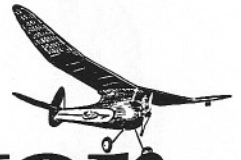




Antique Flyer



AMA Chapter #108

Winter 2005

Issue 244

SAM 27 MEMBERSHIP AND AMA RENEWAL

The membership renewal fee for 2005 is due January 2005. If you are renewing (or joining) as a flying member then send a photocopy of your 2005 AMA membership card with your dues to John Dammuler, SAM 27 Treasurer, 301 Empire Drive; Ukiah, CA 95482. The club's insurance requires that all fliers at the club flying site be current AMA members. Thanks for your cooperation.

SAM 27 MEETINGS

We had one visitor at recent meetings, **Sky Greenwald**. The paid memberships for 2004 were 111 as of the last meeting of 2004.

OLD BUSINESS John Hlebcar mentioned that we should go for the second Saturday of December from now on for the Christmas Party because of the conflicts with other get togethers. John went out and purchased the items for the party raffle. **Craig Jacobsen** — **Ed Hamler** asked a few months ago to give Craig a gift for use of the field. Ed talked to Craig and mentioned it and he does not want to take any money from the club, but did suggest we make a donation to the Lakeville Volunteer Fire Department. **2005 Crash and Bash** — **Ed Hamler** is already getting e-mails from contestants for next year's Crash and Bash. Ed has recommended that we make reservations required because of the amount of interest shown and the limited area at the Schmidt Ranch. **Andrew Tickle** reported that SAM 27 is going to continue to support the Crash and Bash even if there are not many members participating. **Trophies** — **Ed Solenberger** reported that some of the trophy bases have been finished and returned. They have been turned over to **Bob Film** to put the propellers on. The finishes are looking good with each one just a little bit different. **2005 Officer Nominations** — **Andrew Tickle** reported that last month **John Hlebcar** resigned as membership secretary (he has been in that office about

seven years!). The plan now is for all offices to have a one-year limit so that we can get more volunteers. Andrew has gotten **Jay Beasley** to volunteer as Membership Secretary and his deputy will be **Larry Jobbins** who will take over in 2006. We have other positions, some new. The new positions are Field Engineer and Social Secretary. The Field Engineer will be **Hap Miller** and **Mike Sidwell** as his deputy. There are two open positions the Social Secretary and the Recording Secretary as **Loren Kramer** has stepped down after four years. **Dick Irwin** has donated his Foote Westerner for the year-end raffle. It is a Spirit of Yesteryear electric model. It includes the receiver (channel 48) and controller but not the transmitter.

TOFFF REPORT — **Andrew Tickle** said that the flying has been good (up to the middle of December - January rains changed that situation somewhat). Almost all flyers were electrics with a lot of rubber models too. In early December there were 13 planes with one rubber and the next week three electric and three rubber. There has been somebody driving on the field by going through the mud and creating ruts (it couldn't have been a flyer) instead of driving around it. If you see somebody driving through the mud, point it out to them so they won't do it again. We have worked hard this year to fill in the ruts.

UPCOMING EVENTS SCHEDULE

SAM 26 Taft Old Timers R/C Contest - Spring Opener
March 19 and 20. Contact Hardy Robinson 805-739-0329



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Meetings - continued

TECHNICAL PRESENTATIONS — Looking Forward to 2005 — **Andrew Tickle & Richard Beck** had a good presentation regarding the future of the club. Discussed was the type of club SAM 27 is, where it is going and where is Old Time Flying going. Also mentioned were the new positions for 2005, Social Secretary and Field Marshal. European SAM Champs 2004 — **Ed Hamler** narrated a slide show of pictures from **Don Bekins** taken at the European SAM Champs last summer.

SHOW & TELL — **Andrew Tickle** told of a flying field in Oroville called the Oroville Air Corp. It has two runways so you can take off in several directions. There is a gravel parking lot. A shed for the retrieval boat, it is right on the edge of a lake so you can do float flying there. There are also picnic tables and B-B-Q's. - to get to it you drive down the road to a gate that says "Oroville Air Corp.-Spectators Welcome" - you open the gate and drive about a half a mile. There was a wide variety of models flown mostly built up. There was a gas powered Stearman Bi-Plane and a gas powered Gilmore Racer. Both flew beautifully. There were other electric powered models such as Mustangs with retracts. Most were scale models. The club sent Andrew a red necks scrapbook so Andrew figures he was inducted and is a member of the club. Andrew discovered this club when he was watching his grandson play ball and started talking about airplanes to a fellow who turned out to be the president of the club and Andrew was invited to the field to fly.

