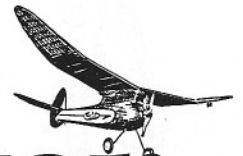




# Antique Flyer



AMA Chapter #108

Spring 2006

Issue 250

## AT THE MEETINGS

The regular monthly meeting of SAM 27 was held 15 Feb 2006, with 16 members and one guest in attendance. President **Mike Clancy** opened the meeting shortly after 7:00 pm, and the business portion of the meeting was concluded in about 20 minutes. **Hap Miller** of the field committee reported that he had applied weed killer around the perimeter of our Lakeville flying site. The field is still too soggy to drive on, but the runway itself is stable enough to use. Secretary/treasurer **Jay Beasley** mentioned that AMA suggests model flying clubs consider incorporating to protect officers of the club from possible litigation should an accident occur. He will investigate the various aspects of incorporation, and report back to the membership. Jay also mentioned that any member who has not paid dues for 2006 by the publishing date of the next issue of the Antique Flyer will not receive that issue. Treasurer's report: As of 15 Feb 2006, SAM 27 had \$3352.49 on deposit at Redwood Credit Union. A number of members are still owing dues, so the balance will increase. A detailed accounting of our treasury is available to any member who desires it.

Tentative contest schedules for this year are as follows:



"... and this button is for  
straight and level flight."



**July 15** - Small rubber Sometime this summer - Fokker D-8  
**August 5-6** - Napa control line racing  
**August 26** - Jimmie Allen  
**September 30-October 1** - Crash & Bash  
**September (TBA)** - Electric Texaco

**Mike Clancy** suggested that all of us Fokkers put SAM 27 decals or logos on our Fokkers. **Ned Nevels** has created German crosses and Fokker logos that can be downloaded and printed for application to our models. The highlight of the business meeting was the presentation to **Andrew Tickle** of a beautiful hardwood model of a de Havilland Tiger Moth on a stand, with a plaque that reads:

To Andrew Tickle  
SAM 27 President 2004 & 2005  
In Appreciation

Andrew was scheduled to give a photo slide presentation, but due to technical difficulties his show had to be deferred to a future meeting. The business portion of the meeting ended at 7:30 pm. Following that, we had a discussion of building techniques and mods for the Fokker D-8 project. 3 partially completed models were on hand to compare. **Ed Solenberger** gave a short lecture on balsa construction. He and **Nick Kelez** also discussed how to make a fiberglass cowl for the D-8. Nick had acquired about 10 sets of wheels for the D-8 and sold them all at the meeting. Though not in attendance at the meeting, **Bob Rose** is working on a prototype set of wheels for the D-8 which should weigh a couple of ounces less than the type Nick bought. Show and tell featured a **Sky Greenawalt** CAD designed, laser cut Cessna 170A (photos in this A-F). Beautifully done with nice detailing. Sky has designed several models of this type. You can find more information on this model at the following: <http://www.rcgroups.com/forums/showthread.php?t=469165&page=2&pp=15>. Sky also donated a couple of very nice items for our meeting raffle - a Dremel table saw, and a Magnum engine. Enthusiastic raffle ticket sales totaled \$72! The last of the Fokking Fokker builders were pushed out the door about 10:00 pm, when we turned out the lights. Next meeting is March 15.

## AT THE MEETINGS

SAM 27's **March** meeting was held on the 15th with 24 members and one guest in attendance. The guest was **Richard Minnick**, who built models as a kid, like we all did, and wants to get back into modeling and learning to fly R/C. When he mentioned that he has a vineyard, we unanimously approved him as a new member, and gladly accepted his dues money. Sorry I didn't get a photo of him to pass on to you. The business meeting started about 7:00 p.m. **Andrew Tickle** discussed electric Texaco rules and the use of LiPo batteries. Andrew has emailed the proposed rules to most of the interested parties, and further discussion and consultations will follow. **Ned Nevels** reported our supply of Samspan is getting thin, and he will order a new roll when needed. **Bill Vanderbeek** will bring some new light Samspan to a future meeting for our perusal. Ned is creating Sam 27 logos for our Fokker D-VIII's which promised to add a nice touch to our squadron aircraft. A possibility of acquiring a radio retrieval system receiver for our field and contest flying was discussed. Members who have used these systems gave their opinions. It's a good concept, but not without flaws. Transmitters for the models are fairly expensive, as is the receiver.

