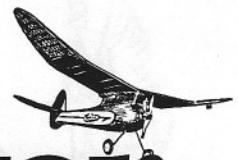




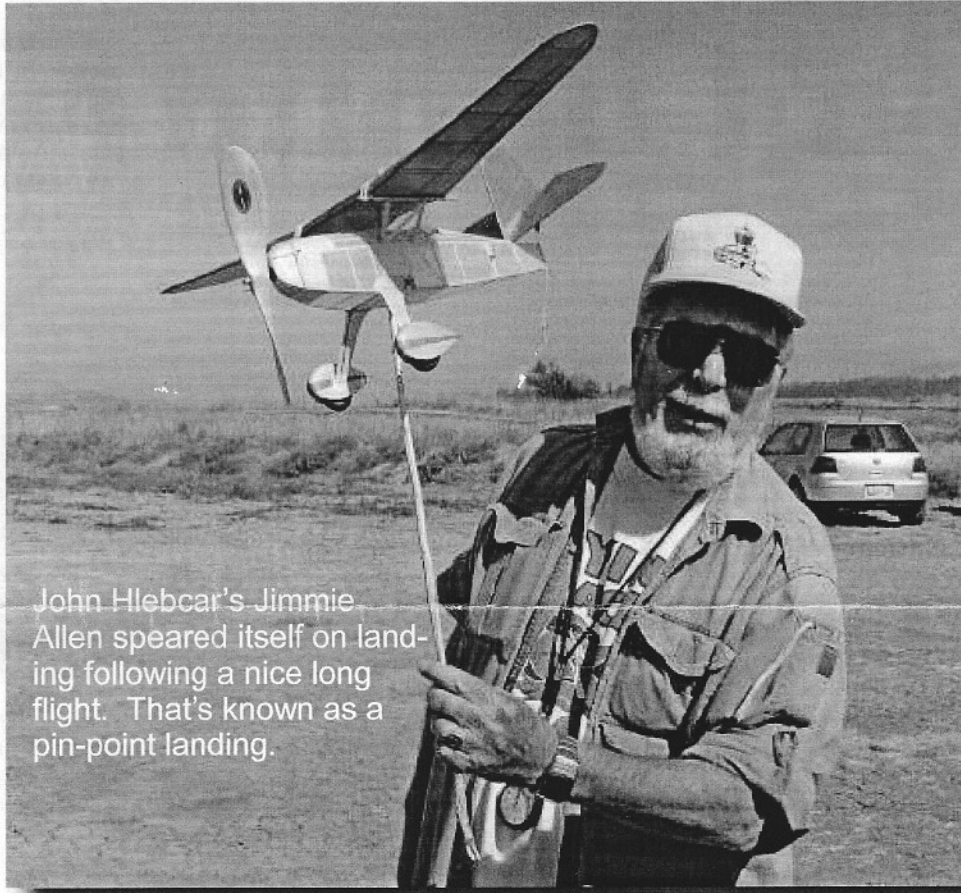
# Antique Flyer



AMA Chapter #108

Summer II 2005

Issue 247



John Hlebcar's Jimmie Allen speared itself on landing following a nice long flight. That's known as a pin-point landing.

## AT THE MEETINGS

The regular meeting of SAM 27 was held on June 15, with 21 members and one guest in attendance. A fine technical presentation by **Ed Solenberger** and **Ray McGowan** on the fundamentals of thermal flying was well received. Ed concentrated mainly on aerodynamics and the meteorological aspects of thermals, while Ray's discussion focused on proper construction, setup, and trimming of freeflight models.

Show and Tell featured **John Carlson's** Luton Minor electric powered model from a kit he won at the Christmas raffle, and **Nick Kelez's** gorgeous L25D Klemm. This is a model of a 1935 vintage airplane that flew in the Olympics in Germany. Nick's model is mostly scratch built, and is powered by a large AXI and a 4200 mah battery swinging a 13x6 prop.

In an effort to generate some friendly local competition, **Andrew Tickle** suggests the following previously

announced TOFFF flying schedules: 1st Thursday - pylon racing; 3rd Thursday - electric Texaco; 4th Thursday - 1/2A gas Texaco.

