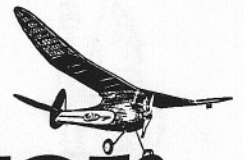




Antique Flyer



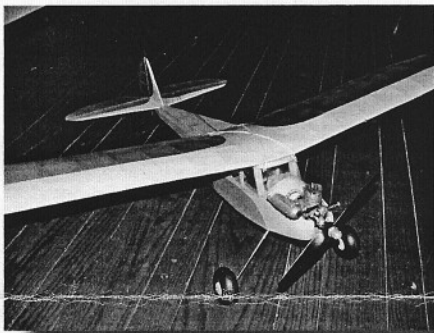
AMA Chapter #108

Spring 2005

Issue 245

AIR TRAILS SPORTSTER

Don Bekins recently won an Air Trails Sportster at a club meeting raffle. This model was beautifully built with silk covering. Don reports that he built one of these about 25-years ago and equipped it with floats; he flew the model until the engine wore out! He still has the model and intends to recover it. The raffle model may find itself with floats one of these days.



Don's newly won Air Trails Sportster which is powered by an OS 25 cross-scavenged glow engine - nice fun flyer.

EDITORIAL POLICY

It is the editorial policy of the Antique Flyer to feature SAM 27 news of modelers and their models with an emphasis on vintage model aviation and activities centering on vintage flying. It is recognized that SAM 27 members are involved in a wide spectrum of model activities, not all of which are vintage oriented. Non-SAM oriented members are engaged in some extraordinary projects, such as helicopters, which demonstrate expert craftsmanship, ingenuity and superb stick handling or flight trimming. Others enjoy the fun of flying with other members at Lakeville and cruise the skies along the Petaluma River with RTFs, foamies, and aerial oddities. Nevertheless, the Antique Flyer will cater to the vintage flyer for the most part. This policy is in no way a statement of purpose of SAM 27 as a club but only a statement of purpose of this newsletter.

Steve Remington - Editor



Don Bekins with his original Air Trails Sportster on floats. Ship is yellow and orange. That attractive cabin design just begs to be built. Scaled slightly, it should make a good 1/2A flyer. This ship, qualified as an Old Timer, was designed by Ben Shershaw, originator of many of the ships we fly.

Experience is something you don't get until just after you need it (overheard at Lakeville following a switch-off launch).

IN MEMORIAM

LOREN SCHMIDT



Loren Schmidt with his wife Miriam while she is flying her electric model at Taft at SAM 49's Fall Annual contest in 2000.

RADOSLAV CIZEK

Rado had been in declining health for some time and recently died. A citizen of the Czech Republic, Rado was a member of SAM 27; he visited the U.S., attended SAM 27 meetings, and participated in the SAM Champs. He is a SAM Hall of Fame member. Don Bekins has flown with Rado in European contests. Rado was active in aeromodelling his whole life. He is responsible for a large number of superbly drawn plans and 3-views of his many models, including rubber, ff power, glider, U-control and R/C and many of his drawings were published. For the past few years, Rado has been an Honorary Member of SAM 27.

GUY "SPEED" HUGHES



Speed Hughes with his Bomber.



Speed Hughes, of Yuba City is shown with his Boehle Giant with which he photographed/video construction sites. Speed was the only Life Member of SAM 27. He built 1:1 airplanes, was a crop duster, heavy equipment operator, machinist, master model builder, made model engines, hosted an annual float fly near his home, and enjoyed fishing, flying, crabbing and partying.

These friends and modelers will be missed by their fellow vintage flyers.



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SAM 27 MEETINGS

January Meeting by **Loren Kramer**

Andrew Tickle welcomed everybody to the first meeting of 2005. He passed around a copy of the new SAM Speaks magazine and pointed out the photographs of everybody having a good time. All the members need to send a photo copy of their 2005 AMA membership card or show it to **Jay Beasley**.

OLD BUSINESS Operation of SAM 27 — **Andrew Tickle** The club operates as a voluntary organization. It usually works very well this way. How many people does it take to run SAM 27? The answer is.

