



Antique Flyer



AMA Chapter #108

Summer 2007

Issue 255

THE PINK PLAYBOY

by Ed Hamler



Not a very sharp photo, but one of the few of Ed Hamler's Pink Playboy. Here Ed launches the ship in the early 1990s at the Toltec Road Field near Eloy, Arizona. Don Bekins took this photo.



The Pink Playboy is a full size 800 square inch Playboy Sr. scratch built in 1990 from the original Cleveland plans and covered in high visibility pink and white silks. The model was provided with two firewalls, one with an Ohlsson 60 front rotor for class C ignition and one with a Solenberger prepared K&B 35 for the class C glow event. The spark version was plagued intermittently with ignition interference and had limited success.

The glow version has an interesting record; starting in Lawrenceville, Illinois in 1992 it always made the SAM Champs flyoffs but never finished higher than sixth place until 1998 in Muncie when it won the first of **three straight** C glow titles. How this happened taught me some noteworthy lessons in old timer competition.

The model has always been a good flyer and easily posted the three seven minute max flights in class C LER. However, against larger 40 and 50 size engines it was usually close to the bottom of the stack of models when the flyoff motor runs were finished. For six years I simply let the model glide around in the crowd of other entries and wound up being one of the first to land.

Don Bekins and **Bob Angus** were my timers in 1998 when

the flyoff started in Muncie. After the motor run they immediately encouraged me to leave my position under the other models and find better air. We soon picked up a nice thermal in the northwest and began a circling climb. **Mike Salvador** and another competitor noticed my good fortune and immediately flew over to cover my Playboy; but they were too late. We rode the thermal above them for the rest of the flight and landed last for the first place trophy.

Loren Schmidt and **Tim Lane** were my timers for the 1999 flyoff in Muskogee. In the glide I immediately left my poor position and began searching for lift but with no luck. We were in danger of landing off the field when I headed back for what I expected to be a last place landing on the Hatbox Field runway. At about a hundred feet over the dark tarmac the model bounced slightly and I set the trims for a circling climb. It climbed slowly but surely, completely unnoticed by the other pilots, until it was a speck overhead. As the other models began to land their pilots were surprised to learn that the Pink Playboy was still aloft, high above, and had not landed as earlier reported!

My Italian friend, **Giorgio Colla**, timed the Pink Playboy in the 2000 flyoff in Pensacola. Again we left the crowd and found lift early but this time others followed my model and kept their position above it before leaving the thermal and returning to the landing area. We walked about a quarter mile downwind following the circling model to keep it in sight. The extra time spent in the thermal turned out to be the winning margin and the Pink Playboy, after being an "also ran" for years had scored a rare "three peat". **Joe Elgin**, the designer, was on hand to autograph the winner for the third straight year and the model was retired. It now hangs on display in the Sonoma R/C Hobby Shop.

The lessons from these experiences are almost obvious: a) thermals trump model engines, they are simply more powerful, b) pay attention, don't give up, it's never too late to catch a good one, c) keep your model in sight, walk after it, if necessary, and d) humbly accept good fortune, but for one lucky thermal **Dick Korda** would be unknown.



Boy, Solenberger sure knows how to prepare the K&B 35!



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Correspondence from **Jack Albrecht**

Steve, Glad to hear that you were able to fly your bird with the new radio (*more on that in this issue*) and you did not have any problems with ignition hash! A bad plug, a bad 10K ohm resistor in the plug lead or trouble in the transistor ignition system can cause ignition hash problems in conventional R/C systems. I have been flying SAM ignition engine powered models since 1976, so I have a little experience in that area. **Don Bekins** and I used to duke it out at the old John Pond Commemorative which was then held at Cal Poly (San Luis Obispo), Vandenberg AFB and Taft back in the good ole days. We once had a fly off against each other in the rain at Cal Poly with our transmitters in plastic bags - Crazy!!

In those days I transported all of my SAM models in the trailer you see in the attached file. We had a great time!

Now days I fly only SAM LMR electric at SAM contests, such as our SAM 27 Crash and Bash. I gave six of my ignition engine powered models to Ed Hamler and Ned Nevels a few years ago - now I'm more interested in flying other types of models as you see in the other photo (P-47).

Editor: Jack also mentions that 100 dpi photos might be better for the emailed newsletter. In fact, the internet limits the photos to 72 dpi - higher apparent resolution can be obtained if you scroll around the photo and see only a fraction of it on the screen at once. The screen size pages of this newsletter are limited to 72 dpi, quite a change from my printer which can handle 1200 dpi! Yet, color is a big plus and apparent resolution can be assisted by using larger photos.