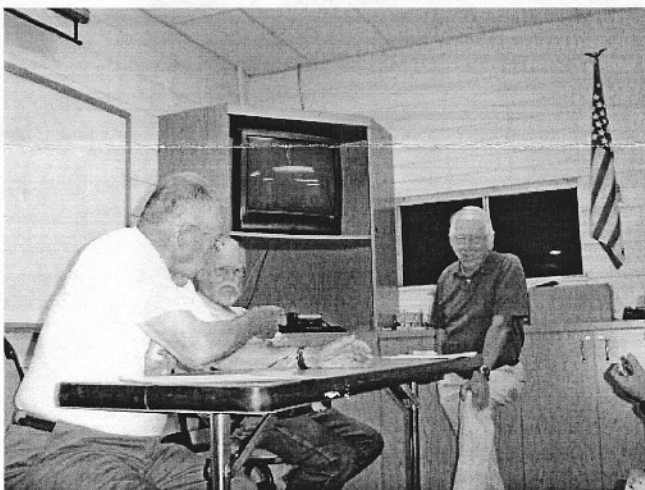


John Carlson's nifty Luton Minor electric model.

Continued from Page 1.



Nick Kelez's gorgeous L25D Klemm.



A rectangular table discussion by Ray McGowan and Ed Solenberger with Andrew Tickle moderating.

The July SAM 27 meeting featured **Ed Hamler** and **Steve Roselle** talking about the **Friends of Schmidt Ranch** which is a fund that Steve has set up to help **Miriam Schmidt** and her family keep a nice venue for SAM contests. Individuals are encouraged to contribute as well as chapters also contributing. The details of the fund can be found on **Steve Roselle's** SAM 21 website, <http://home.mindspring.com/~sroselle/id3.html>. Check that out and try to share in the upkeep of such a long running SAM flying site.

Events happening soon include the **Electric Texaco Event** on September 17th and the **1/2A Texaco Event** on October 20th. It was reported that **Ed Hamler** is conducting a model building clinic at **Richard Beck's** shop on July 27th.

It was brought up that most models flown in Europe have the name of the model and the year it was designed visible on the model - perhaps those of us who aren't already doing that should adopt the practice. It adds to the appearance and advertises the SAM vintage era and the design.

**Andrew Tickle** gave an informative presentation on center-of-gravity with much gravity, followed by **Don Bekins** and **Ed Hamler** discussing Texaco flying with an emphasis on techniques in finding and staying in thermals and how to fly thermals properly (that means how to stay in the blasted up currents and avoid the inevitable downs).

## PRE-FLIGHT



From Jay Beasley

The August meeting of SAM 27 posted the results of the SAM 27 **Jimmie Allen Postal Contest** team - the guys posted some good scores. **Ed Solenberger's** Skokie disappeared into the clouds and later reappeared, tail-up, after the DT activated.

The conspiracy theory that leading SAM competitors agreed never to share their secrets has been debunked. Thanks **Don** and **Ed** for a great talk on thermal flying tactics. SAM competitors outside our club would have willingly paid \$100 a seat to hear this.

The building clinic hosted by **Richard Beck** attracted 8 people. We almost finished **Richard's** 1/2 A Playboy Pylon fuselage. **Ed Hamler** demonstrated Samspan techniques.

Clubsters have made a bunch of maiden flights recently (no, that's not the same as making maidens fly). Included in this prestigious group are:

**Nick Kelez**, Airborn

**Bob Film**, Airborn

**John Carlson**, Planeur a Moteur Auxiliare

**Andrew Tickle**, Quaker Flash and 1917 Sopwith Pup

**Steve Remington**, reincarnation of the 75% Playboy Sr.

**John Carlson** has been practicing landing techniques. He made a perfect maiden flight with the Planeur. The finale was a perfect, power-on wheel landing on the runway with the (scale) wind speed a gusty 45 mph.



## PROPWASH



**THANKS ED HAMLER.** The primary activity of our club (in man-hours) is flying on Thursdays. The main flying has been Radio Controlled Old Timers. But this has steadily declined. No new SAM flyers have joined to fly with us on Thursdays.

The sky has been full of planes. But sometimes months have gone by without seeing an Old Timer in the air. However this year a dozen of our members, who had joined just for general flying, are building Old Timers. Particularly for the 1/2 A Texaco and Electric Texaco Postal events. Finally the tide has turned.

The critical task now is to preserve this enthusiasm and restore SAM 27 to the Old Time status it used to have. The best person for this job is easy to pick. It's **Ed Hamler**. Ed has been the SAM 27 President before. He has agreed to take on the job once again for 2006/7.

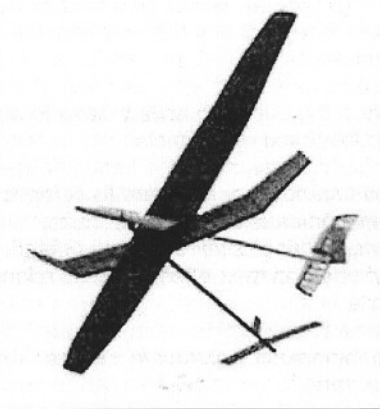
New members may think of Ed as just an O/T flyer. Indeed he is a master builder and a natural pilot. He is also an experienced float flyer with a couple of float planes.