Secretary/treasurer **Jay Beasley** gave a report and mentioned that we still have a handful of members who have not renewed their vows (dues) for 2006. Most of these individuals don't have email, so phone calls will be made to contact them. The business part of the meeting concluded at 7:45 p.m. **Andrew Tickle** gave a nice 30 minute Power Point slide show presentation featuring models, modelers, and flying during 2005. **John Dammuler** showed 3 nice balsa models of different types, and **Rod Persons** showed a Jimmie Allen and a Flying Aces Moth. **Nick Kelez** and **Ed Solenberger** had their Fokker D-VIII's on display. Nick's is almost finished--a little detailing to go (way beyond everybody else's standards). Ed still has the wing to build. Nick's is powered by an electric, and Ed's by a diesel. Ed is making balsa wheels, should anybody desire a set. We had a good raffle with great participation. **Bill Vanderbeek** donated a nice electric ARF kit, with a built up wing. **Bob Rose** donated a set of the Fokker D-VIII wheels he is manufacturing. Contact Bob at [gramparr@aol.com](mailto:gramparr@aol.com) for details. Not to be outdone, **Rod Persons** donated one package of Radio Shack rare earth magnets.



**Sky Greenawalt** left his new Cessna 170 sitting in front of his hangar for a photo session prior to it's first flight. As seen below, this beauty paints a pretty picture against the clear Lakeville sky. Only a 36" wingspan, weighs 7.75 oz.



## JIMMIE ALLEN WINNING 2005 TEAM



This **Mike Clancy** photo of the SAM 27 winning team for the Jimmie Allen event is from the April 2006 *Flying Models*. Celebrity flyers **Ding Zarate**, **Jerry Rocha** and **Ed Solenberger** bask in glory. See the next page for info on **Jerry Rocha's** upcoming July 15th Small Rubber Meet.



# Antique Flyer



## **SAM 27 Special Rubber Meet**

**Saturday, July 15, 2006**

**From 7 AM to 12 PM**

**(Must be present to collect trophies)**

**SAM 27 Lakeville Rd. Flying Site  
Marin - Sonoma County  
(Off Highway 37 - See map on back)**

**Jerry Rocha, CD (707) 255-0651  
Ed Solenberger, CD (707) 542-1756**

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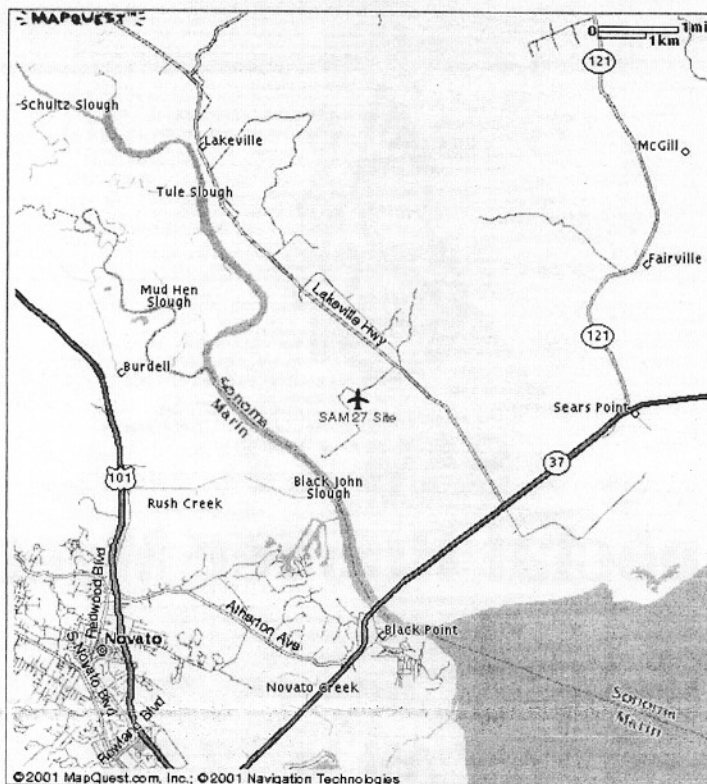
**OT Small Rubber  
Hand Launch Glider & Catapult Combined  
P-30 Rubber  
.020 Replica & 1/4 A Nostalgia Combined  
Junior Champion**