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AT THE MEETINGS

by Jay Beasley

We had a relatively short meeting in **May**, with 19 members in attendance. President **Mike Clancy** (who has access to the treasury) was on a European vacation, so **Ed Solenberger** deemed himself President because Mike had given him a key to the fire station training room. Secretary/Treasurer **Jay Beasley** was seen pouting because Ed was stealing his thunder. Though the crowd was prepared for some lengthy and inspiring oratory from Ed, they were left wanting.

Reports: Beasley reported that we have 112 members and a little over \$4600 in the treasury.

Mike Sidwell, keeper of the field, said that **Hap Miller's** new (old) mower needs some repairs before we can whack down the weeds. Speaking of Hap, Mike reported that Hap finally got his new home-built turbine powered, full scale helicopter completed, but has suffered two engine failures--one on the ground, and one just a few feet high. Sign me up for that!

Lacking much in the way of old business, we went on to new business: **Jay Beasley** became aware of a frequent flier at Lakeville who is not a member. He has been contacted, and indicated that he will join our club - however he has yet to follow up. We'll be patient. As a reminder, guests can fly at Lakeville up to 3 times, after which they must become a member. And of course, they must be AMA members. If you see someone flying that you don't know, introduce yourself, find out if they are a member, and if not, tell them about our club and our rules.

The Novato Fire Protection District has waived the requirement for us to maintain an insurance policy for use of the training room for our meetings. A brief discussion of the matter ended with the consensus that since we've already

paid the premium for this year, and it is relatively inexpensive, we keep it in effect and revisit the subject prior to renewing it next year.

Bob Film reported that there will be a full scale float fly in September at Clear Lake. **Jay Carey**, vice president of Clear Lake Modelers is exploring the possibility of a model float fly at the same time. If you're interested, he can be contacted at careygj@mchsi.com.


BROWN MOTOR
GASOLINE ENGINE
FOR
Model Plane Builders

Seen below are **Ed Solenberger's** and **Nick Kelez's** completed Trenton Terrors squaring off for a gas vs. battery contest.





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April 18, 2007 Meeting

The April 18 meeting saw 22 members and 4 guests in attendance. At the end of the meeting the 4 guests parted with their money and left as members. Our new members are: **Chip Buss**, **Tim Erickson**, **Manny Gonzalez** (former perpetual guest), and **Jimmy Walker** (unrelated to the model). We now have 4 Walkers in our club.....they're everywhere!

The usual reports were, as usual, ecstatically received.

Old Business: We joined with SAM 21 and SAM 30 in purchasing a portable toilet for the Schmidt Ranch. Our chapter's cost, including delivery, was \$167. We will probably be contributing money and labor for the installation of a slab and a surround structure for the unit. SAM 30 members made the inaugural deposits at their recent contest which was blown out (the contest--not the toilet).

New Business: It was reported that old time member **Buzz Passarino** passed away. **Andrew Tickle** talked about the new electric Texaco rules, and **Ed Hamler** talked about the new speed 400 LMR electric events. **Remo Galeazzi** donated a couple of nice models for the meeting raffle. **Andrew Tickle** was not to be outbid on the English Electric Wren.

Remo is also selling some old engines with the help of **Ed Solenberger** and **Mike Clancy**. Some of the proceeds will be given to the club. What a guy! **Bob Rose** suggested that we have fewer but nicer items to raffle at the meetings. Extra revenue from the raffles will be put into a fund to purchase a really nice prize to be raffled at the Christmas party. Here is Bob's new handcrafted raffle ticket drum.



Ed Solenberger and **Nick Kelez** showed their Trenton Terrors nearing completion (see next page). **Remo Galeazzi** is shown below with his donated Wren.





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TRENTON TERRORS





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March 21, 2007 Meeting

The meeting commenced at 7:10 with a large turnout of 25 members and two guests. Minutes of the previous meeting were approved, even though they weren't available..and nobody cared! Routine committee reports were followed by **Mike Clancy's** and **Rocco Ferrario's** reports on the recent Weagell Field contest.

Richard Beck announced that he may be expanding the size of his hobby shop by moving next door to the existing bicycle store location.

Ed Hamler reported that **Franck Womack** from SAM 30 had contacted him about SAM 27 joining with SAM 30 and SAM 21 in purchasing a portable toilet for Schmidt Ranch. **Jay Beasley** was tasked with obtaining details.

Bob Rose manufactured a nice raffle ticket drum for use at our meetings. We will pay for materials. The Small Rubber contest is slated for **July 21**; Jimmie Allen is **August 11**.