John Carlson brought a scale model. It's name translates to "Glider with Auxiliary Motor." He scaled it up from a Peanut model to be powered by a 1/2A motor but he lost interest and is now going to be electric. Weight is about 11 ounces with the battery. John is waiting for the field to dry out before the first flight.

John Dammuler showed a Jetco 50" Thermic Glider. John got this kit from **Ron Keil** for doing some machine work for him. This was a very old kit, the box was disintegrating and the balsa very hard. John covered it with SAMspan and it needs one more coat of dope.

Chuck G. showed a model he had brought at a previous meeting. It is a Gas Flea that he was building for the club's F/F contest last summer but did not finish. Chuck redrew the plans because he found that the pieces did not fit. He decided to turn it into R/C. He also modified the wing from a glued on wing to be held on with rubber bands.

Ed Solenberger showed a motor he just got from eBay. It is a Cameron 23; this is probably one of the most under-appreciated motors ever built. It looks a lot like an Ohlsson 23 but has a longer stroke and a smaller bore. It is extremely smooth running and easy to start. It is a great little engine. Ed paid \$103; originally they went for \$150. Ed also mentioned how to, and how not to, free up a stuck engine. He had a Torpedo 35 Green Head that somebody tried to free up by using a Philips screw driver through the plug hole. All that was accomplished was a nice round

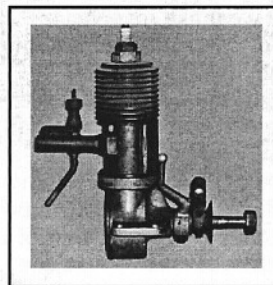
hole in the top of the piston. Ed suggests that if you have an engine that is really stuck, to use a product called Break Free. You can get it at a gun store. Put this in the plug hole, intake and exhaust. Also take off the back plate and some in there and let it soak. Put the end of the crankshaft in a vice or chuck in a lathe and get the hottest heat gun you can find and warm it up. Carefully grab it with a gloved hand and very gently rock it back and forth and it will free up. Be sure to rock it so you are trying to push the piston up and pulling it down or you will pull the connecting rod apart.

John Dammuler showed his ongoing five-year project. A limited production diesel engine. The design came out of a British magazine, Aero Modeler. He had a some parts he made during his lunch hour at work. It was slow the last couple of day so he made the cylinder heads, cylinder liner and back plate. The machines today do all the work. For the cylinder it did all the boring and milling in one machine and each one took one minute and five seconds. John still has to make the crankshaft, piston and contra piston. He is making 24 of these.

Sky Greenwald was back after about eight years. He got back into building a couple of months ago. The plane he is working on now is a Bellanca Columbia. It was in Model Aviation in 1989. He thought it was cool so bought the plans but never got around to building it. Being between jobs right now, he decided to get a cheap PC and a \$150 CAD program and taught himself CAD and laser cutting. Sky's first project was to convert the plans to CAD. Then had the parts laser cut by AKM Laser Cutting. All the parts were cut for \$22 per kit plus shipping. The kit went together really fast as everything fit nicely. He brought in a wing half (the other half is still drying), the tail feathers and the cowl. Sky offered to help the club out to produce a kit as a club project if we are interested.

John Pratt showed a Sparky that he is building. It is a **Bob Holman** short kit. There is quit a bit of work to do on it yet. The prop is a Superior prop. It has a button timer and it is going to have a transmitter so he can find if it flies away.

Ray McGowan brought in a movable ballast that used to be used in R/C Gliders. It is a tube with a weight that can be moved by a pulley on the servo with a 18 turn potentiometer to tell were the weight is. There are three positions available for either going fast, gliding or thermaling. Ray suggested this could be used in an old timer so it can penetrate in the wind.



MYSTERY ENGINE

Ed Solenberger found this engine on eBay. You know that it is a Brown Jr. but there is something wrong with it - what?