**! No Fuse DT's or Thermal Detection Devices Allowed !**

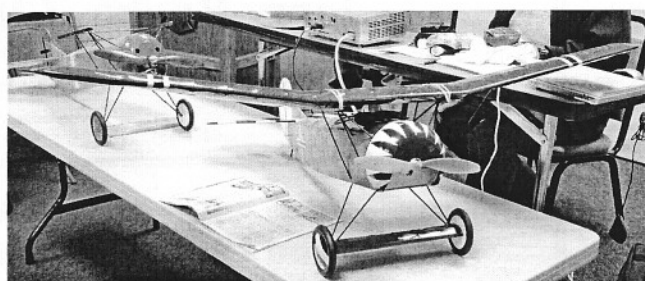
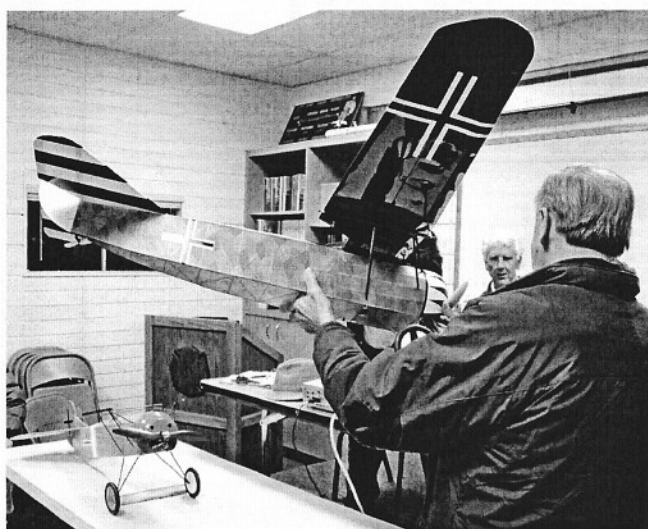




# Antique Flyer



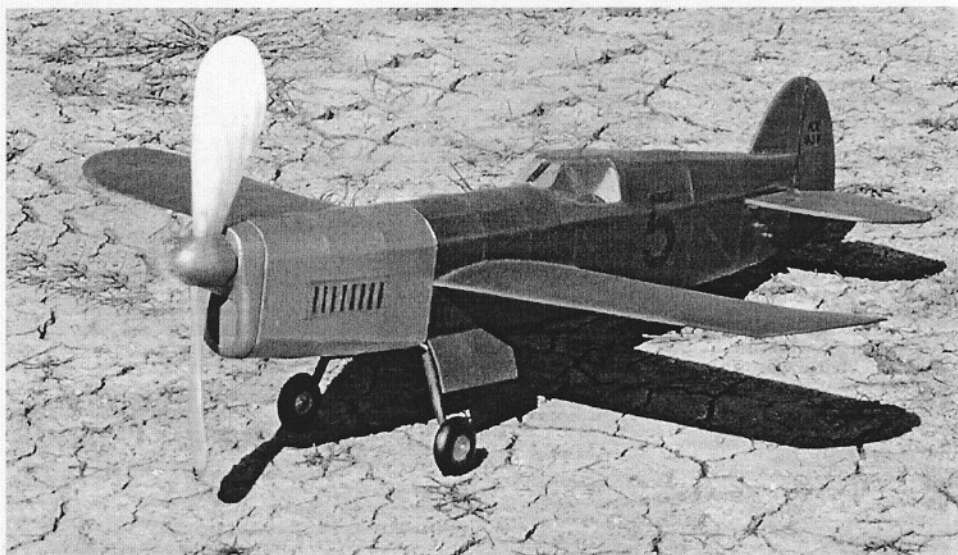
From Hwy 37 go north on Lakeville Road approximately 2-1/2 miles and turn Left at sign to Riverside Equestrian Center. Go 3/4 mile on paved road to flying site.



