

# Antique Flyer



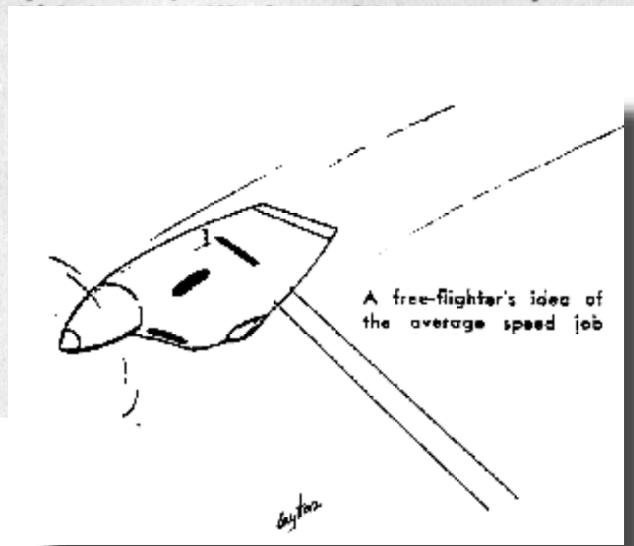
AMA Chapter #108

March 2008

Issue 257



From far left: Gary Korpi, Leland Ward and Jerry Rocha swept 1/2A with these speedsters; Ward's 101.88 was tops.



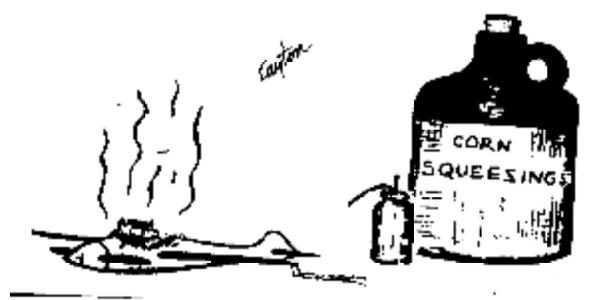
## SPEED DEMON

A nifty photo from the August 1962 issue of *American Modeler*. SAM27's **Jerry Rocha** is pictured along with fellow U-control competitors at the Nationals. Coincidentally, your editor also knows Gary Korpi. Jerry has been winning speed contests at the end of circling wires for enough years to qualify as an antique himself.

**Earl Cayton** is a close follower of Jerry's Speed career and keeps your editor informed with the latest issues of *Speed Times* which usually have something in it about Jerry. The October-December 2007 issue features Jerry on the cover along with Luke Roy; the caption: "**Jerry Rocha and Luke Roy** have inched the A Speed Record close to 190 MPH. They have both set the A record several times in 2007 and occasionally both have set a new record on the same day!"

The *Speed Times* summed up the 2007 season for the "2007 NASS Cyber Speed Contest" - taking results from official speed contests during the year. Jerry took first in 1/2A Proto Speed, second in 1/2A Speed, first in A Speed and first in Sport .21. He also finished first and third in the December 1 & 2 Whittier Narrows, CA contest. Quite a year for speedy **Jerry Rocha** who also holds two AMA National Records in 1/2A Proto and A Speed. As you can see from the photo at the top of the page, Jerry has been a speed competitor for many years. He also holds four NASS Regional Records for the Div. 6 - West Coast Region.

The cartoons, above and below, were done by **Earl Cayton** for modeling magazines 50 to 60 years ago. Suspect that both are appropriate even today. Little did Earl know that "modern" Speed ships can have that one-sided, sabre wing appearance - imagine what he would have done with that configuration! So, Earl, get busy on the drawing board, fire up your pen, and do a cartoon featuring Jerry's ship as shown in the last issue of A-F (Issue 256, page 5). We're looking for it for the next issue. How many U-control fans are there in SAM27? Got some Ukie experiences in your modelin' background - let your editor know with pics and stories.





## AT THE MEETINGS

January 16, 2008

Submitted by **Mike Clancy** Acting Secretary  
Meeting called to order at 7:02 p.m. by President **Mike Clancy**. Present were 24 members and no guests.

President's Remarks: Mike welcomed the members as preservationists of Antique and Old Time models and encouraged everyone to build and fly Oldtimers. The new Graupner Speed 400 event should promote this.

Minutes of the previous meeting were accepted as distributed by email. Secretary's report was read and approved. We have quite a few members who still need to renew their memberships.

Treasurer's report: was read and accepted. We are quite solvent. Treasurer **Jay Beasley** supplied printed reports for members present.

Committee report: **Mike Sidwell** said the field is wet - no parking on it. **Andy Tickle** suggested that we park only on one side of the road so as not to hinder passing traffic.

Officer reports: VP **Richard Beck** reported on new ABC Magnesium batteries. They are much safer than current lipos and are similar in all respects save being a fraction heavier. Richard is also opening a second store which will be located in Napa.

New Business: An impromptu election was held for 2008 officers. The present crew agreed to serve again. A motion was made to retain them all. Seconded and passed. **Andy Tickle** spoke on having some events for WWI airplanes similar to the Tiger moth pylon races and the fun fly. He will organize. After discussion it was agreed that SAM 27 will participate in the Hobby Expo on February 9. **Mike Clancy** brought up the subject of **Steve Remington** and the Antique Flyer. Steve would like to continue producing the newsletter but does not want to do printing and mailing of the hard copies. We agreed to take over those duties with local members. Steve will send the pdf file to **Jay Beasley**. Jay will email it as usual. **Chip Buss** has agreed to print and mail approximately 20 copies to our computer challenged and luddite members. After discussion it was agreed that SAM 27 will make a donation in the name of farmer **Craig Jacobsen** to the Lakeville Volunteer Fire Department. **Mike Clancy** will check with Mr. Jacobsen to see if this is acceptable. **Ed Hamler** is still looking for a volunteer assistant cd for 2008 Crash and Bash who will take over the task in 2009. Hey, it is a good deal. You will become an AMA CD and get a free membership for running a sanctioned contest. **Ed Hamler** discussed the **George Tallent** engine repair situation. George is the only person currently repairing O&R engines. Especially the cylinder gasket replacement which requires some special techniques. George and SAM are looking for someone to take over this job as George is getting up in years and wants to relax a bit. Our **Loren Kramer** is a good machinist and will look into the situation. SAM would/should support a candidate in training and operation costs. There is a possibility of a \$1,000 donation to pay for a trip to Tallent's shop for training.