Last issue's mystery engine stumped everyone; it was an early Hassad with rear rotary valve setup.

Antique Flyer

NOTICE

Jay Beasley, Membership Secretary, is putting together the updated SAM 27 roster. He would like your email address or any changes. Email your current address to Jay at vr21jrb@aol.com.

CHRISTMAS PARTY

The Christmas Party was a huge success and your editor was able to attend accompanied by my granddaughter. **Mike Clancy** digitally captured some of the merriment. **Ned Nevels** was the ticketmaster and **Ed Hamler** served the challenging position of rafflemaster. The White Elephant raffle brought out heated competition for the elegant modelling gifts. Songster **Brian Ramsey** entertained the gathering with an appropriate paean to model flying as written by **Don Bekins**.



Earl Hoffman and Carol Clancy picking out some presents while Ed Hamler presides.



Typical table scene with John Carlson in the foreground with his son Steve sitting across from him.



Mr. and Mrs. Bob Film in the background and your editor and my granddaughter, Hannah Flores.



Ray and Texie McGowan, the John Dammulers, and Larry and Helen Kramer amongst the party goers.



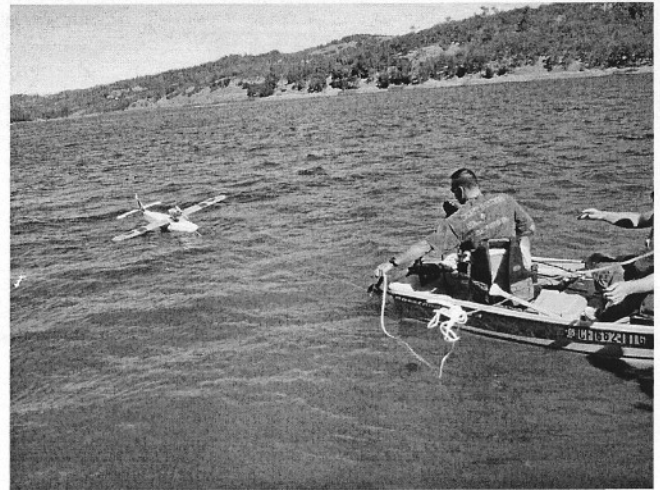
Standing L to R: Andy Tickle, Jay Beasley, Rick Madden, Richard Beck and Bob Film.



Lakeville Flyby

LAKE HENNESSEY ACTION

Andrew Tickle offered this report of FOFFFF activity for December 10th. A beautiful day, 5 planes, 3 gas and 2 electric and nothing broken. Last time we saw that a Miss 2 flies better with floats. So it was no surprise today to see two Miss 2's on floats. The new one is Hap's and flies well. Steve's was a little jumpy until 1 1/2 oz. was added to the tip of the floats - then it really grooved. The Walrus has a new tail to replace the one that shed the left half last time while attempting knife edge flight. Solid 3/16 balsa with a spruce reinforcing spar. With renewed confidence, the Walrus was put (at very high altitude) into some ferocious spins with successful recovery. **Joe Geiger** brought a Sea Monster. Very impressive, like a Seamaster but bigger, with less weight and more power. I made the maiden flight. It was hairy. Even with full down trim, you still had to hold the stick forward. Otherwisw it just stood on its tail. After some linkage adjustment, Hap made the next flight. Following that, Joe just flew and flew it. If we pick out weather and remain flexible as to the day of the week, we should be able to enjoy good winter flying.



The Lake Hennessey rescue boat is busy towing **Andy Tickle's Walrus** to shore. Andy has subsequently fixed the problem of towering spray on landing drowning out the engine.

Models



Jay Beasley's Nesmith Cougar flew straight off the building board and made three successful flights with increasing number of turns



Paul's Pietenpol Air Camper.



Lin Price with his nifty new P-30 rubber free flight.



Hap Miller and Mike Sidwell at the January 20th TOFFF showing the new Micro Whizz, a hot electric. Made one flight according to reports.

MEMBER PROFILE ED SOLENBERGER

Ed Solenberger has been an active modeler most of his life and is a long time SAM 27 member. He served as SAM 27 president for one term. Ed introduced the O&R .23 event (with help from Don Bekins) as a parallel to the O&R .60 event, started by club member Al Staben. Both of these events are now on the NATS schedule. Ed was also involved with the fund raising O&R Powered club tee-shirts and the O&R club decals.