1. President — **Andrew Tickle**
2. Vice-President — **Richard Beck**
3. Contest Director — **Ed Hamler**
4. Membership Secretary — **Jay Beasley**
5. Deputy Membership Secretary — **Larry Jobbins**
6. Treasurer — **John Dammuler**
7. Deputy Treasurer — **Bob Rose**
8. Junior Old Time Program Director — **Rocco Ferrario**
9. Raffle Master — **Richard Beck**
10. Field Engineer — **Hap Miller**
11. Deputy Field Engineer — **Mike Sidwell**
12. Social Secretary — to be determined
13. Web Master — **Ned Nevele**
14. Deputy Web Master — **Larry Jobbins**
15. Race Marshall — **Hap Miller**
16. Official Photographer — **Mike Clancy**
17. Recording Secretary — to be determined
18. Deputy Recording Secretary — to be determined
19. Editor — **Steve Remington**
20. Membership Profiles — **Mike Clancy**
21. T-shirt Sales — **John Dammuler**

The more people running the club the better. The offices will be for one year (unless the person holding the job really wants to) and after the year's up the deputy will fill in the next year and a new deputy will be determined. The deputy also fills in when the other is not available.

Financial Report — **John Dammuler** read the summary financial report for the end of year 2004. There is \$3,191.99 in the account as of today. We spent \$1227.31 on the Christmas dinner, \$996 of that was food, \$84 was for coffee, the prizes were \$230, we brought in \$1,039 so we only subsidized \$187. Of this \$3,000 Rocco had \$800 that was donated by Ron St. Jean. He used \$706.91 to go to the Nats with his boys and he has \$93 left. Of the T-shirts we spent \$570 and sold \$180 worth.

NEW BUSINESS Lakeville flyers web site — **Jay Beasley** is setting up a web site so that SAM 27 members can put in a profile and pictures so others can know who they are. The web site is www.sam27lakvilleflyers.com.

Audit of Treasury — **Andrew Tickle** reported that concerns have been raised about an audit as the treasury is increasing. A couple of ideas of who would do the audit were discussed. It was concluded that there is no real need for one at this time and there was a motion to have the treasurer submit a monthly financial statement to **Steve Remington** to be published in the Antique Flyer, it was seconded and passed.

Recording Secretary — **Andrew Tickle** stated that we need somebody to volunteer to fill this position. If we don't get a volunteer, the A-F editor will have less to put in and the Antique Flyer gets thinner.

Frequency Control — **Jay Beasley** said that we are going to use a new system at the Lakeville Field. Instead of having to wait for John to show up at the field with board in his van we will have a board at the field. The board will have all the frequency numbers on it and you bring your own clothes pin with your name on it and put it on the board before turning on your transmitter. The board will be lying on the ground and will be put up by the first person to arrive and the last person to leave takes it down.

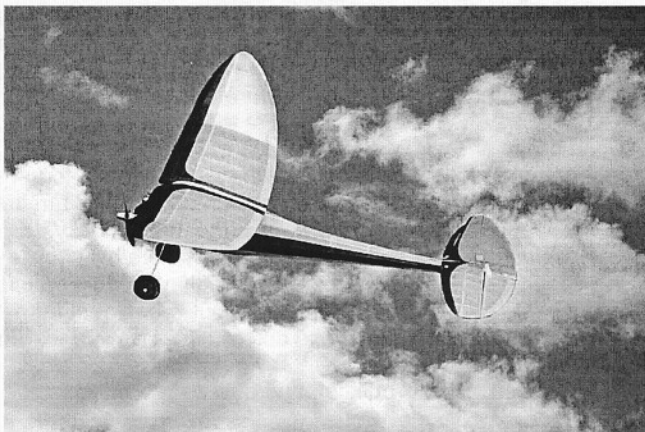
Club Project for 2005 — **John Hlebcar** suggested that if you have an idea for a project that would appeal to others, go ahead and take control and promote it and make it happen. If you are interested in participating in a project get in contact with the person running it.

Get Well Card — **Ed Hamler** passed around a Get Well card for **Loren Schmidt** for everybody to sign. Loren was back in the hospital.

TECHNICAL PRESENTATION - Why Free Flight — **Bill Vanderbeek**. Bill was asked to talk about Free Flight and there are so many things to talk about, where were would you actually begin? Bill started thinking about why he flies Free Flight. Bill remembers his first airplanes were the paper gliders that came in Wheaties boxes. He got these models that were his uncles. He was about five years old and remembers cutting them out with scissors then a razor blade. When he was seven or eight he began cutting out Comet models. Bill has flown most classes of models. R/C with escapements (not very efficiently) but was able to bring it back. A bunch of classes of C/L and did well. Most of the things he did well, prepared, did the work and was a good model builder and they flew well and he had success at most things he did which egged him on and allowed him to do more of this. One of the models that excited Bill the most was a Guillows S.E.5A powered with a COX 020 engine that took mowing about 20 lawns to buy - and it flew. This was his first F/F model; he flew C/L before and after this. Once he had a 1/2A C/L that was flown at the school yard and when it was all beat up they decided to Free Flight it. They rubber banded it together and put in down and right thrust and let it go and it kept going up and up and up till it ran the tank out and disappeared from view from the school yard. Looking up they saw a flash and saw it make a big circle - the speed would fall off and drop and again build up speed and make a circle again - it landed about twenty feet from where it was launched. All these different things were exciting. So what is it about Free Flight? Bill got into SAM 27 about 1986. He likes model building and built some R/C electric