Show and Tell: **Ed Hamler** showed a 680 sq. in., and a 292 sq. in. Airborn with identical paint jobs (see photos at right).

Mike Clancy showed a **Bill Curry** built 72" Clipper with an O & R .60 ignition engine (bottom photo at right).

Andrew Tickle showed a Longster that **John Carlson** built from his own plans from 3 view drawings of a 1931 home built aircraft (see Page 7).

Nick Kelez showed his beautifully completed scratch built Aeronca Champ which had it's maiden flight the previous week (see Page 7).

We had a silent auction for a built up ARF kit 1941 Piper J-3 for electric power that **Nick Kelez** graciously donated. Retail value was \$140, and **Dick Sullivan** claimed it for \$60.



When everything's coming your way,
you're in the wrong lane.





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Longster, built by **John Carlson**, is shown by **Andrew Tickle**.

Nick Kelez's scratch built Aeronca Champ - uses electricity as its motive force. See the Champ in flight on the next page.





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Nick Kelez's Stinson and Fokker in a dogfight! **Ed Solenberger** says that the Black Baron is still trying to get Lt. Pinkham, but this time, realizing that the Stinson was unarmed, he let him go - but there will be another time! Sie kanst ein Wette machen!

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AT THE FIELD

Above: **Tom Whitworth** with his clipped wing Taylorcraft. Clockwise: **Dave Krinard** with a Jimmie Allen. **Andrew Tickle** shows the Longster built by **John Carlson**. Andrew watches **Miriam Schmidt** practice flying the Airborn - as seen in the next photo.



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Correspondence from SAM 27 cartoonist, **Earl Cayton**:

Probably the most fun I ever had cartooning was when I was in the Army Air Corps during WWII. Most air bases had a weekly newspaper. I drew cartoons that had Bugs Bunny doing what I was doing. First, as a buck private in boot camp, then flying the same training planes I flew as a Cadet - and then flying P-40, P-47 and P-51 fighters as a fighter pilot after graduating from flying school. Only, I had Bugs Bunny doing humorous antics that I would have been court martialled for!



Some hand launch glider fliers have strong arms!

Roland Friestad, the new editor of Sam Speaks, recently contacted me. A member of SAM 27 sent him a couple of copies of my cartoons from the Antique Flyer. Roland asked me for some more so I sent him some additional copies from the flyer.

Speaking of modeling cartoons, Anderson Productions, who also produces the Blue Book of model engines, Anderson's Blue Book, recently published a book of modeling cartoons from the old days. There were 23 modelers who drew cartoons for the model airplane mags from 1940 to 1965. Of that group, as far as I know, O'Brien and myself are the only ones still active. We are both in our 80s now and most of the others have passed on. Unfortunately, there aren't many replacements. Nakashima, who lives in the Marysville area, and a relative newcomer, is doing a nice job for the National Free Flight Society magazine. Best wishes, Earl. (Editor: Note that Earl has some of his cartoons in the book.)



Correspondence from **Miriam Schmidt**:

April 18, 2007. To my Modeler Friends at SAM 27;

I'd like to thank you all for the generous gift of \$500.00. I know the club wanted to buy me a dishwasher to help out with all those dishes. I believe that washing dishes doesn't hurt anyone. Just think about it, you can wash all that diesel and oil off your hands, plus it's a great time to visit over the sink. All kidding aside, I do appreciate all your help. I put your \$500.00 to good use, though. Since I'm on the road a lot, I needed new tires on my Dodge Ram. Through your generosity, I was able to put four new tires on my truck. I'm sure this makes the club happy to know that I am safe on our state highways and roads. I feel very safe in my Dodge. Thanks to all of you for your love and consideration. I don't let any grass grow under my feet, as you all know, I'm going to Europe in June! Love,

Miriam Schmidt



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Nick Kelez's electric Puss Moth on a slow fly-by.