Ed has built and flown many types of model aircraft. When I met him in the 1970's he was flying rc sailplanes with the North Bay Soaring Society. Recently, overcome by a wave of nostalgia Ed has been working with Frank Macy in reviving some of the old American Junior Aircraft designed by Jim Walker. These include the A.J. Hornet, the 404 catapult glider, and the A.J. Fireball.



After finding a home in Coalinga, California, this was our transportation throughout WW2. Dad and I made many trips to watch the Hornet engines being built and run at the tracks. These were too expensive for us to own, but I was very impressed and to this day I enjoy building and repairing model engines.

Ed is one of our active TOFF (Thursday old Farts Fun Fly) flyers and is currently flying rubber free flight and electric powered models. He often acts as a kindly chauffeur for Earl Hoffman, one of our older members who has no other way of getting to the field.

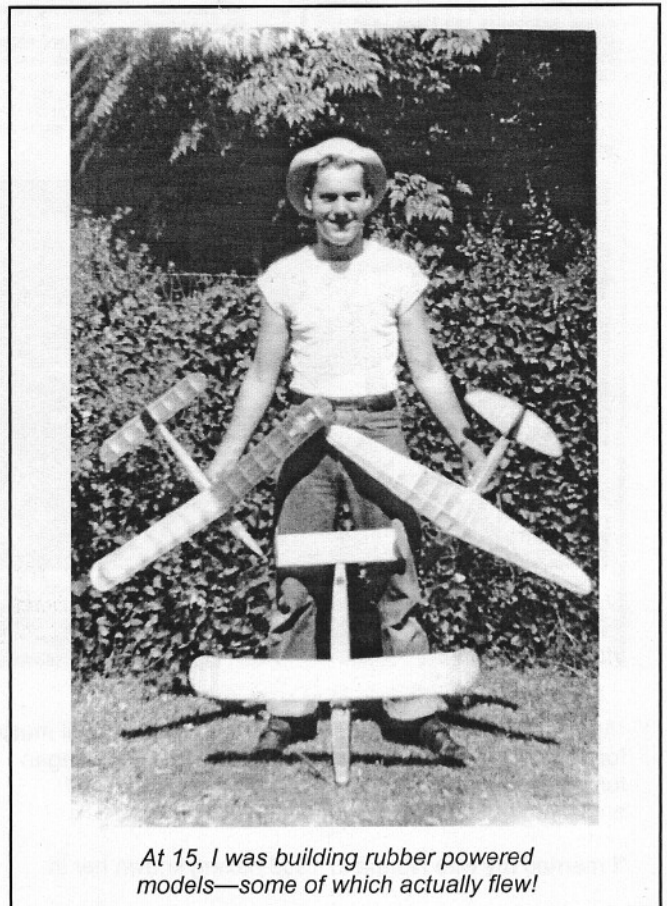
Ed was born in Santa Maria, California October 10, 1932. When he was about 3 the family then moved to Fortuna in northern California where Ed spent his younger years.

To find a more beneficial climate for his Father's health,

they departed Fortuna for the Santa Barbara area. Ed, his Mother and Father were on bicycles, having sold their Model A for fear of gas rationing in wartime. They each carried a sleeping bag, and food and necessities in saddle bags. The trip took 13 or 14 days.

The saga continues in Ed's own words. "Age 9, heading for southern California. - The month was August in 1942 and conditions were difficult due to the heat. The roads in central California were asphalt and very sticky so we (Mom, Dad and I) would ride at sun up until midday, find shade, rest, then ride in the late afternoon. After a short time in southern California we moved to Coalinga, California. It was there that Dad worked as a machinist throughout WWII. I never did know what he was making due to the secrecy of war.

"I started modeling in about 1939, inspired by a Model Airplane News magazine. I read everything but couldn't understand the math in C.H. Grant articles! I built gliders and rubber power until after the war. I acquired a bunch of old modeling stuff including a partially built A.J. Fireball with a very used O&R .23 side port. I painted it with lacquer from the machine shop and learned to fly u-control. I flew it all summer long until the engine wore out. I had a Coke bottle full of gas and oil and told questioners it was coke & 70 weight oil! (continued page 6)



At 15, I was building rubber powered models—some of which actually flew!