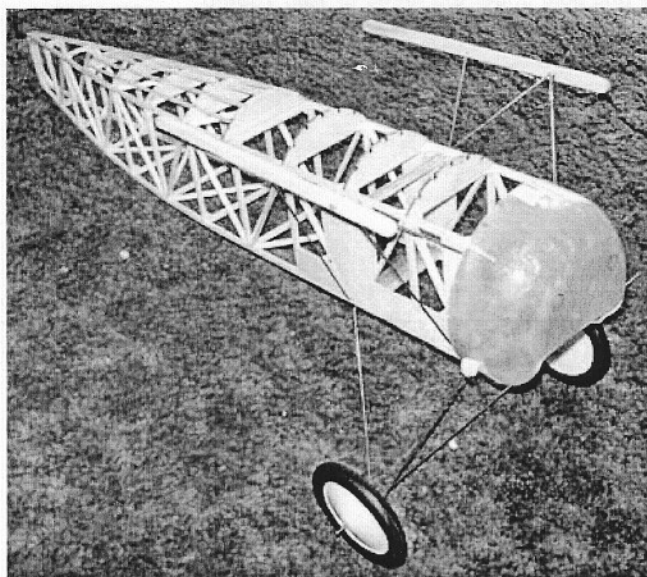
These Fokker D-8s were exhibited at the March meeting. **Nick Kelez**, at left, is showing the finer points of his nifty model, almost ready to fly. **Ed Solenberger's** D-8 is resting on the table, unable to lift off for lack of a wing - Ed promises that it will have a wing in the near future. The date of the **Great Fokker Contest** is yet to be announced.

# Antique Flyer

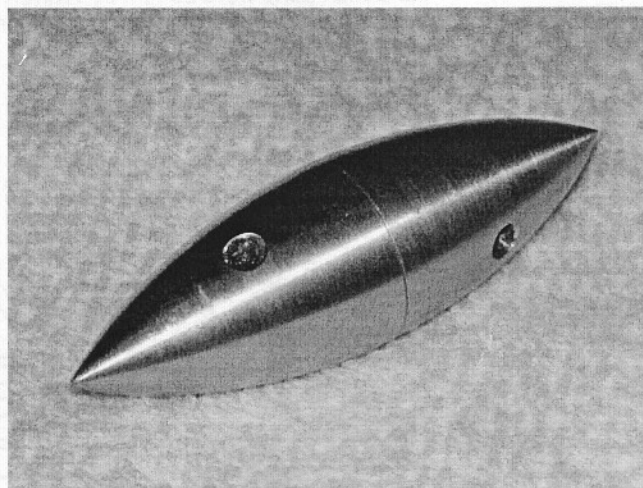
## Models



Paul Stober built this great looking Art Chesters "Goon." Aluminum color cowl with a dark red covering which hides a considerable wad of rubber to drive that formidable prop. The "Goon" was designed for the Greve Trophy Race which was open to aircraft powered by engines of 549 cu. in. or less - by the end of the pre-war air races, the Greve and Thompson Trophy races were the only closed-course races run. Art Chester experienced an oil leak problem during the 1938 race and came in second behind Tony LeVier. Art's Menasco-powered "Goon" was the only finisher at the 1939 Cleveland Air Race, but even with no competition, he raced full out and set a record of 263.39 mph. The '39 races were the last before WW2 and were notable for the lack of new racing airplanes, predictable results for the Thompson, a one-day delay for weather and poor attendance - even without a world war brewing, the air races were a troubled event.



