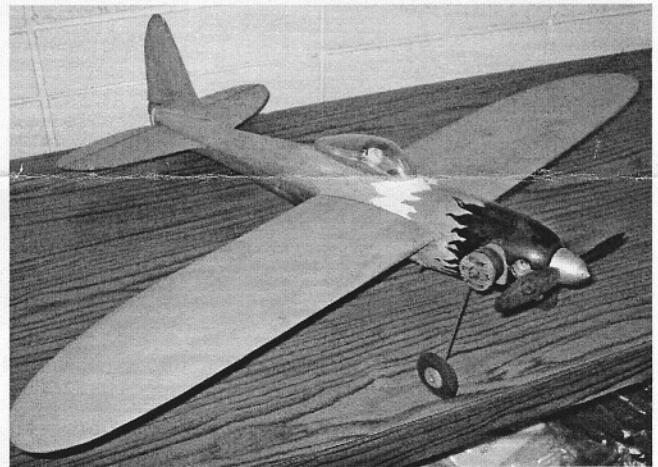
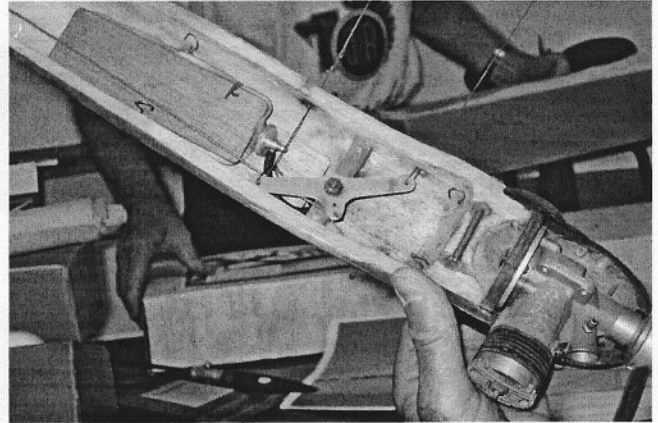
(Continued) in the parking lot a gust of wind hit it and broke the rudder off. Karl said he wasn't flying it and needed room in his garage and offered it to Mike, it was an offer too good to refuse. This is big heavy Old-timer. It is covered with monocoque and it has a speed control with no bec; hence the separate battery for the radio (see below).



Andrew Tickle brought in the plans of a 1/2A Texaco Scale model he is building. It is an English Electric Wren. It was built in 1923 for a series of duration contests. It's pretty much like a glider with big rudder and tail. The pilot sits in the front with no windshield and the motor sits in a pylon, a two-cylinder motorcycle engine putting out 3.5 horsepower. It probably had a slow climb as you looked for thermals. This is a Bob Hartwig partial kit. Andrew is building this for electric power with a Tiger Moth engine (probably scale power) if that doesn't work he has a little brushless motor (a rewind CD motor). Andrew is showing the plan below.



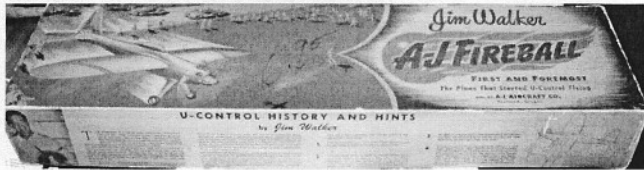
Jerry Rocha brought in a Super Stunt Fireball. It has a symmetrical airfoil and was a better flyer than the original. The photos below also show the interior with a balloon pressure tank and the O.S. Max 29 engine.