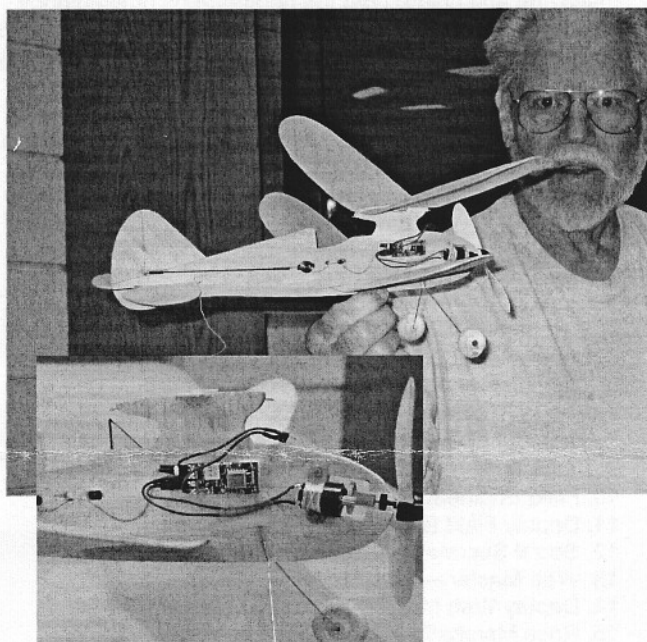
(January Meeting continued from Page 3) and 1/2A Texaco and had decent success with it but it wasn't exciting to him, even trying indoor but the excitement wasn't there. What Bill has come to is that no matter what you do, you can build, make them fly, and when you fly R/C assist you still have control over it. If the thermal isn't there you can fly it to where the thermal is. When you come down to Free Flight you have the model trimmed, you've practiced with it so you know where it's going to go, it is now your tool like a golf club. Then you have to place it into a thermal somehow and there is the magic and excitement and so on of doing it consistently. It is just the unknown, you let the model go and you've done everything right and put it into what you think is the thermal and it turns out it's not and you don't make your max and you're out of the contest. Sometimes you get it into the thermal and it dies out and still doesn't get a max. It is also the competing against other fliers. Basically it is the unknown that you have no control over.

SHOW & TELL Ed Hamler brought in a new model. It is a Carl Hermes designed Hayseed. There are several different sizes; the A is the one Ed just built. Carl Hermes designed the Hayseed just prior going into the Second World War and decided to build a smaller version. One of the problems with the Hayseed was it was nose heavy. Just before taking off to the war Carl designed this Hayseed with a notch in the wing which moved it forward to solve the problem. He built only one of them and did a three view and that one plane he flew in New York and lost it in Long Island Sound. **Bill Vanderbeek** got a bunch of model airplane stuff from Carl's son after he passed away; in this was the three-view of the A size Hayseed. Bill gave the three-view to Ed and Ed sent it to **Rado Cizek** who drew a plan for it. Then **Don Bekins** talked to **Jim O'Reilly** who redrew them in CAD and **Bob Holman** laser cut the parts and **Ed Hamler** built the kit. This was the cutest kit that Ed has built. It just about fell together in his hand. Covering is yellow silk on the fuselage and SAM Span on the flying surfaces with Higgins yellow and burgundy butyrate dope. Power is going to be an Elfin Diesel. Ed tried two new things on this model. The first is a fuel tank made of plywood that is sealed on the inside with epoxy. The second are new carbon fiber push rods that are only .040" O.D.



An atmospheric view of Ed's Hayseed as rendered by photomaster **Ned Nevels**.

Ed Solenberger showed an interesting new model. It was a Jim Walker R/C FireBall Bi-Plane. Ed saw a Jim Walker R/C thing and couldn't resist so he bought the radio and the whole nine yards. Ed was talking to **Frank Macy** and he sent Ed the plans for a FireBall Bi-Plane. Ed showed his rendition of the plane. Ed tried to fly it the other day but had trouble with the radio. The weight of the model is 38 grams. Controls are rudder, elevator and throttle. Ed was still having trouble with the radio so we didn't see the controls work. Ed is showing the model in the photo below.