On behalf of every single member: **THANKS ED**

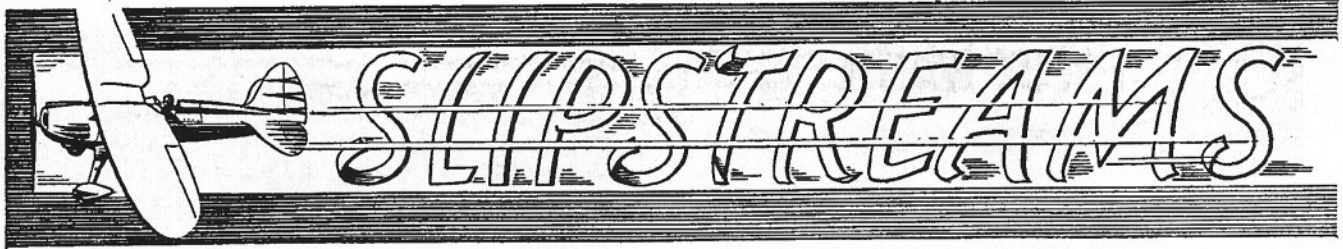
**Andrew Tickle**, President, SAM 27, 2004/5



**Paul Stober** and **Mike Clancy** are pondering the pieces of their planes following a very interesting mid-air. At a recent TOFFF session, Mike was testing a large, heavy RES sailplane for a forthcoming contest. While circling in a light thermal at about 90 feet, a collision occurred. **Paul Stober**, not noticing the sailplane, towed his very light A-1 nordic free flight towline glider right into the bottom of the sailplane. The leading edge of the free flight caught firmly on the tow hook of the RC glider and the two were inseparable. Clancy frantically rocked the controls and found that he had some measure of control with the spoilers deployed. Paul shouted, "land it in the tall grass!" Mike dutifully turned into the wind and got on a perfect approach for the tall grass. That's when things really got bazaar. The timer on the free flight released, the stabilizer popped up to its 45 degree position and the hybrid biplane glider suddenly became unflyable. The entangled planes went into a spin and hit the ground. The nose of the RC glider hit first and resulted in a broken fuselage. That impact protected the FF glider which was not further damaged. It suffered only minor damage where it hit the tow hook and had a small crack in the stab. Mike made quick repairs that afternoon and flew the plane in the glider contest and Paul had his glider repaired and flyable in a day or two.



# Antique Flyer



**Correspondence** from our Chief Cartoonist, **Earl Cayton**, who writes, "That was a pretty cabin model that Irwin Ohlsson built in the early 1930s and shown in the latest issue of A.F. (issue 246). When I was in Southern California, a story went around that Irwin Ohlsson and Henry Orwick were good friends in the 1930s. Henry kept telling Irwin how to improve the power in the Ohlsson engines, so Irwin told Henry to build his own if he could do any better - so Henry Orwick did! And that's how Orwick got into the engine business. Ohlsson & Rice had a very successful business and then quit - I think in the early 1950s. I've heard several stories why they quit - does any SAM 27 member know the real reason why Ohlsson & Rice suddenly closed shop?"

In partial answer to Earl's question, here's what **Harry Rice** had to say about the company in 1952, taken from a story in the *Model & Hobby Industry*, June 1952 trade magazine.

*Harry Rice, veteran model manufacturer, has announced officially that he will continue in full-scale operation in the model field. On March 1, Rice became exclusive owner of Cheminol Corp., Wilmington, Del., as well as owner of the model manufacturing firm of Ohlsson & Rice, Inc.*

*This announcement clarifies rumors that have existed for some time as to the future of the long established manufacturing firm.*

*Rice has outlined a three-point program. Basically, he proposes to:*

1. Continue to sell out of the present inventories of Cheminol Corp. and Ohlsson & Rice, Inc.
2. "Re-manufacture from scratch" and incorporate changes whenever advisable.
3. Eventually, bring out entirely new items to add to the old established O & R line of products.