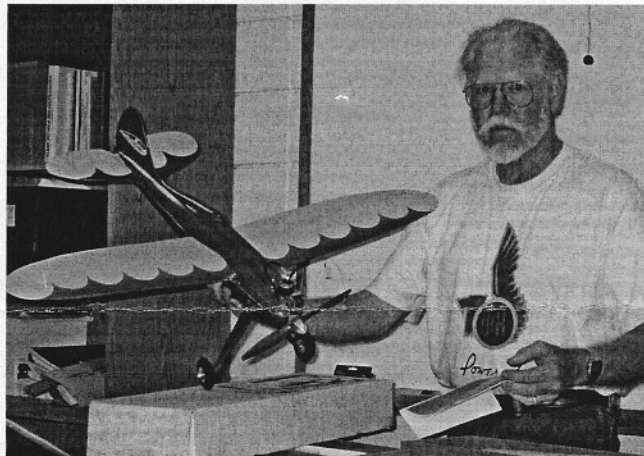
TECHNICAL PRESENTATION — AJ Fireball. **Ed Solenberger** and **Steve Jensen** (who did all of the grunt work) have been working on reproducing the AJ Fireball U-Control kit. When Steve saw the Fireball he got very excited and said we need to make a kit of this. Ed called **Frank Macy** and discussed what he wanted to re-kit the Fireball and wanted to get his permission and his say so on the kits and also purchase parts and packaging from him. The first call Frank did not seem too interested but the second call he was very interested. In return Frank has given full cooperation in development of the kits. Ed showed where they started, that is a kit purchased on EBAY (they were going for way over \$400 for a good kit). They took the original fuselage that was carved balsa and reproduced it in fiberglass. You can find info on these kits and other AJ products at www.americanjuniorclassics.com. Ed unpacked one of the kits and showed its high quality. There are very good instructions with pictorials for building. Some of the furnished items are a fuel tank, vintage wheels, decals, a pin, laser cut parts, a very close reproduction of the wing guide, and original

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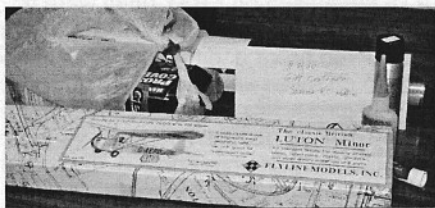
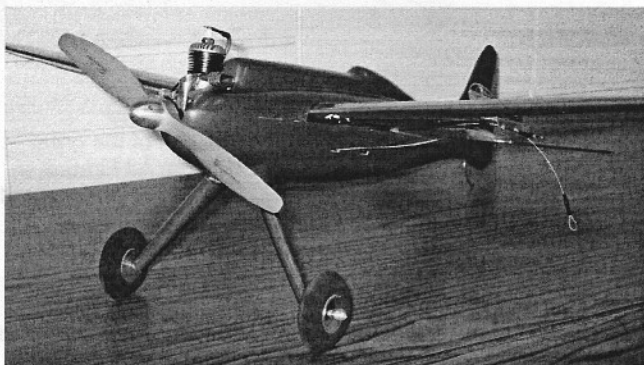
(Continued from Page 3) landing gear wire. They fly very well and are stable. Ed also has O&R .23's available to purchase to go in the model and he also has some U-Reely control handles. The Fireball goes for \$199.95, the engines go for \$50 and the control handles for \$40.



An original Jim Walker A-J Fireball kit.



Ed Solenberger with his reproduction A-J Fireball built from his new kit.



Some of the nice raffle prizes which usually includes a gift certificate for Sonoma R/C Hobbies by owner Richard Beck, club V.P.

SAL TAIBI GETS TOFF'D



Veteran model flyer and designer, Sal Taibi, receives his TOFFF badge from Don Bekins at the Crash & Bash.

LAKE HENNESSEY ACTION

Andrew Tickle's Nov. 5 report: The promised great weather arrived. Why did we get such great weather? Because we deserved it. All the planes flew well. **Hap's** Swizzle stick flew for probably the hundredth time. By now it certainly has more hours on Lake Hennessey than any other plane. When it finally wears out Hap will presumably bring out his Sea Monster (it's like a Super Seamaster).

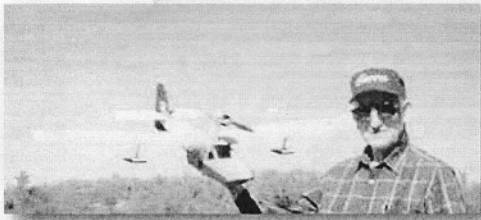
Dick is taming his highly modified Aqua Star. He has extended the spray rails aft, and tried several wing float positions and angles. By restraining the power to 50% during takeoff Dick gets arrow straight takeoff runs. However if a float touches the water the plane does a quick 360. Dick has been bombarded by so much (expert?) advice that he has to go away and figure out what he really wants to try next.

Andrew's 9 pound Walrus now has a tiny step, Tip floats on legs replace the Seamaster floats. The tip floats are both in the water when at rest. During takeoff they both rise clear of the water as the plane rises on to step. On landing, the massive engine stopping spray is avoided by slowing the plane down to a nose high attitude. It then settles on to the step with no spray at all. During attempted knife-edge flight with the Walrus, half of the stab sheared off. Scary -- but no problem. It landed normally and taxied back to the ramp. How big a stab do you really need anyway?