Antique Flyer

Ed Solenberger - continued

"I attended Humboldt State College (where both my parents graduated). I did no modeling during college." After graduating from college I joined the U.S. Army.

"I met Henry Smith in the army and he got me going again. We flew rubber, 1/2A gas, and Nordic glider. I missed being on the FAI Team by 22 seconds due to landing in a pig pen. The pigs all but destroyed the model so field repairs didn't work well for the last round.

"Went to Germany and met German modelers some of whom became lifelong friends. I was on a demonstration team at various Army bases, and won several places in the All Army NATS.

Propsters Cop Plane Derby

NURNBERG—SACom's Model Airplane Meet held in Soldiers' Field and Monteith Barracks for three days recently was dominated by MSgt's Fletcher P. McKnight, Warren W. Moyer, and SP3 Edward L. Solenberger.

The three flying "Hot Rodders" amassed a total of six firsts, one second, and three third places between them.

McKnight demonstrated his versatility in taking first in the Gas Models (Class C) Control Line Speed and Control Line Combat categories plus third-place prizes in Control Line Precision Acrobatics and Hand Launched Gliders. McKnight was challenged closely by Moyer and Solenberger for the meet's outstanding performer.

Moyer won two firsts in Control Line Precision Acrobatics and Control Line Flying Scale along with a third-place award in Control Line Combat.

Solenberger also "flew away" to two first-place awards in Gas Models (Class A) Control Line Speed and Gas Models Free Flight. Second place in Hand Launched Gliders was taken by Solenberger.

Moyer and Solenberger were members of the very popular SACom Prop Busters which toured SACom earlier in the year. On their own free time, they gave exhibitions in all categories of model airplanes every Sunday over a three-month period before large and enthusiastic crowds. The team was instrumental in developing the growing interest in model airplanes throughout SACom.

Lt Col Will G. Atwood, Nürnberg Sub-Area Asst Exec Officer, lauded the participants on their wonderful showing in the first meet of its kind held in SACom and then presented each winner with a beautiful engraved plaque.



THREE PROUD WINNERS DISPLAY THE MODELS they used in amassing six firsts, a second, and three third places in the recently concluded SACom Model Airplane Meet held in Nürnberg. From left to right are SP3 Edward L. Solenberger, MSgt Fletcher P. McKnight, and MSgt Warren W. Moyer.
US ARMY PHOTO BY CHOATE

"After serving in the Army, I taught elementary school music for 17 years in Humboldt and Sonoma counties. I began tuning pianos in 1958 and as of 1972 have been self employed at that craft.

"I married my wife Norma in 1959 having known her in

years prior in a church choir and community band where we both played flute. Norma was an elementary school secretary and advanced to Jr. High, High School, College and finally to Sonoma State University! She has been disabled since 1982 with M.S.

"I continue my lifelong hobby of model building and flying with a special interest of building and repairing engines and making parts for them."



This is the model that gave me the greatest thrill yet. A Claude McCulloch design with an Infant Torp .020. The Torp was purchased while on a trip with the Junior Rifle Team, along with a can of fuel and a battery. The instructions said, "Do Not Attempt to Run While Holding in Your Hand!" I very quickly learned why!!!! The model gave me the chase of a life time. I went flying alone, in my 1930 Chevrolet, and the plane played tease for about an hour—rising to a speck, descending to telephone pole height, finding lift again and repeating this maneuver several times—meantime there's me bouncing over the fields in the car chasing after it!



One of the first scaled up models in SAM. John Drobshoff's Challenger—Torp .40, Hand carved prop, lots of Nitro. Did OK in its time.