*Rice made his stand clear in regard to defense work. He says, "We will continue to do outside contracting and defense work. While this will in no way affect our production for the model industry, it will serve two purposes.*

*"First it will enable this firm to remain as financially strong as any manufacturer in the industry can be - an important factor for the trade.*

*"Second, it permits us to fulfill our obligations to the national defense program."*

*Rice states that since he has always been in control of Cheminol Corp. there has been no break in the development or production of various fuels, proofer, thinner, etc., and his total control now of the manufacturing business at Ohlsson & Rice, Inc., has eliminated many of the problems of recent years. He explained it this way: "It was one of those unfortunate situations you find in business. Irwin Ohlsson and I simply did not agree. For this reason, we failed to progress the way we should."*

*He explains the lack of advertising: "For several months we have done absolutely no advertising." Rice said. "It has given us a novel opportunity to compile a complete picture of what the model trade wants and needs. We've been able to do this during the lull, when we were not subjected to any pressure."*

*Ohlsson & Rice at one time was a leader in the field. In one year, following World War II, the company shaded \$1,000,000 gross sales.*

Of course, we know that as O&R went into the 1950s, they never came up with a competitive model engine to match their 1940s successes. The August 1952 Air Trails has a full page O & R ad for fuels, so they started advertising again soon after these comments. The race cars came and went. The 1 h.p. Compact industrial engine was successful into the 1960s. Anyone know when the company finally expired? The newest design of the big engines listed in Anderson's is the 1952 series of glow with the purple head 60 and gold head 19. O&R Cheminol (Harry Rice) manufactured the 1/2A Mite .049 in various versions until mid-1958 when manufacturing of the .049 ceased.



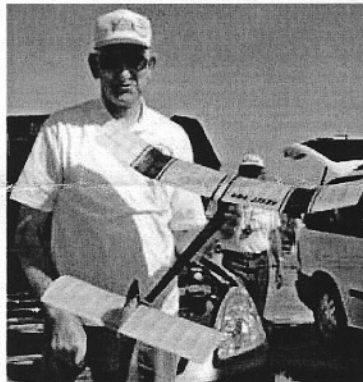
Andrew submitted this delightful pic of a 10 ft. Stinson Reliant on T.O. from the Sacramento River during the Red Bluff Float Fly. Now that's scale RC at its best.

# Antique Flyer



## SAM SMALL RUBBER CONTEST

The SAM 27 Small Rubber Contest was held on July 16th at Lakeville under the direction of CD Jerry Rocha. The winners:



### OT Small Rubber

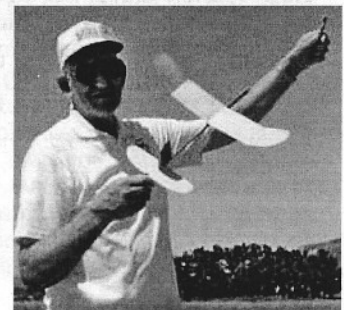
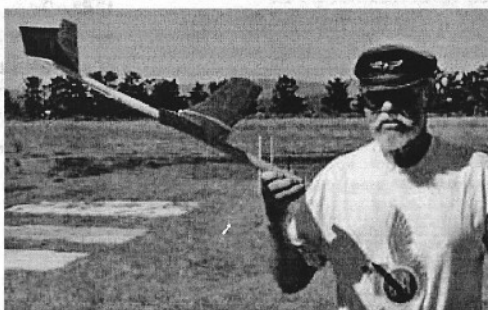
- 1st Ernie Johnson
- 2nd Bill Langenberg
- 3rd Roger Gregory

### Hand Launch Glider

- 1st Dick Irwin
- 2nd Lynn Price
- 3rd Ed Solenberger

### .020 Replica, 1/4A Nostalgia

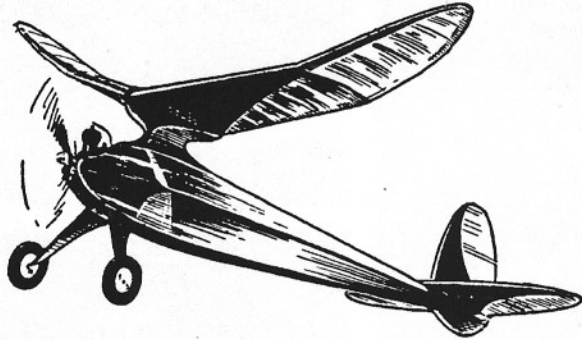
- 1st Dick Irwin
- 2nd Jim Muther
- 3rd Bill Langenberg



## ★ Class "C" Gas Models ★

*First Showing of the New*

# PLAYBOY SENIOR



Such instant popularity has followed the introduction of Playboy Jr. and Baby Playboy, that we now offer the same popular design (with necessary modifications because of larger size) in conformity with the new N.A.A. Class "C" stipulations. Playboy Sr. is, we believe, the first model so designed. Design may also be converted into neat cabin job. Kit, except for power unit, is absolutely complete with everything necessary, including full size drawing, printed out wood parts, plywood for fire wall, cut to size wood strips, colored tissue, wood and tissue cements, dural motor mount, formed landing gear and streamlined wheels, nuts, bolts, etc. Complete Kit GP-5017 (except power unit)..... **\$3.95**