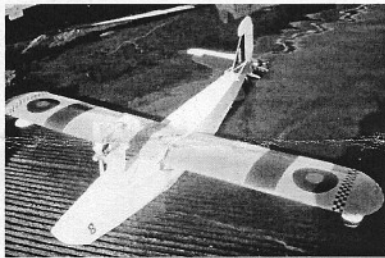
Steve's Super (aileron) Miss 2 was a great success. At our field, Miss 2's usually look like they fly too hot. Steve's Miss

(Continued) 2 with pontoons of Polish extraction appeared to fly in an extremely stable manner, at a scale-like speed, with plenty of reserve power. The water stability on takeoff and landing was impressive. We all agreed. It flies better with floats.

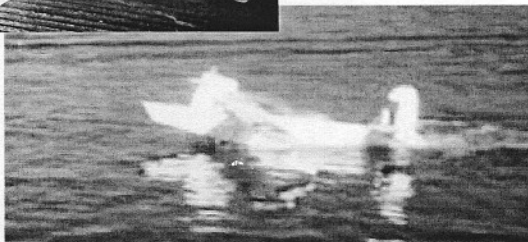
Next FFFFFFF. Thanksgiving pre-empts the usual last Friday of the month. So we have a choice of Fri 19 Nov or Fri Dec 3 (or both). Let's wait and see how the forecast looks.



Dick Irwin with his Aqua Star at the lake.



Andrew's half-stab Walrus, at anchor and taking off.

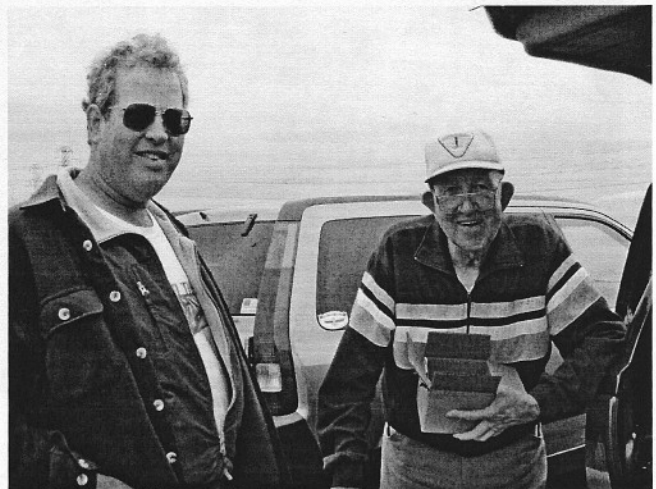


Hey Dick! There's no water here. Notice that the tip floats have been removed.

MEMBER'S SHOP



Terrific! A SAM 27 shop that rivals your editors "neatness" as exhibited in issue 241. The owner of this omnigatherum of pure model stuff tried to be anonymous, but I highly suspect that Mike Clancy can be found working here. OK, the rest of you - submit a pic of your favorite balsa haunt.

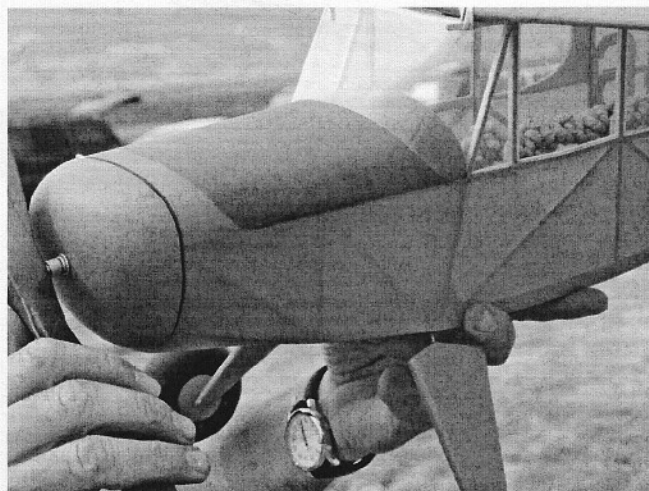


PHOTOGRAPHER RETIRING. Loren Kramer, on the left, is the club recording secretary. His dad, Larry Kramer, on the right has been our "recording photographer" for a number of years and has been consistently timely in providing activity photographs for the *Antique Flyer*. The club, and the editor, bestows a **BIG THANKS** to Larry for his digital effort. Mike Clancy has stepped up and has provided most of the photos which are in this issue - we look forward to Mike's lens efforts in the future.