Andrew Tickle and **Ed Solenberger** each showed a version of the SIG Rascal that they built. It was originally a U-Control model. Ed's has a Tom Hunt style wing which is very inefficient but flies wonderfully. This replaced the original that is hard to fly. Andrew was so impressed by it, Ed invited him over to make one of his own. So Andrew modified it to look nicer, slender and curvy.



That Rascal, **Andrew Tickle**.



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FEBRUARY MEETING by John Hlebcar

Sky Greenwalt paid us a visit. He was our first junior member back when he was 11 years old. **Don Bekins** introduced Sky to SAM 27 back then. He and Don attended a Novato City Council meeting in the same room we use for our meetings today. Don brought up our need for a meeting place and addressed our program for juniors like Sky and the rest is history - thank you Don and Sky. We were also visited by **Anton Singh**. Anton belongs to a club in Fremont but lives closer to us and is considering a move to SAM 27. We welcomed him and hope he enjoyed the meeting.

Prez Andrew started the meeting with a story about bringing **Don Bekins** to Hamilton Field a few years back where some of the local auto mechanics and others gathered to fly R/C. They cast furtive glances at Don's odd airplane with no windows and bent wings and were most intrigued by the fact that the glow plug appeared to be permanently wired. Don explained that it was an original spark ignition engine in a replica of a vintage freeflight model. After a minute for the fact of "no radio" to sink in, Don had a captive audience for the old time movement. Its getting harder to find captive audiences for the old timer models in today's screwdriver assembled models crowd, but we gotta keep trying.

Don Bekins had a sad announcement. He had heard from **Miriam Schmidt** who said they had called in Hospice for Loren. One of the great modelers, a friend of modelers, and a friend of SAM 27 passed away on February 27th. He has our thoughts or prayers and eternal gratitude for having been a part of our modeling world. Memorials may be made to the Point Pleasant United Methodist Church Building Fund or Hospice. Point Pleasant UMC, 3329 Point Pleasant Road, Elk Grove, CA 95757.

Earl Cayton sent a card saying in the last A-F issue he gave the wrong address for **Charlie Reich's** book covering the SAM history. The correct address is: Charlie Reich, 310 Wisteria Road, St. Augustine, FL 32086. Cost is \$10.00 and some SAM 27 members are mentioned in it.

OLD BUSINESS - **Prez Andrew** gave a brief overview of our difficulty in finding a volunteer for the job of recording secretary. After some discussion it was decided the fairest way to get the job done is to spread it around so that no one has to do it more than two or three times and created the position of Meeting Record Manager. The first appointee to put together this team for the remainder of the year was assigned to **Rick Madden**. A new manager will take over for 2006. Please give Rick your support as active members of SAM 27.

A brief discussion about a 1/2 A Texaco postal meet this year garnered a fair amount of support. **Ed Hamler** and **Richard Beck** are the people to contact if you are interested. There was also some talk about SAM 27 developing rules for a 1/2 A Electric Texaco event or Electric Oldtimer

Duration event but no decisions were reached at this time.

NEW BUSINESS - **Ed Solenberger** gave a "mini technical" presentation proposing a new event using the Gilbert .09 or a modified Gilbert .11 as the powerplant. The .09 is plentiful and cheap (5 or 6 bucks on E-bay) according to Ed. There were a few gasps and chuckles from the assembled throng, but there were also a few questions indicating some interest. Ed, we look forward to what you come up with at Lakeville Road to whet our appetites even further

TECHNICAL PRESENTATION - **Ray McGowan** presented an overview on the care and feeding of Antique Ignition Engines. Primarily aimed at novice, electric, or otherwise internal combustion sparker neophytes, he covered where to find actual or replica engines; where to get parts for them including ignition parts and spark plugs; where to get them repaired; and tips for proper installation, operation, and troubleshooting. He provided all in attendance with an excellent handout on all of the above plus a baker's dozen addresses for various providers covered in his presentation. Great job Ray!

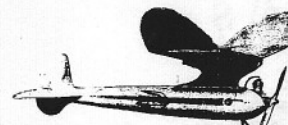
If the above doesn't help you, **Mike Clancy** found a site on the Internet that sells a device to reproduce the sound of an Ohlsson 60 in your electric airplane...

SHOW & TELL - **John Pratt** displayed his Sky Chief rubber model that may or may not be a Jimmie Allen model depending on whom you talk to. Hasn't been flown yet so that report will come later but it looks eager to leap into the air, as do all of John's models.