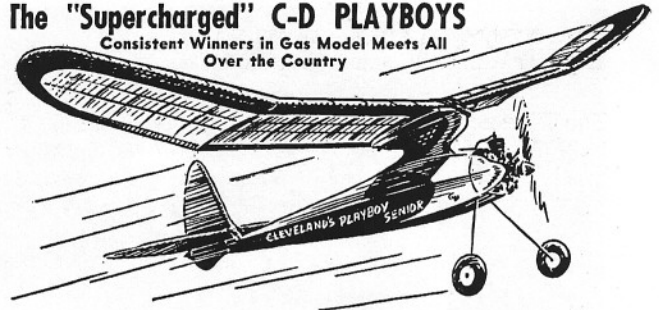
This is the very first ad by Cleveland for the Playboy Sr. which followed the Jr. and Baby into production. This ad appeared in the April 1940 issue of MAN.

## THE PLAYBOY SR. QUANDARY

The Playboy Sr. is interesting when determining what the SAM "legal" configuration should be. We all know that the dotted line "cabin job" has proven to be problematic - flat windshield(?) etc. The new book about Ed Packard, by Herm Schreiner, devotes several pages to Packard's claim that he, not Joe Elgin, designed the Playboy Sr. with "J.E." just following Ed's directions; the Sr. wing tip curve is different than the Jr. for example. Apparently the Jr. was designed by Jim Powell (who made all the nifty drawings in the ads) and a draftsman while Ed was in Chicago at a trade meeting. Ed then wanted the Sr. to incorporate items that he felt weren't included in the Jr. - but the "boy draftsman" (J.E.) was just following Ed's instructions. **But**, one item, now, keeps getting overlooked in my estimation. Absolutely **ALL** of the plans for the Sr., including the 1964 redraw, include **landing gear strut fairings**. The first Sr. introduction ad shown above, drawn by Powell, shows the Sr. with fairings but by February 1942, the supposed Sr. drawing, again by Powell, omits the fairings, yet the plan has always required fairings if the model is "built to plan."

## The "Supercharged" C-D PLAYBOYS

Consistent Winners in Gas Model Meets All Over the Country



Why this inconsistency in drawings? The wing tips in the above drawing by Powell appear to be the Jr. shape, not the more graceful design of the Sr. - but the side of the fuselage says "Senior." Multiple drawings of the Baby, Jr. and Sr. have varying shapes of the fin. So we'll chalk the differences up to artistic license, but nevertheless, Powell's drawings don't constitute the **design** of the Sr. which has strut fairings incorporated, not optional, as is the cabin and wing dihedral or polyhedral. Actually the strut fairings should decrease gear drag significantly as they would have just a fraction of the drag coefficient compared to round wire.



I recently built a new 75% Playboy Sr. to replace one that folded its wing and played lawn dart. In doing so, I elected to put on strut fairings which I think look kinda neat - and should reduce drag. I did make one alteration in the fairings as I didn't take them all the way up to the fuselage - this allows bending of the gear without crunching the fairings. They are not glued to the wire; two metal tabs soldered to the gear wire are the only fairing support - so far they are hanging on ok. The shot above shows an Ohlsson 23 FR ignition (gas) but I've changed to a Bantam 19 just for fun. Many of the smaller 1940s engines have rather small tanks as they only used 20 second motor runs - I found that the sluggish (realistic) and slow climb with the 19 allowed the engine to run out of gas before enough altitude was attained (this is no contest ship) so I made a new gas tank from an old long stem Austin Timer case and can now get a minute plus. Note that I've "cheated" and left off the cowl cheeks and, there are two other changes - can you spot them? What do you think? Should Playboys have strut fairings if they are supposed to be built to plan? Let your **editor** know if you have thoughts on this subject. Note that the Mercury also frequently appears in contests without fairings. Others?

## E TEXACO TEAM

The E Texaco Team will be flying the postal event at Lakeville field on Saturday, **September 17th**. The pilot's meeting will be held at 9:00 am for the strategy review. Pilots expecting to enter to date are **Andrew Tickle, Steve Roselle, Nick Kelez, Gianfranco Lusso** (Switzerland), **Mike Clancy, Dick Irwin, Bob Film, Mike Kilmer** (Louisiana), **Larry Kramer, Loren Kramer, John Carlson, Jay Beasley, Mike Sidwell, and Richard Beck**. **Don Bekins**, who is not going to fly this event, has been invited to be the strategist and coordinator. Andrew has sent out instructions to all on this list. Contact Andrew if you are interested in participating in this postal event.