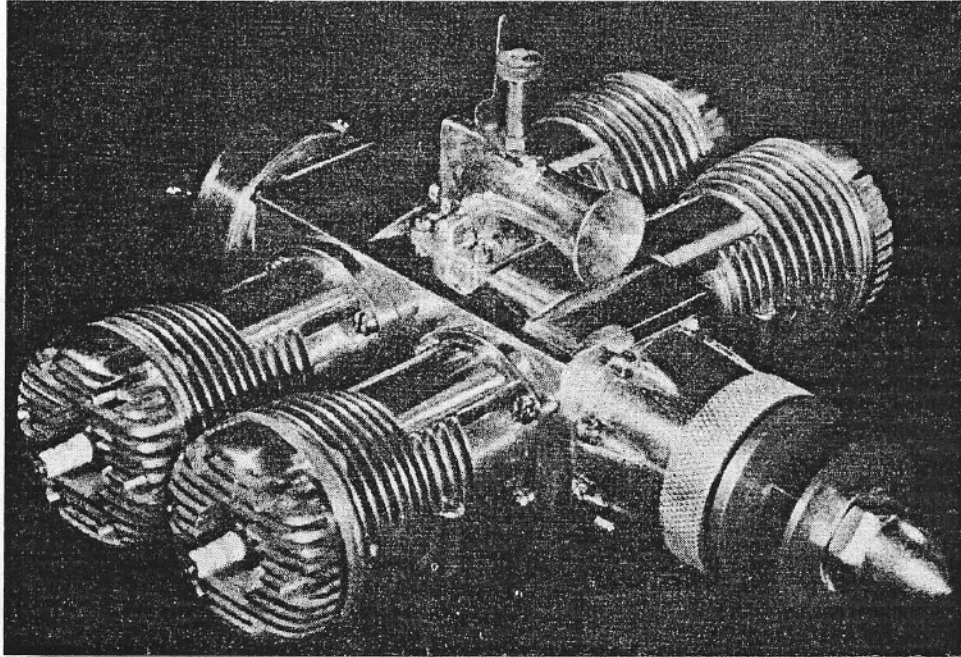
Ed Solenberg's Fokker D-8 bones.



This is a "Mystery Object" submitted by **Ed Solenberg** - it is guaranteed that this is a model airplane object that most of us have used on a model. What is it?



## MYSTERY ENGINE



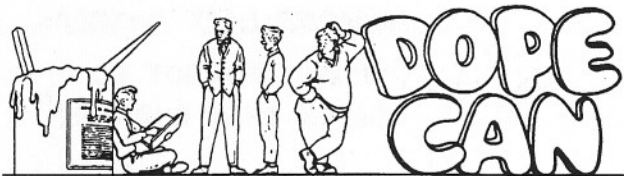
OK engine experts, come up with the origin of this mystery engine. I've searched for something to stump even the most savvy of the engine gurus. This engine was pictured in a national model airplane publication so it isn't some backwater creation that never left the garage. You got to admit that it's a pretty cool looking engine. Don't bother with a futile search through your engine guides.

Last issue's mystery engine was sort of sneaky - most guessers thought it was a Bunch Mighty Midget with an O&R needle valve - close but no cigar. If you look real closely, the name is on the front of the cylinder. It is a Cleveland Tom Thumb which was sold and advertised by Cleveland Models - it is based on the Mighty Midget. In 1938/39, some of the Bunch parts were bought by Warren Sales and sold under the name of Tom Thumb but the name was not stamped on the engine. The engine pictured is now owned by the current owner of Cleveland.



Ed Solenberger was caught by one of our correspondent cartoonists as Ed was sorting balsa for the Fokker D-8 project. Richard Beck is not too approving of Ed's testing method.

# Antique Flyer



**CORRESPONDENCE from Earl Cayton:**

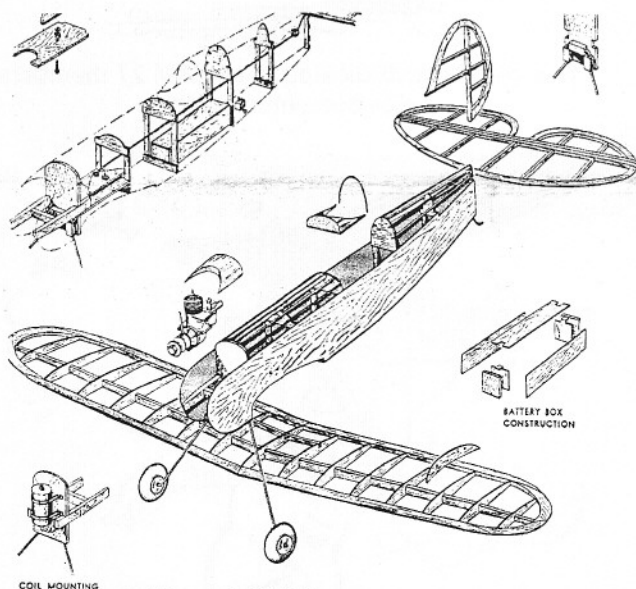
The pictures of Ed Solenberger's "Tethered Trainer" in the last issue of AF was of personal interest to me. I don't know if Ed noticed, but this was an old design of mine, published in *Air Trails* and *Air Trails Annual* during WWII, that I built early in 1942. Ed mentioned that offset rudder and outside tip weights were not called for on the plan. Actually, I had both on my original model but this was unfortunately deleted by the editor of *Air Trails*. I was called up earlier than expected as an Aviation Cadet during WWII and I didn't have time to do the final ink drawings.