Sky Greenwalt reported on the progress of his Dehavilland Beaver, which he is developing the drawings and laser cutting work with a CAD program. He is doing some really good looking work with the scale rib spacing on the control surfaces and some other novel approaches that really look interesting. He recommended CompuFoil for developing the wings if you are into that sort of thing. He also recommended Doculam for covering. Beside all of the features he described it costs \$55 for 3000 square feet of it. Scrounge up a little somewhere and try it.

Bill Vanderbeek showed us his Pirate cabin rubber model that was kitted by Monogram in 1947. They also kitted the Prowler stick model, which was essentially the same model without a cabin. Bill and **Bud Romak** built a couple of them for a one design contest at the Nats and also have flown them at the monthly Oakland Cloud Dusters meets in their Bay Area field. A nice little model well built by Bill and a good suggestion for a monthly contest at our field - any takers?

Andrew Tickle held up an Air Trails Sportster built by **Steve Small** and donated for a raffle prize at the meeting - with the stipulation that it must be in the air by the end of April or we want it back. **Don Bekins** won it (see Page 1) and had it out at the field within a week. He has another at home, on floats, with a badly warped wing so now he has two models



(February Meeting continued from Page 5)
 on which to fly the same wing! It flew beautifully. Andrew also showed a couple of his 1/2 A models including an English Electric Wren. According to Andy this company built two aircraft in their career, (1) the Wren in 1920 whatever, and (2) the Canberra, which was also built under license in the early fifties by Martin as the B-57. I found a third aircraft - the English Electric P-11 "Lightning" jet trainer - still quite a jump from the motorcycle engine powered Wren! Nice job Andy.

Ray McGowan passed around the February issue of Quiet Flyer magazine in which his son Bob reviewed the glider model "Danny". The model belongs to Ray's granddaughter Robin who Bob has trained to fly well enough that Mike Clancy is beginning to complain about being bested by another generation McGowans at the contests.

Enough out of me already - Welcome to the next guy...



MARCH MEETING by Jay Beasley

Bob Rose showed his beautiful scratch built Aeronca Champ and F4F Wildcat. Bob does great work, and rebuilds for others. **John Carlson** brought in his electric powered 65% size vintage 1940 Super Scorpion. It was perfect until **Jay Beasley** bumped it and put a hole in the fuselage. Jay later paid off John with a LiPo battery. **Ron Keil** showed his great .09 PAW powered 1939 Zipper.

Fred Terzian gave a technical presentation on his F1H class towline Russian composite glider. It is very high tech with programmable electronics. **Ed Solenberger** showed some balsa wheels that he has made using a tool on his lathe. He is working out the bugs in the process and can crank out some really nice units.

Jay Beasley showed the new frequency board that will stay at the flying field. **Bill Vanderbeek** donated the aluminum and Jay did the finishing.

Larry Jobbins dragged his lawn mower to Lakeville on March 14th, and mowed a lot of 2 feet tall grass around the runway area. Lots of work that was well appreciated.

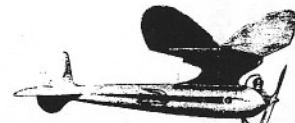
Ed Hamler announced that **Rado Cizek**, living in the Czech Republic, passed away after a long illness.

Andrew Tickle discussed upcoming flying events. The schedules aren't set yet, but there was strong interest in both a 1/2A Texaco gas event, and a new 1/2A Texaco electric event.

A yahoo groups website has been set up, mainly to allow members to post photos, and messages of interest to our SAM 27 members who fly at Lakeville. Check it out: [_http://groups.yahoo.com/group/sam27lakevilleflyers/_](http://groups.yahoo.com/group/sam27lakevilleflyers/) (<http://groups.yahoo.com/group/sam27lakevilleflyers/>) All SAM 27 members are welcome, just access the site and follow the instructions to join the group.



We agree that models require loving care and expense, but you still can't deduct them from your income tax!



Antique Flyer

MEMBER PROFILE ANDREW TICKLE

By Mike Clancy

*I got the byline for this profile but I must thank Andy for his most excellent submission. He actually did most of the work for me. Andy is our current president. He has been very active in getting our new runway and setting goals for SAM 27. Andy currently flies a great variety of model aircraft. He flies lots of electric powered planes of a variety of vintages. Andy, **Don Bekins**, and **Ed Hamler**, along with some others have revived float flying at Lake Hennessy. With the encouragement and assistance of **Ed Solenberger** he has acquired an Ohlsson .60 and will soon build a suitable ship for it.*

Andy was born, raised, and educated in England where he earned a BSc. Later in life he moved to Canada where he earned a PhD and a pilot's license with power and sailplane ratings. He worked at Fairchild R&D, Motorola and operated his own company in Silicon Valley for 10 years. Andrew and his wife Naomi have four children and eight grandchildren. He always takes an airplane to fly when he visits them.