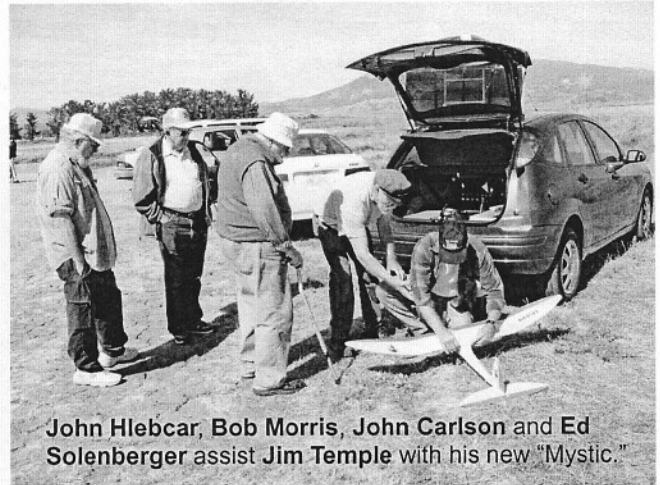
**Dick Irwin** shows his Electric Texaco beauty as he gets ready for the postal event.



SAM 76, the Propstoppers, in PA have already turned in their very impressive E Texaco postal scores. Total score of 180:45 by **Dave Harding, Dick Bartkowski** and **Paul Grothman**. It sets the pace for the SAM 27 team.



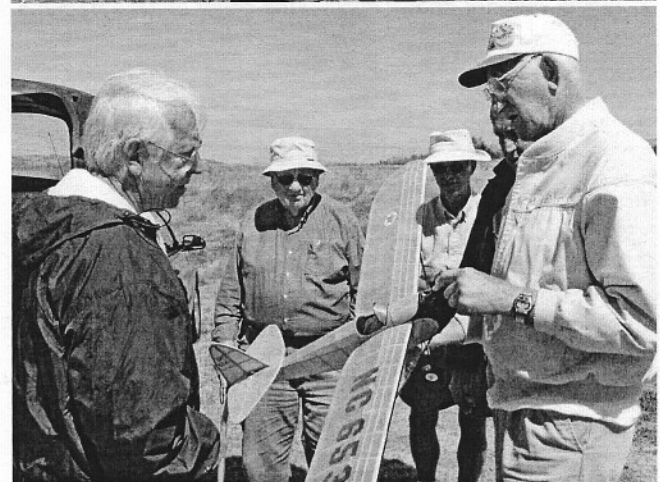
## TOFF ACTIVITY



**John Hlebcar, Bob Morris, John Carlson** and **Ed Solenberger** assist **Jim Temple** with his new "Mystic."



**Jim Temple** and his new Mystic with electron motivation.



**Andrew Tickle, John Carlson** and **Steve Carlson** check out **Dick Irwin's** "Heath Baby Bullet." This is a 1/2A Texaco ship which was built by **Dick O'Brien** some years ago. It needs a little work such as an engine, radio and some redoping to rejuvenate the covering.

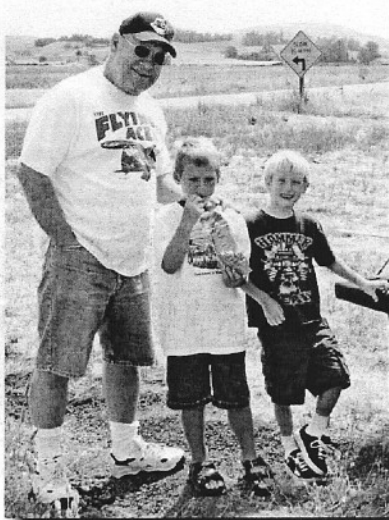
## Models



Mike Clancy's grandnephew Eric with Mike's Kloud King. Eric's video game experience served him well as he flew just fine on his first RC outing. New member?



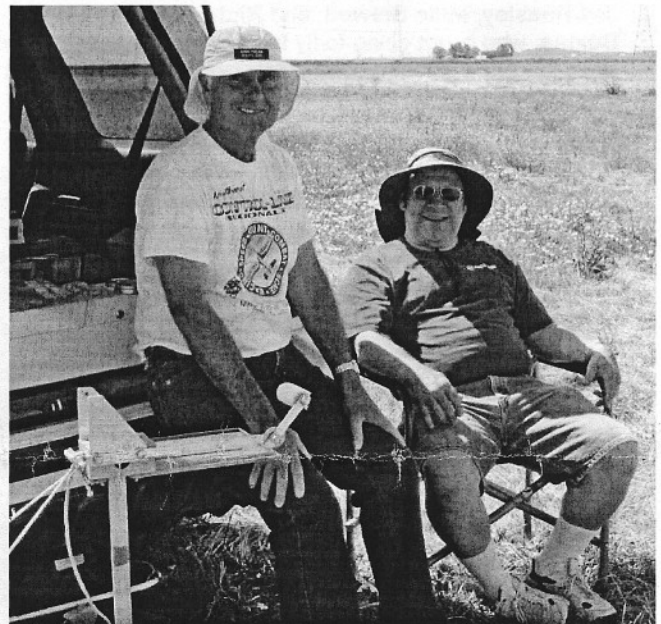
Gayle Wagner shown lighting the boiler of his aeroplane.