My original "Tethered Trainer" was built after Pearl Harbor when balsa became scarce as I constructed it from basswood. After WWII, Scientific made a kit of this design using balsa in larger sizes and it became a popular seller under a different name.

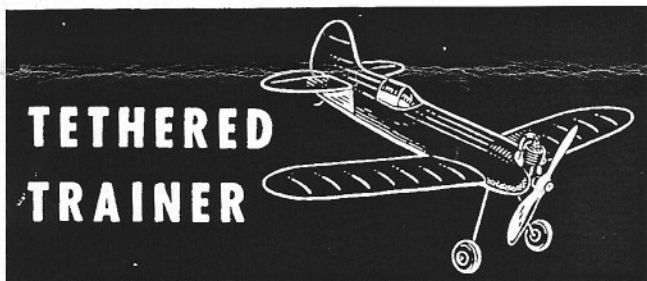
There have been instances of modelers converting "Tethered Trainers" to R/C. Plans are now available through the AMA plan service.

Floyd Carter's "Tethered Trainer" picture appeared in *Model Aviation* a few years ago (Nov 2001). He was swamped with requests for plans. His plans were battered and taped together so he contacted me for some better plans and I sent him a new set of full size plans that I had previously got from John Pond before John passed away - which Floyd had copied to fulfill his requests. If anyone from SAM 27 builds it, please use outside rudder and 4 or 5 pennies of weight in the outside tip - more if you use an engine larger than a 23.

Note: Earl mentions that the "Tethered Trainer" that appeared in *Air Trails* had a wartime camouflage paint job while the postwar Scientific version had a civy paint job.



**TETHERED TRAINER** By Earl Cayton



The drawing shown above is from a 1940s brochure for the "Magazine Plan Service Co." The "Tethered Trainer" was one of five plans contained in Plan Folio No. 1 which could be purchased for \$1. This is probably the same plan that is currently available from the AMA plan service.

Bill Winter, the editor, and Cal Smith, who did the final drawings, had been flying their U-control models to the right, the opposite direction of torque and they hadn't found out yet that torque compensation was important. This was common for many early control line designs published and kitted. In the early days of control line flying, half of the modelers flew to the right and half to the left, but soon circling to the left became pretty much standard - which quickly taught flyers, the hard way in many cases, to compensate for "old devil" torque. Fortunately, all of the "Tethered Trainers" that I saw fly were built with the necessary offset rudder and outside tip weights to keep the model tight on the lines.



I trained that crazy dog of mine to help me track down my models - but he double crosses me now by hiding them when he locates them!