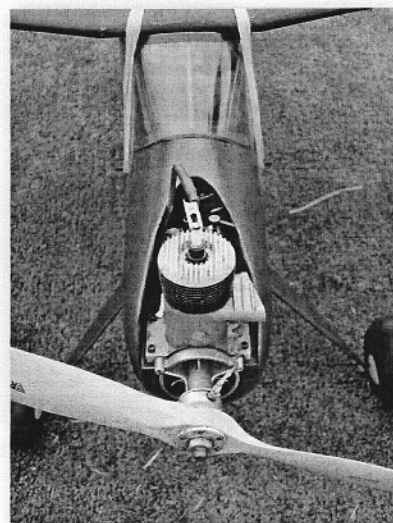
Models



Gayle Wagner with his 54" scale-like rubber ship. Sixteen strands of 3/16" rubber, with a gross weight of 298 grams. Looks superb in flight doesn't it? An exciting project.



Ed Hamler prepares his nifty Scientific Mercury at a Lakeville TOFFF session.





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PRESIDENT'S PROPWASH



THANKS FOR UNDERSTANDING

SAM 27 now has new dues and membership categories. Most of our members readily understood and endorsed the changes made by the Board of Directors. I have even heard some of them patiently explaining to other members. The problem was not the changes but the way they were presented to our membership. Some saw it as a power play by the Old Timers to fine members who did not conform.

As a (non voting) member of the Board I accept responsibility for this misunderstanding. So let me tell you exactly what happened.

Resolution #1, The New Field Fund. There were actually two resolutions. The first was nothing to do with Old Time Flying. It was that we should establish a fund for negotiating (when the time comes) a lease or purchase of a new flying site. The money for this was to come from membership subscriptions. The subscription was to be raised from the previous very low level to the typical level for local area clubs (e.g., Wine Country, North Bay RC, etc.). Specifically from \$15 to \$100 a year. The pre-vote poll of the members was 100% in favor. The Board's vote was unanimous. Clearly, to anyone interested in the continuity of the club, this fund is essential.

Resolution #2, Old Timer Membership. The Charter. SAM 27 was founded 30 years ago, as an antique model flying club. It is also the 27th chapter of the international parent organization, the Society of Antique Modelers (SAM). The club's charter is not concocted by our own Old Timers. It is (word for word) the one recommended and supplied by SAM. It says (edited) that SAM 27 is a regular model aircraft club with Old Time Flying and its promotion as the primary interest. SAM 27 has never dictated what models should or should not be flown. In fact one of the attractions of our field is wide variety of models flown there.

The skills and craftsmanship of building are common to all types of Old Time Flying. Yet the industry is furiously pushing ARF's. It makes vastly more money than selling balsa sticks. Editors allow such blatant comments as "This (ARF) relieves the flier of the onerous task of building". It is not surprising that new fliers in the club are hesitant about building.

The SAM 27 Board knows that there is satisfaction, reward, joy and pride in building and craftsmanship. It passed (unanimously) the resolution creating the Old Timer Membership Category, and also the Mentor category, as incentives. The Board is simply (and courageously) doing its job.

The Minutes. John Hlebcar prepared the minutes. He did a masterful job of condensing everything on to one page for

the *Antique Flyer*. This was the version that we all signed off for release. As a non-voting member I am supposedly emotionally isolated from the outcome. But I failed to notice that the results of the meeting appeared to be a single resolution, rather than two independent ones. What I should have done is realized that the condensed minutes could easily be misinterpreted. Then I should have insisted that we took two pages (or whatever it took) to present the two resolutions in detail so that there was no possibility of misunderstanding.

Back to Common Sense. I am a natural skeptic. Suppose that those same published minutes were the first place I'd heard of these changes. I too would probably thought there was something very fishy here. My reaction would be to get hold some of the guys and get an explanation. But suppose instead I was so mad I called my lawyer. "My club's discriminating against me. " What would he (probably) say?