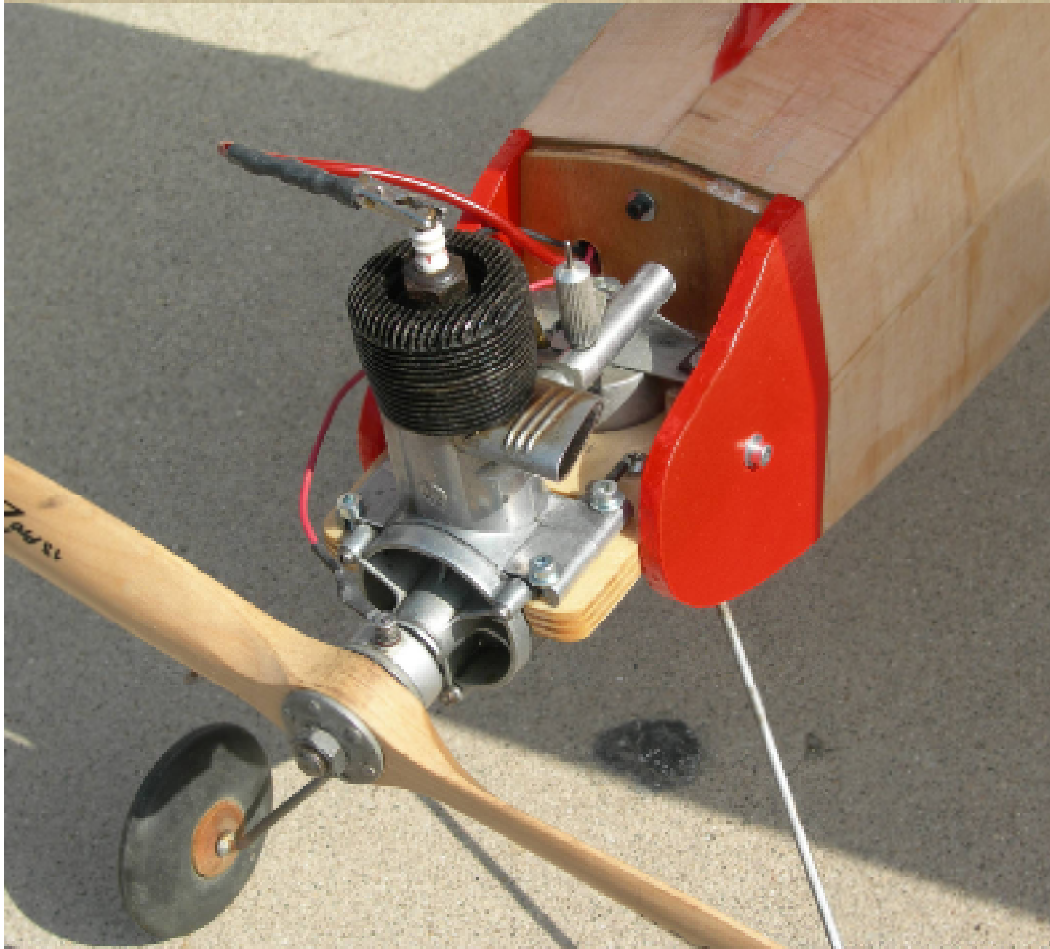
Miriam Schmidt and Mike Clancy discuss Miriam's first practice flight with her European rules electric Airborn. (Below)



Kermit Walker with his Fokker D-2. Kermit has quite a fleet of nice electric models.



SAM 27 member and Modeler Emeritus Earl Hoffman, age 94, admires Kermit Walker's electric fleet while taking in the TOFFF action at Lakeville.



NEW PLAYBOY!

Your editor spent some time on the bench recently building a new, full-size Cleveland Playboy from a **Bob Holman** kit.. Powered by a small exhaust Ohlsson 60, this ship represents a classic model from the 1940s. I made a few changes from the Holman plan which deviates somewhat from the original Playboy. The firewall is removable, exposing the ignition components which include the **Larry Davidson** small coil and TIM-4 transistor board along with an extra large 600 ma battery pack. The engine mount is 3/8" plywood incorporating a separate fuel tank - the metal tank, if mounted on the Ohlsson intake pipe, can cause loosening of the pipe to crankcase junction. The mount is screwed to the firewall at a built-in 3 degree down thrust angle and incorporates plywood stiffeners underneath. The cowl cheeks are separate items screwed to the engine mount. I used the full span elevator which has proven to have excessive control power so requires significant reduction in authority. I wish I had

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used the half span elevator which works just fine on my 75% size Playboy with an Ohlsson 23. The ship is covered with SAMSpan which is attached to the framework with nitrate dope. Several coats of thinned nitrate dope on the covering were followed up with butyrate dope (Sig) until a smooth surface was achieved - each coat is sanded with 600 or 1500 grit. I was planning on decorating the entire model with a color scheme but sort of like the unfinished look so may leave it "as is." In addition to the 1940s engine, the model also sports another authentic vintage accessory - 2 1/2" Megow rubber wheels. As you can see, I opted for the straight dihedral wing which I prefer for the Playboy Sr. - it works very well on the 75% version. Significant washout has been incorporated in the outer third of each half-span. One brief flight on the model proved the elevator to be far too sensitive and at this point, I have not flown it with new computer adjusted servo settings yet.