Continued page 7

Ed Solenberger - continued

1959 NATS REVIEW

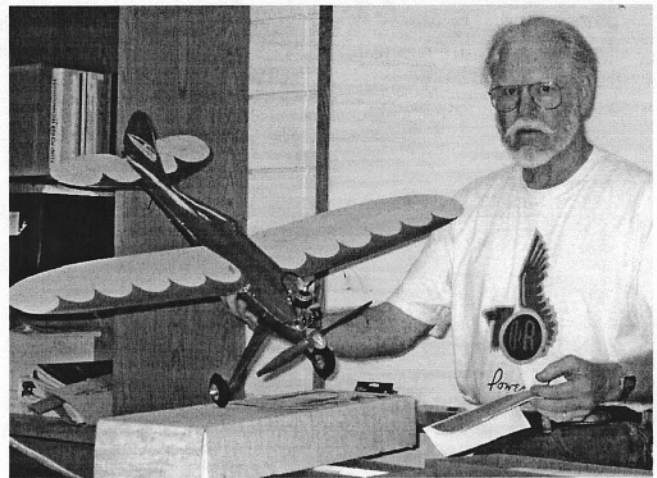
The following scenes record many of the active highlights of the 1959 Los Alamitos Nationals

by Hank Dillenkofer

Ed Solenberger (Fortuna, Calif.) gives his modified Spacer entry a mighty heave. The ship featured both Tatane fuel cut-off and dethermalizer liners.



Good shot of Ed in action at the 1959 Los Alamitos NATS.



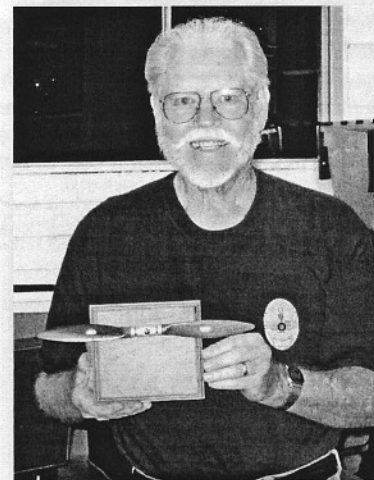
Ed with an A.J. Fireball 2004. Ed made a nice presentation at a recent club meeting. The new Fireball kit is an exact reproduction of the original Fireball but includes a nice fiberglass fuselage



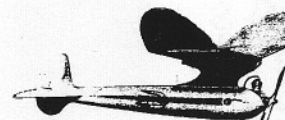
Ed launching his Perfectly Pleasant Purple Plane. Electric powered scratch built.



Ed and Earl Hoffman arriving at a TOFFF session. Below: Ed at a club meeting promoting the propeller and plaque trophies he arranged for.

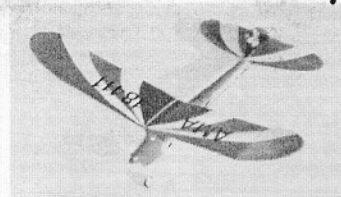


Ed's new A.J. Fireball 2004 kit proves that he is a fan of Jim Walker. Ed wants SAM 27ers to know that a delightful Jim Walker website has been established by Frank Macy and his partners. A newsletter and history coupled with some new American Junior products; check out this entertaining site at www.americanjuniorclassics.com.



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Models

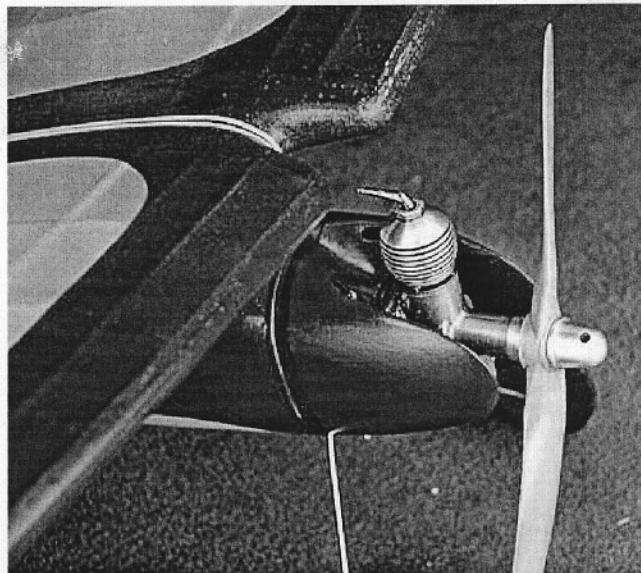
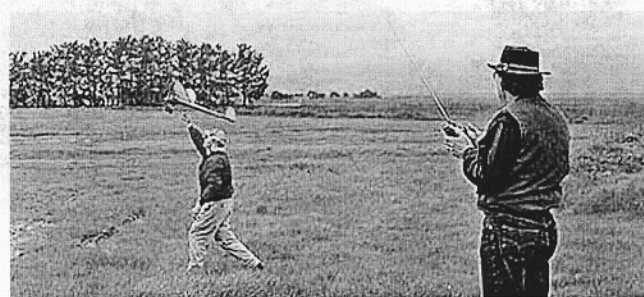