Flying and sailing are Andy's passions. When Andrew was eleven his Dad bought him his first kit. It was from the Skyleader series and cost one shilling and sixpence. There were twenty choices: 19 monoplanes and one biplane. Andrew's father flew a Sopwith Camel in WWI, a time when flimsy monoplanes were distrusted. The sturdy wire braced biplane you could trust with your life. So Andrew's very first kit was the most complex of the series: a 20 inch span De Havilland Tiger Moth. It was heavy and the flight was not inspiring. But Andrew worked his way, at one and sixpence a time, through more Skyleader kits. The Aeronca Sedan and the Grasshopper were lighter and flew quite well.

At high school he brought a U-control plane to the school playing field. It attracted a lot of attention. He was soon running an ever expanding club, and supplying a highly profitable home brew diesel fuel. The principal (an arts graduate) considered model flying noisy and dangerous. He banned the club. Later he left England for Canada with wife Naomi and children. There he got a Ph.D., taught at the university, got a private pilot license and learned thermal flying at the (full size) glider club.

In 1967 they moved to Southern California. Andrew bought a Cessna 170. Three kids fitted easily in the back seat. Private flying was very carefree in those days, with easy flights to Catalina Island, the Anza Borego Desert, and forestry strips in the High Sierras.

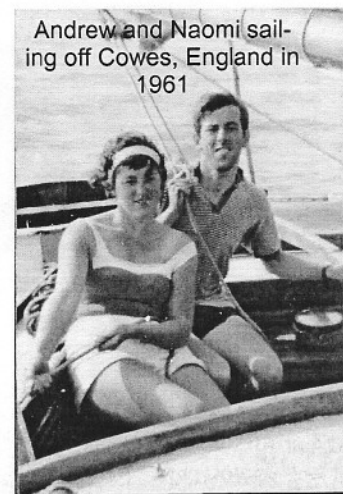


Sitting on a Canadian prairie, Andrew is in a Schleicher K7 sailplane - best time 2 hrs. 20 min.

Model flying was exciting too, at the famous Sepulveda Basin, with impressive airplanes and skilled pilots. In 1970 Andrew made a 35 mile RC flight from El Mirage dry lake to Palmdale where the plane was landed safely after dark in a parking lot. Then Andrew got into soaring and for years flew only gliders. One was a very successful (scale) Graupner Cirrus.

The family moved to Arizona. Andrew took his hi-start out to the desert and soon a regular group of glider flyers was meeting there. He built a winch from a Ford long-shaft starter motor. In the first winter he won the South Western Regionals with his own design 120 inch Himalaya, and was asked to start a club. The Arizona Soaring Club was formed the following week and had its first contest a month later.

Back to California again, Andrew joined the South Bay Soaring Society and flew 12 contests a year. In 1975 he bought an Aeronca Champ 7AC, a traditional puddle jumper. Later he flew (RC) with the Pioneers club and got into pylon racing and combat. When the Pioneers lost their field Andrew flew for years at the (all electric) Rancho San Antonio site near his house.



Andrew and Naomi sailing off Cowes, England in 1961

Andrew and Naomi moved to Petaluma and bought a yacht berthed in Berkeley Marina in 1999. (This writer once spent a very enjoyable day with Andy, sailing off Berkeley.) He joined North Bay Soaring Society where he met **Larry Kramer** who invited him to TOFFF.

Continued on Page 8



(Member Profile - Andrew Tickle - continued from Page 7)
 Andrew joined SAM 27 on that first visit. He flies mostly Old Timer, aerobatic and seaplanes. Andrew likes small air-planes. The Rascal is the latest and is a great flyer. Andy also donates some of his flying time to helping folks trim out new models, and instructing them in RC to the point where they can handle their planes themselves.

His goal this year is to establish an international electric Texaco postal contest.



Andrew slope soaring a Bird of Time on Sonoma Mountain in 1999. Below: A 46 h.p. Rotax-powered Skyraider pictured in 2003. Even has flaps and a climb rate of 1500 fpm. Sailing is a Coronado 15 leaving Oyster Point on a broad reach with the Tickle family. At bottom, Andrew shows his 1928 Puss Moth, a slow, realistic flyer.