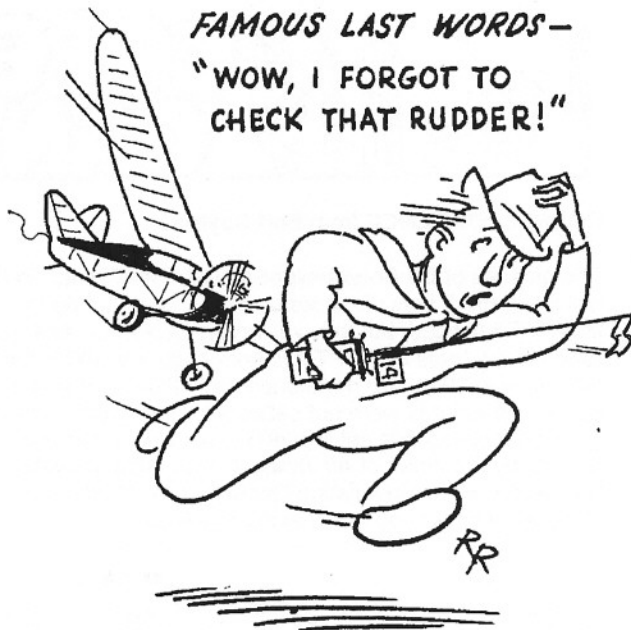
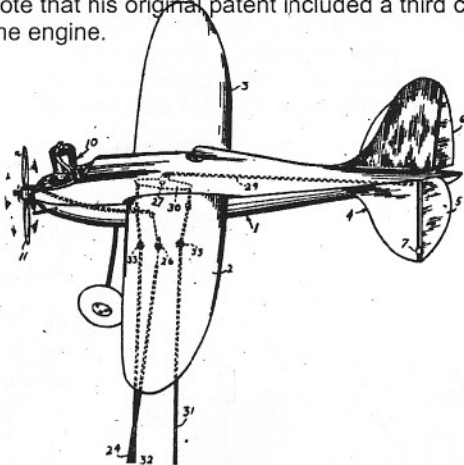


It's about time that some of you experts submit an article to your newsletter or at least some comments. Your editor may just institute a new policy: no submittals, no newsletter. My in-basket is empty. Photos are nice also.

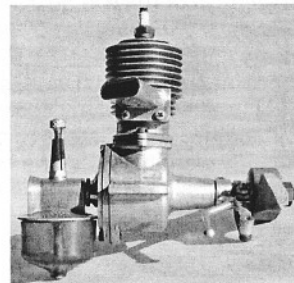


www.snoopy.com

The sketch below is for Jerry Rocha and Ed Solenberger. The Jim Walker patent for his U-control system, #2,292,416, was dated August 11, 1942 and was filed in December 1940. Note that his original patent included a third control line for the engine.



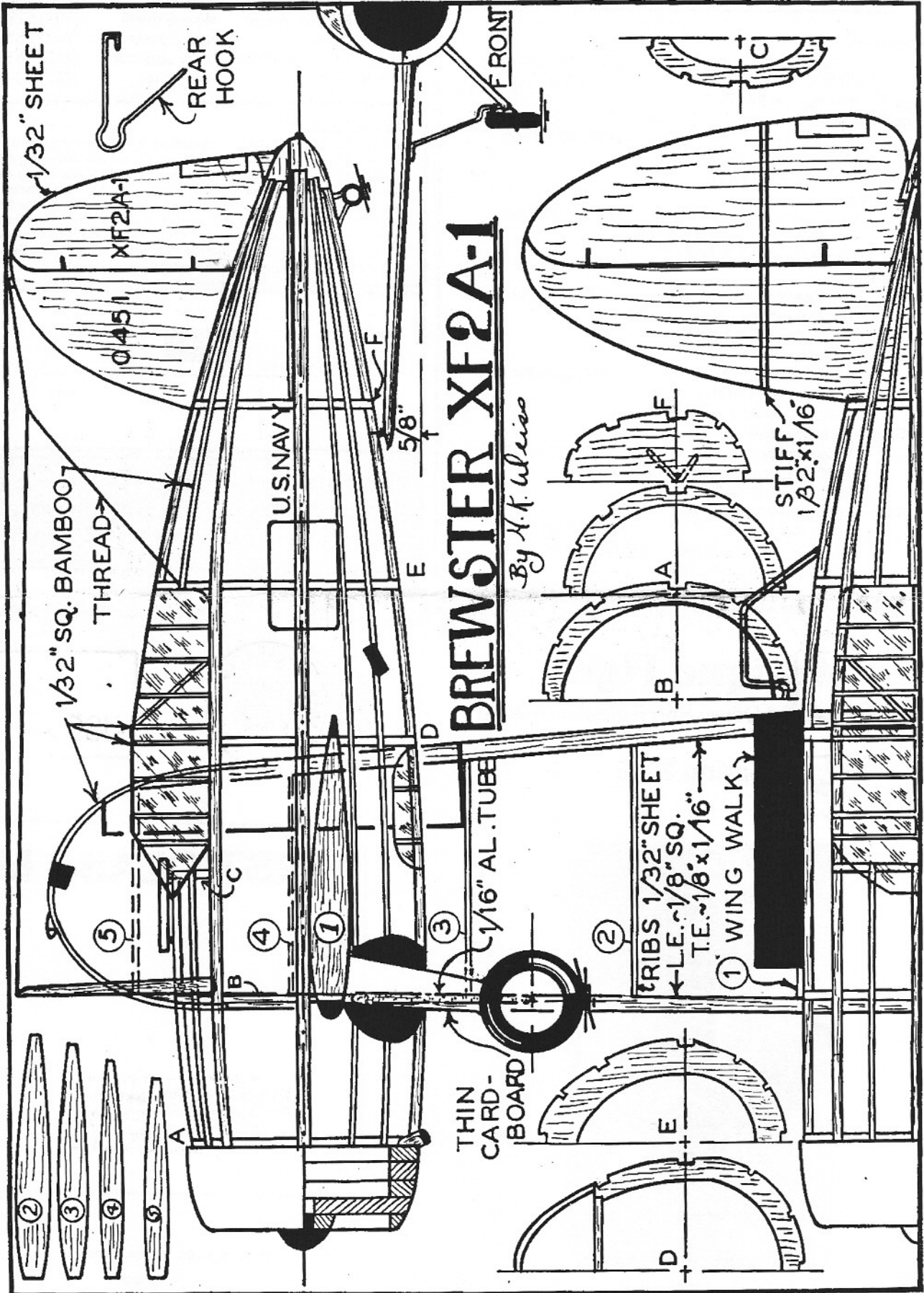
This cartoon is dedicated to all SAM 27 members with computer radios.