He would almost certainly point out that SAM 27 raises its operating expenses by offering annual membership subscriptions of various categories. Some are incentive sales. Perfectly normal, ethical and legal. No Supreme Court issues here.

Incentive sales. What does he mean? Suppose you're going through the weekend papers trying to get the best deal on a new car, a mortgage or just lunch. Over and over again other people are getting better prices. Why? Because of incentives (discounts) to students, first-time buyers, senior citizens, etc. Just like these people had special entitlements.

Now suppose you are a would-be Old Time Flyer. What kind of entitlements is SAM 27 going to throw at you under this new scheme of things? The answer is nothing. You make the first move. You spend your good money on kits, plans or materials. Will these old farts calling themselves Mentors really help you when you get hopelessly stuck? Will this thing ever get finished? There's too much riding on it already. Will it really fly and qualify?

The answer to all these questions is absolutely Yes. But it takes real determination to complete your first flying model. Eventually, the following year, as a qualified Old Timer you get an Old Timer rate. This will partially repay the cost of your plane. To get it again the next year you have to repeat the cycle.

So where's the Free Lunch? So where are the freebies? Where's the discrimination? Where are the entitlements? I'm still looking. Any new flyers qualifying as Old Timers, apart from the pride of accomplishment itself, they deserve our congratulations and respect.

So where's the free lunch? **It's on me.** We'll celebrate at Papa's Taverna.

Are you with me so far? If so, you must be a real stickler at sorting through BS. To me that's just part of the job. If you like doing that too, then you will like this job. Think about it. This job gets done much better by people who like doing it,

Continued on Page 8

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(Continued) than by people who don't.

SAM 27 management has done many things this year: a workable Safety Code, a runway, a Student Pilot Program, a New Field Fund, and Membership Categories. You may think they did the right thing, the wrong thing, or the right thing in the wrong way.

A year from now a new set of officers will be selected. The term needs to be shortened so that all active fliers get a chance to be part of the management, and get to vote on key issues. SAM 27 is a leading SAM club, different from other SAM clubs. It goes in its own direction in its own way. The current management team will eventually be replaced by new blood, with new ideas.

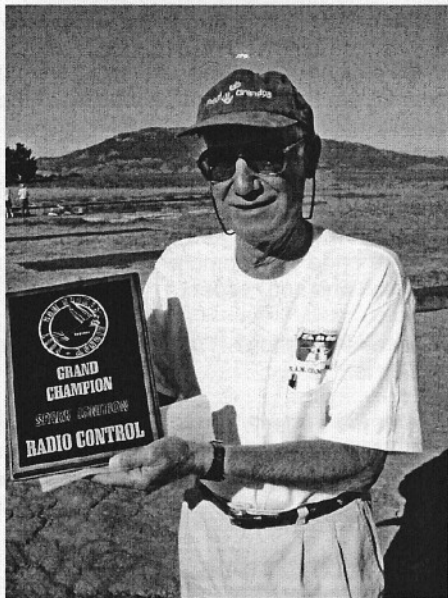
Maybe you are an active new member who has not been an officer of the club yet. If so then you are on a short-list of candidates. The present guys will be talking to you about your possible "career path" in SAM 27. Think about how you would like to serve the club in the years ahead. Be proactive. Discuss it with your peers. Don't wait to be press-ganged.

Still with me? If so the club needs you. You will get your chance. Good luck.

Andrew Tickle, President 2004



DON BEKINS AWARDED 2004 SAM CHAMPS RC GRAND CHAMPION AT MUNCIE



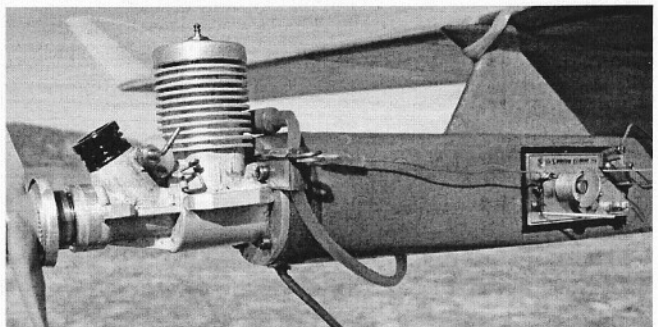
Models



Tom Witworth with his rubber-powered Skyraider; a stable flyer with scale-like flight characteristics.