Andrew with his electrified Lanzo Bomber which he says is always enjoyable to fly. Below, Don Bekins, Ed Hamler and Andrew with their Seamasters at Lake Hennessey.



UPCOMING EVENTS

Tentative schedules. Check with **Jerry Rocha** for more info at (707) 255-0651.

14 May, Woodland - MECA Collecto, Contact **Milt Degroodt** at (925) 682-2185 or flymilt@aol.com.

16 July - SAM 27 Small Rubber; HLG/Catapult Glider; P-30; and .020 Replica and 1/4 A Nostalgia

13 August - Jimmie Allen Postal

Sept.30, Oct 1 & 2 SAM 27 Crash & Bash RC Schmidt Ranch - **Ed Hamler** 707-255-3547.

PYLON RACING

A "fly anything" pylon race was held on March 10th. No special planes or training. Planes are handicapped so theoretically all racers finish together. Six pilots raced in this premier 2005 event; **Terry Ketten** had never raced before so he was the rookie. Three heats - the handicap changes after each heat (winner gets 10 seconds added). No mid-air, no crashes and, in the end, **Larry Jobbins** took first place, **Hap Miller** second, and **Andrew Tickle** third.

BITS AND PIECES

SCRAP BOX

Earl Cayton sent along a note saying that "I was sorry to read in the latest issue of Model Aviation that Johnny Brodbeck passed away (the "B" of K&B). He was a really nice guy and I remember him attending major contests in the old days. He chatted with contestants finding out what they liked and disliked with K&B and competitive engines - keeping a pulse of the market. He even gave me tips to help me to get my McCoys and Doolings to run better.

"In the same issue it was announced that Lud Kaden (the "K" in K&N) was inducted into the AMA Hall of Fame - another really nice guy. When John Brodbeck talked me into using K&B engines for speed, he told me to call Lud for tips to make them turn faster. Lud and Clarence Lee were the gurus behind the K&B aluminum and green head engines. Lud had already left K&B but he was very patient in answering my questions and giving me tips to make my K&B-powered speed jobs go faster.

"A friend of mine crashed his K&B 29 free flight at the Nationals in the late 40s. It damaged the engine more than the model. He dropped the engine off at the K&B booth and by the time he had repaired his model, Brodbeck and Kaden had replaced the shaft and case on his engine - AT NO CHARGE!"

Thanks for your comments Earl; firsthand stories from the old timer flying era are particularly appreciated. There were some very generous gentlemen in the industry in those days who went out of their way to assist young flyers.

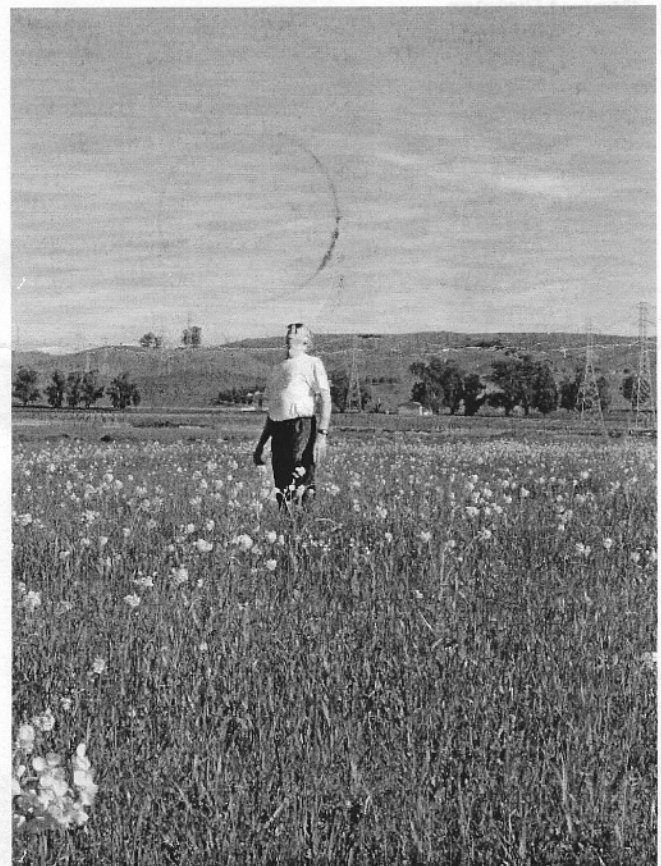
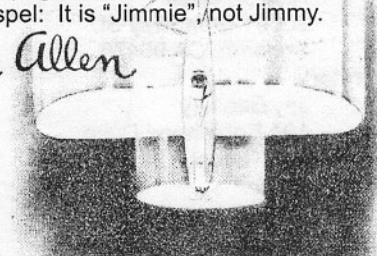
Dick Irwin dropped a few comments on the editor's in-basket. He mentioned that, "In the last Antique Flyer there was a picture of **Earl Cayton's** Sea Hawk. I have a plan and article of it also. I was going to build it at 75% at about 413 sq. in. and power it electrically. I have built quite a few old timers with electric power - the Sea Hawk is such a pretty model.