Rocket Victor 1945



A quick-build plan by the famous Herb Weiss. Build this little gem and send the photo to the A-F for world-wide recognition and accolades.





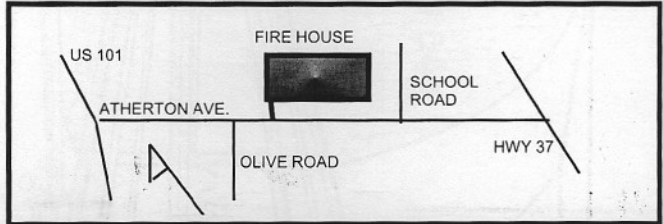
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- RACE MARSHAL** Hap Miller (707) 833-5905

### MEMBERSHIP

Membership dues (for 2006) are based on the class of membership; the Full membership includes flying privileges at Lakeville and voting rights for only \$25. Associate membership includes the newsletter and meetings only for \$15. 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. Associate 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 Jay Beasley, Treasurer. Make checks payable to SAM 27.

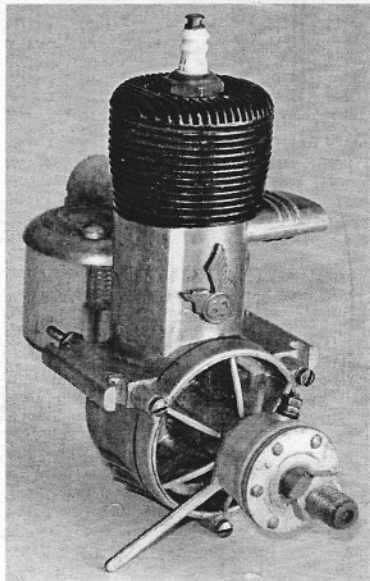


Meetings: The Third Wednesday,  
Each Month, 7:30 p.m. at the Novato  
Fire Department Training Room.

## Antique Flyer

104 Robinhood Drive, San Rafael, CA 94901

Spring 2006



Ohlsson 60 Custom  
95403+1374-27 C027



### FIRST CLASS MAIL

TO:

MIKE SIDWELL  
227 VISTA GRANDE DRIVE  
SANTA ROSA CA 95403

If you can't be kind, at least have the decency to be vague.