Paul Stauber with one of his hot free flight models - he double covers with Japanese tissue. Paul usually tests his models at the TOFFF sessions - fun to watch! The engine and timer installation is shown below - a squeeze-off. HOT!



IN MEMORIUM

STU BENNETT - 1922 - 2004

by **Bud Romak**. WOW!! Where does one start to describe this giant of modeling, at least in my mind, and probably in the minds of all the Oakland Cloud Duster members. Stu was the glue that held this model club together. It is to be known that Stu was an original member of the O.C.D.

I first met Stu at a model contest in Tracy, California (1940). His model was beautifully built and colorful. I did not see it fly but I was impressed by the design and good looks of his model. To this day, I still think Stu's models were ahead of their time. I fly three of Stu's designs: Class "C" Pylon, Nor-Cal III B Class A Pylon and Nor-Cal II Small Rubber Cabin B.G. Special. These models will perform as well as any in their various classes. I could go on and on about Stu's models and his perseverance in keeping our club interested in free-flight flying. He will always be, and already is, missed by the members of the O.C.D. In closing, I say whenever I (or anyone else) fly his models, I am making a statement that he is still with me and in my thoughts.

Bye, Stu.



Bud Romak and Stu Bennett

BOB WAKERLEY - 1922 - 2004

Robert "Bob" Wakerley, 82, native Napa resident, passed away Nov. 9, 2004 after a lengthy illness. Bob has many friends in SAM 27 and was an active member up to a few years ago. Bob was born Aug. 25, 1922 in Napa. He attended Napa Senior High School where he played football and boxed. After graduation, Bob went to work at Mare

Island as a machinist apprentice. Two years later, he took leave from Mare Island to join the Air Force, and served one year in Germany as a B-17 tail gunner. Returning from the war in Nov. 1945, he continued his employment at Mare Island. In Nov. 1946 he married Thelma "Irean" Rendlemen.

Bob was co-founder of the local Hell's Angels of Napa Model Airplane club started in 1949. He continued his passion for modeling throughout his life and was most recently a member of both the Napa Valley RC Club and the North Bay RC Club. In the early seventies, Bob received his Sailplane Pilots license and began a new passion for Soaring. For many years he was a constant fixture at the Calistoga Soaring Center.

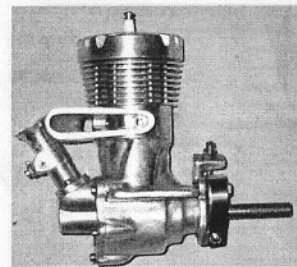


Well, to start off with, your editor's latest is pictured below, a Berkeley Super Buccaneer with a Kraft 61 RC.



Orange and yellow and it's ready for it's first flight soon.

Ray McGowan came up with a wrong answer for last issue's **Mystery Engine**, a 1940 Dragon .21. Try this one.



My mind works like lightning ... One brilliant flash and it is gone.





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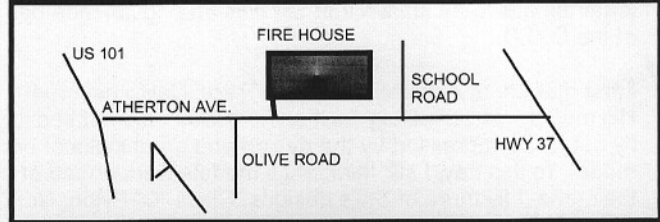
MEMBERSHIP

Membership dues are based on the type of flying activity with OldTimer flyers or mentors receiving membership for only \$25. Newsletter members are \$20. 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.

Newsletter 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

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201 Foster Road, Napa, CA 94558

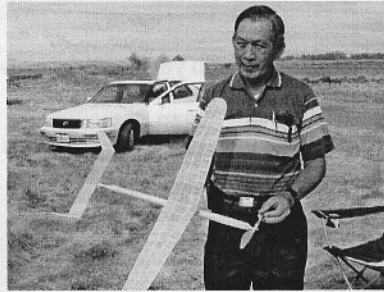
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FIRST CLASS MAIL

TO:

First Class, \$25 due 1/85
MIKE SIDWELL
5221 VISTA GRANDE DRIVE
SANTA ROSA CA 95403



Clockwise: Earl Hoffman, Ding Zarate and his original design P-30, Mike Clancy and Dick Irwin check out radios on the Dallaire, Jim Muther with Cyclone .049 powered original design "Searcher"- all at Lakeville.

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