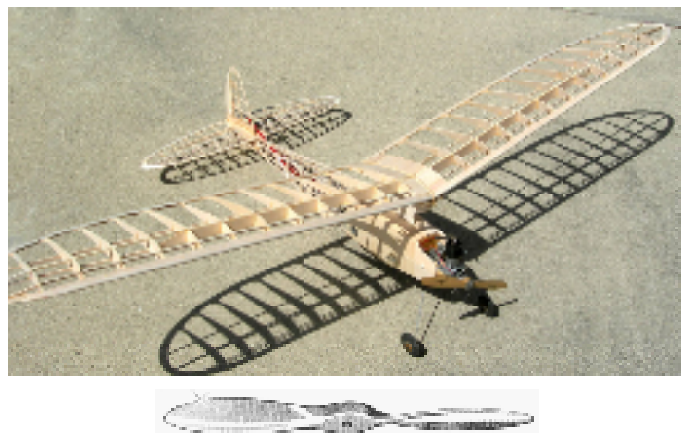
SPREAD SPECTRUM RADIO

The new "Spread Spectrum" 2.4GHz radio systems have received a lot of press recently. I have had several problem models on FM ch. 33 which developed severe ignition interference with the receiver and spent much time and changes trying to overcome the erratic behavior. I gave up and gambled on the new 2.4 GHz system as being a "fix." Several SAM flyers have used the 2.4 radios with success so I elected to purchase the Futaba 6EX-2.4GHz FASST digital proportional radio system because of its single receiver design. I installed the first receiver in my old Buzzard Bombshell, Super Cyc powered, the radio of which had been giving me fits with interference. Ground tests on the range checking "Power Down" mode of the Futaba transmitter proved successful with absolutely no interference - not a twitch. I flew this 2.4 GHz equipped model at Taft in March for the first time. Following this installation, I installed the Futaba R606FS receiver in the 75% Playboy - again with success. The full size Playboy also has the R606FS receiver - again passing a ground check with flying colors. Have had no problem installing the receiver with its twin antennas.

The 6EX transmitter is called a "beginner" or "sport" transmitter by Futaba - this computer radio is far more than we need as SAM flyers yet it does have some handy functions but is hampered by the use of digital trim momentary switches instead of the familiar analog trim slides. And, the ch. 3 throttle has the additional button "turn off" instead of trim - different than the slide trim. The 6EX can handle six "models" which doesn't mean that you can only fly six models but that you can make different setups for six model versions. Just be sure you don't "dial-a-crash" and fly with the wrong model number.



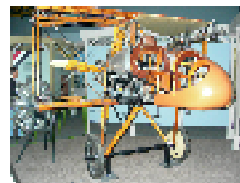
A Playboy under construction in the world's messiest shop. Playboy "bones" below.



A lot of info has been thrown around recently concerning the new SAM International Speed 400 LMR Event rules and the upcoming European contests and the SAM 27 postal event running September 15-30. Info from ehamler@mac.com or ehamler@comcast.net. This event will also be run as a trial or demonstration event at this year's SAM Champs as event #67 according to **Bob Angel**.

The March SAM 26 Contest at Taft was a success although a whirlwind or two did a dust-up of contestants. Ran out of room in this A-F for pics but may have some in next issue. Several SAM 27 members were in attendance, some winners.

SAM 27 members keep getting press. **Sky Greenawalt** and the Acme Aircraft Company received a nice plug in the April 2007 MA with the V35 Bonanza kit. Check out the kit at www.acme-aircraft.com. **Ed Solenberg's** Tethered Trainer was also shown in the **D.B. Mathews** column and **Jerry Rocha** and **Ding Zarate** were pictured with their winning Jimmie Allens in **Mike Keville's** "Old Timers" column.



Some "bones" at the NASM. Photo 5/7/07.



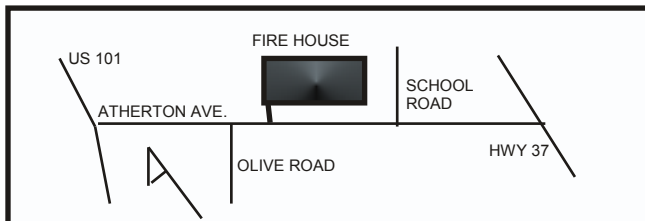
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MEMBERSHIP

Membership dues (for 2007) 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

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104 Robinhood Drive, San Rafael, CA 94901



Paul Stober with an old Wakefield model as he trudges through the fabled test condition of "tall grass."