"I know you talked to Andrew about a Texaco Event for all the electric flyers - sounds like a good way to get them started flying old timers. I am building a reduced version of the Cloud Chopper that will compete in 1/2A gas Texaco as well as 1/2A electric Texaco, just by bolting on a different firewall for each event. It will have 291 sq. in. wing area - I'm just getting started so it will take awhile to get it finished. Thanks and fly happy."

Dick, that idea of using combo power units is nifty. Has anyone else tried that? How do you handle the battery installation and cooling? Dick is a master builder with many tricks up the sleeve, so carefully observe!

Ned Nevels sent along a tip on how to enjoy the old radio programs of Jimmie Allen while you're punching away at your keyboard. Just go to the web and go to www.radiolovers.com/pages/airadventuresofjimmyallen.htm Now, take this as gospel: It is "Jimmie", not Jimmy.

Jimmie Allen



*Blue sky, green field with yellow mustard flowers - now is this solitude or not? **John Pratt** is captured in his solo rapture as he follows the perigrinations of his rubber-powered skyshp in the sleepy Lakeville atmosphere. I can picture the same scene, maybe 500 years ago, maybe 10,000 years ago, as another man observes in a timeless fashion, the lazy circling of a red-tailed hawk or a hungry buzzard. This is real old timer flying! Don't miss out - GO TOFFF.*

Did you ever think that your sole purpose in life is simply to serve as a warning to others?



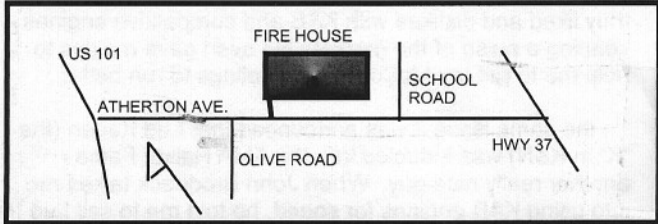
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MEMBERSHIP

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

104 Robinhood Drive, San Rafael, CA 94901

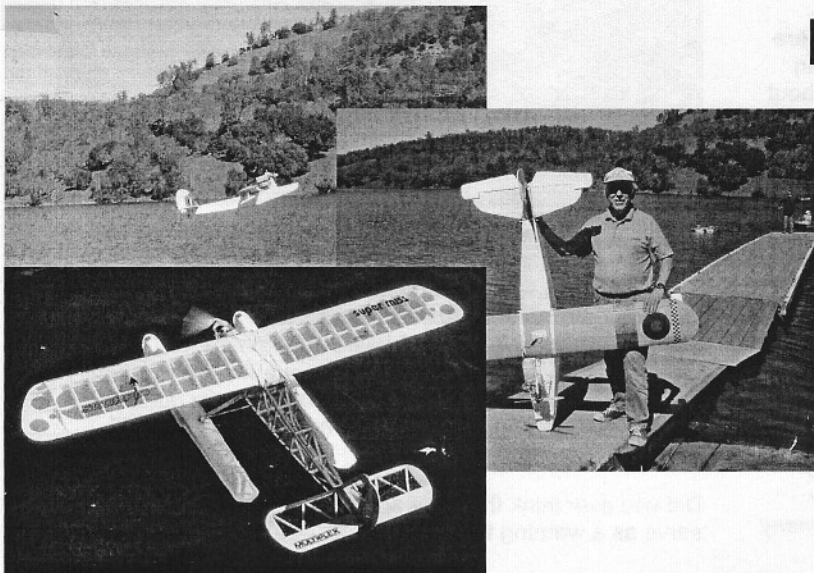
Spring 2005



FIRST CLASS MAIL

TO:

MIKE SIDWELL
5227 VISTA GRANDE DRIVE
SANTA ROSA CA 95403



Andrew Tickle's Walrus in-flight and on the dock at Lake Hennessey. Hap Miller's elegant Miss 2 on floats struts her stuff.