Earl Cayton reports on his flying activity. "I'm spending the holiday season here in San Francisco with relatives. The weather has been nice and I've been flying some old timer models at the

SAM 27 flying field. This is a snapshot of my SEA HAWK that I've been flying - a design by my old friend **Charles Hollinger**; scaled it up from an old Air Trails magazine. A 70-inch wingspan powered by an ignition engine cowled in - an inverted Orwick .64."



Ed Hamler showed his new Hayseed 310 at the January meeting - the ship was built from **Bob Holman** Laser cut parts. **Ned Nevels** reported on the first flight of this beauty: "Don Bekins hand launched - Don flew the little Hayseed and pronounced it 'flies just like the big one.' With the cg dead on where Jim O'Reilly said it should go, the first release pitched up sharply, indicating a tail-heavy condition. Eddie Hamler packed the trailing edge with a folded over business card and the trim was much improved. Eddie is going to move the cg about 1/8 inch forward to help get the trim just right." Ned submitted the picture below of the first launch and flight. An overcast day at Lakeville.



Ned Nevels photo of **Ed Hamler's** Hayseed 310. Ned commented, "A Gordon Burford 2.49 Elfin Replica motor for an "A" Hayseed showing some differences in the front end to Carl Hermes' reduced design."



Who has more fun than modelers?



Earl Cayton suggested that SAM 27ers would be interested in **Charlie Reich's** booklet "The History of The Society of Antique Modelers." Send \$10 to Charlie at 3376 Kings Road S., St. Augustine, FL 32086.

Your editor has finally been able to fly my new Super Buccaneer powered by a Kraft .61 RC (1970s?). Nice and stable - just a fun airplane to fly. The Kraft has broken in rather quickly and now pulls full power and idles to a tick, tick. Why all those RC back and forth guys keep flying the same old Piper Cubs by the zillions when they could get equal kicks from a real old timer like the Buccaneer and not see another one on the field - and, with it's dihedral, you don't need ailerons.

Antique Flyer

AMA CONVENTION JANUARY 7, 2005





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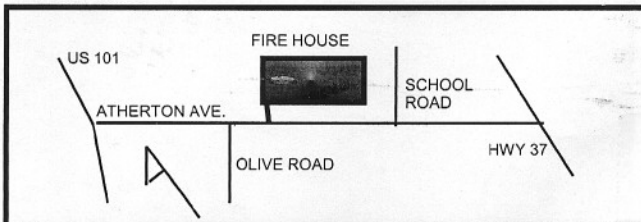
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DEPUTY WEBMASTER Larry Jobbins (415) 883-3882
RACE MARSHAL Hap Miller (707) 833-5905

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. Regular members are \$100. 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.



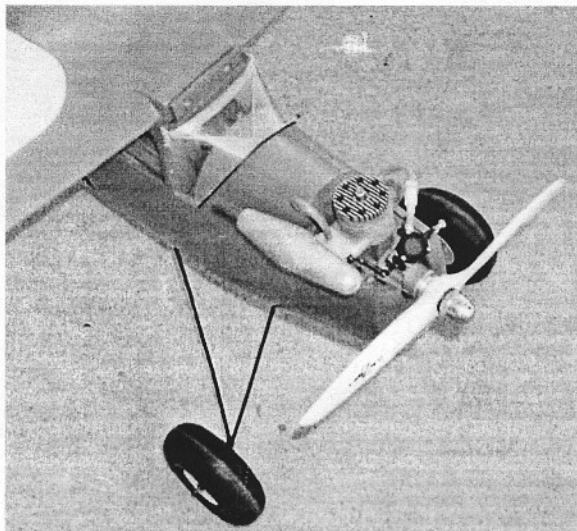
Meetings: The Third Wednesday,
Each Month, 7:30 p.m. at the Novato
Fire Department Training Room

Antique Flyer

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Winter 2005



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