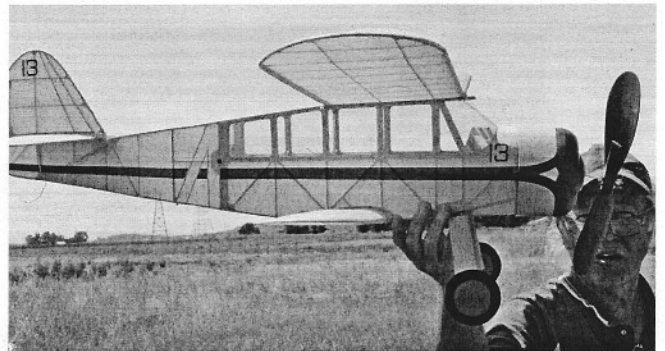
Rod Persons at Lakeville with two grandsons and loads of airplanes. More future SAMers.



Our members are getting younger!



Believe me when I tell you that it was Mike Clancy that came up with the caption for this gem:  
**THREE STOOGES OF SAM 27!**



Gayle Wagner's Big Bipe that flies as nice as it looks.



This is Cole Kelez, the grandson of Nick Kelez. Cole is holding his electric ship. Report is that Cole flew a larger electric earlier, got a little frisky on the sticks and the plane is now in the hangar awaiting repair. It's great to see the young summer visitors come out to fly. Check out those cool shades on Cole.



### SAM Chapter 27

In Collaboration with AMA, SAM, and The Schmidt Ranch, presents the 30th Annual Old Time Model Airplane RC Contest with a \$1000 Purse Added,

## The World Famous CRASH & BASH

September 30, October 1 & 2 the Schmidt Ranch, Elk Grove, CA

Relax between flights under the sprawling shade trees, with your SAM buddies and SAM Sweethearts, Miriam, Neva, Janet, and Mary.

Lasagna Dinner Friday \$5, served 6 til 8, reservations required. Call (916) 684-2265. Lunches Saturday and Sunday \$5. Saturday Prime Rib Banquet with Napa Wine \$15. Entry fees remain \$5 per event. Raffle Tickets remain \$1 or 12 for \$10.

For brochure with complete schedule of events contact the CD: Ed Hamler, 3379 Crystal Court, Napa, CA 94558. (707) 255-3547. eMail: ehamler@comcast.net

## The MODEL Trader

### Aviation's Great Recruiter



Cleveland's Ed Packard



H. L. (Herm) Schreiner



### A RACY BUNCH

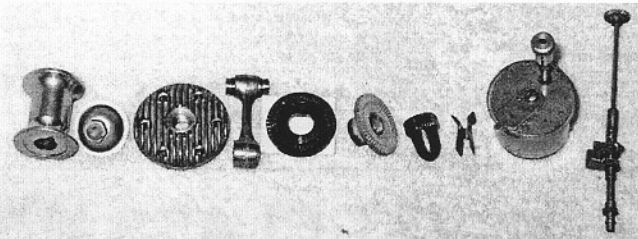
The first Thursday racers are doing their laps with Ed Solenberger, Larry Jobbins, Hap Miller, Andrew Tickle, and Mike Sidwell all vying for top dog against handicaps. Mike Clancy works as the Race Steward. Man your sticks!

The new book about Ed Packard and the Cleveland Model Company, *Aviation's Great Recruiter*, is now available; 320 pages of modeling history. \$39.95 plus CA tax, postage included. Contact your editor if you would like a copy.

DON BLACKBURN has recently moved to Oklahoma so isn't taking engine work business quite yet until further notice.

COMING IN FUTURE ISSUE - Sky Greenawalt will describe his new building bench and tell you how to build your own magnetic marvel.

### MYSTERY ENGINE PARTS

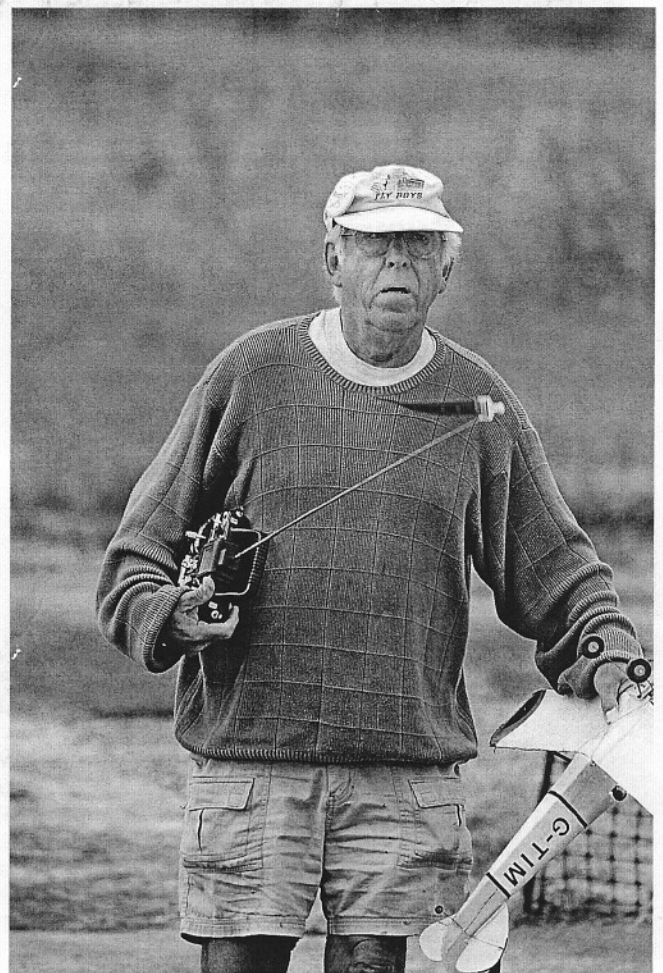


OK engine experts, here's a batch of engine parts that you found on your bench - figure out what engines they belong to - thanks to Ed Solenberger for this puzzle.



There's Cole again - he sure gets around. Now with Don Bekins' double size Gas Bird which is powered with an O.S. 60 4-cycle ignition. White, black and orange.

### ANDREW AND HIS MOTH





## AMA Chapter #108 OFFICERS

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**Official Photographer**

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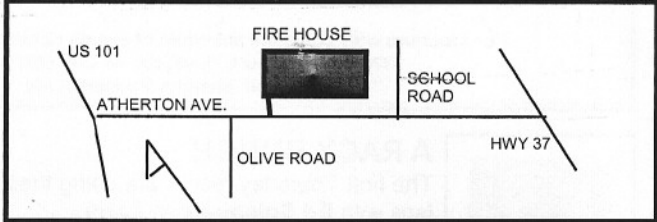
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<b>DEPUTY WEBMASTER</b>	Larry Jobbins	(415) 883-3882
<b>RACE MARSHAL</b>	Hap Miller	(707) 833-5905

**MEMBERSHIP**

Membership dues (for 2005) 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.



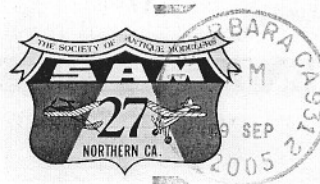
Meetings: The Third Wednesday,  
Each Month, 7:30 p.m. at the Novato  
Fire Department Training Room

## Antique Flyer

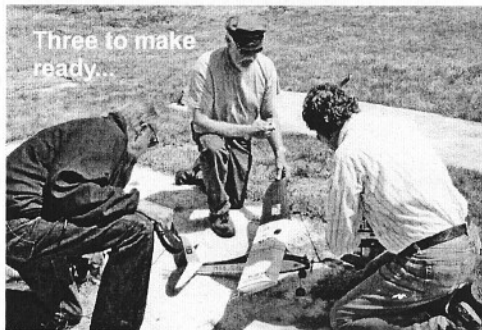
104 Robinhood Drive, San Rafael, CA 94901



### Summer II 2005



Andrew's 1917 Sopwith Pup with O.S. 70<sup>4</sup> stroke.



Three to make ready.

Don't miss the Jerry and Rod show on Page 8, **THE THREE STOOGES!**

**In this issue:** We got a baby, kids, mating gliders, Pearly Gates, Playboys, spears, Minors, a dog, lots of rubber, a Stinson, a Bullet, bipe, Propwash, Harry Rice and the PA Propstoppers.

## FIRST CLASS MAIL

TO:

MIKE SIDWELL  
501 VISTA GRANDE DRIVE  
SANTA BARBARA CA 93103

Some mistakes are too much fun to only make once.  
The easiest way to find a lost propnut is to buy another one.