Show and Tell: **Ed Solenberger**, all foam semi-scale Porter Pilatus. **Terry Ketten**, showed the 1/2A Texaco Perpetual trophy won by SAM 27 this year (see pic below).



**Remo Galeazzi**, showed a beautifully build rubber scale model of a 1922 Stahlwerke Mk 3 (below).



**Mike Clancy** showed **Rich Minnick's** original 1937 kit of a Bay Ridge Thermal Magnet. **Bob Rose** showed a small caddy for handling various adhesives. **Andy Tickle** filled the room with a huge 6-foot non scale 4-cycle powered biplane.



Raffle: **Bob Rose** ran an excellent raffle this month. He spent \$84 and took in \$95. The top prize, a foam/electric SE-5 ARF was won by a happy **Ray Bazarro**.





## AT THE MEETINGS - CONTINUED



Remo Galeazzi, showed a beautifully build rubber scale model of a 1922 Stahlwerke Mk 3.

Here's an ARF for you - only \$7.00 - from the April 1912 magazine *Aircraft*. Cheap? CPI from 1912 makes this model cost \$152 today! No kids toy in 1912. Now this is really an antique model - No McCoy 60 on this one.

### Anglo Model Aeroplane Mfg.

Ready Models

2' BLERIOT \$5.00 2½' ANGLONETTE \$7.00

561 West 147th Street New York City

Knockdown \$1.50 This machine we positively guarantee to fly 800 to 1000 feet or money refunded. WE CARRY SUPPLIES.

### Apply for Catalogue "P" of the Moteurs Rotatifs

(Rotary Motors)

# FIEUX

For Aeroplanes



Works and Offices:

57 Rue Cambronne, Paris, France

**AGENTS WANTED**

Agents Wanted in all the Principal Towns of the United States, Canada, Mexico and South America



A neat cover from the February 1934 *Popular Aviation*. The cover from the last issue of the CMNPH magazine is shown below - also from 1934 - packed with full size plans etc.



**In this Issue:**

3/4" VOUGHT COBSAIR V65 • PACKARD PHAETON • INDIA ELEPHANT • 3/16" UNION PACIFIC STREAM-LINED TRAIN and a treasure trove of other interesting features



The Fieseler Storch on Page 4 is a plan from February 1953. Scaled to your desired size, this should make an interesting model for 1/2A Scale with a Cox .049.

## GIANCO'S ASIAGO

**Gianco Lusso**, from Geneva, has sent in some exceptional photos of his latest glider project.

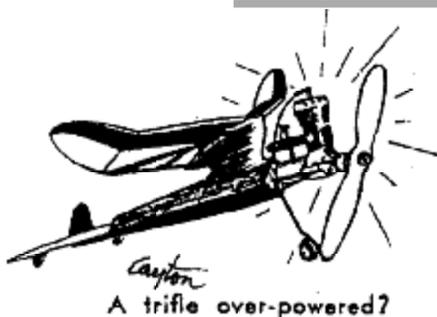
Gianco writes: "Being a fan of the O.T. and glider, when I decided to make a scale model, I went for an OT glider (in French Bois et toile).

"I found a glider which made its first flight one year after my birth and, more interesting, is registered with my daughter's name, Ivana. The glider name is ASIAGO and was built in 1935 at the Milano University that, at that time, had a very promising and advanced gliding section.

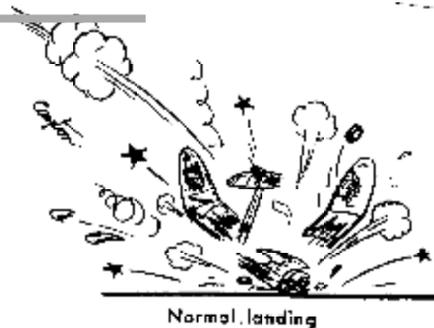
"The model is 1:4 scale, wingspan 133 inches and weight of 7 pounds; I fly it using a winch.

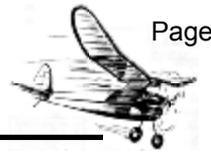
"I annex a couples of pictures - if of any interest for Antique Flyer, one is of the model and the other is of the 'two Ivana'."

Previous issues of the A-F have featured his granddaughter Beatrice and her brother holding Gianco's models.



This can lead to that.



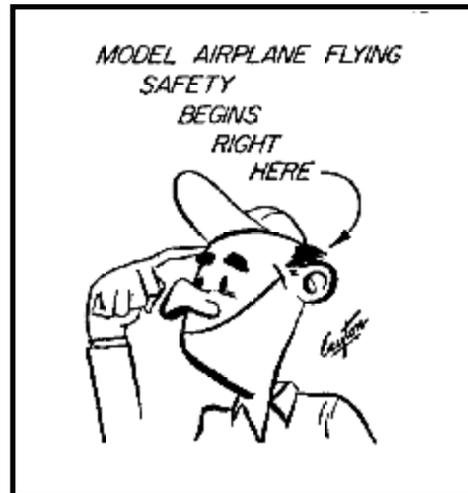
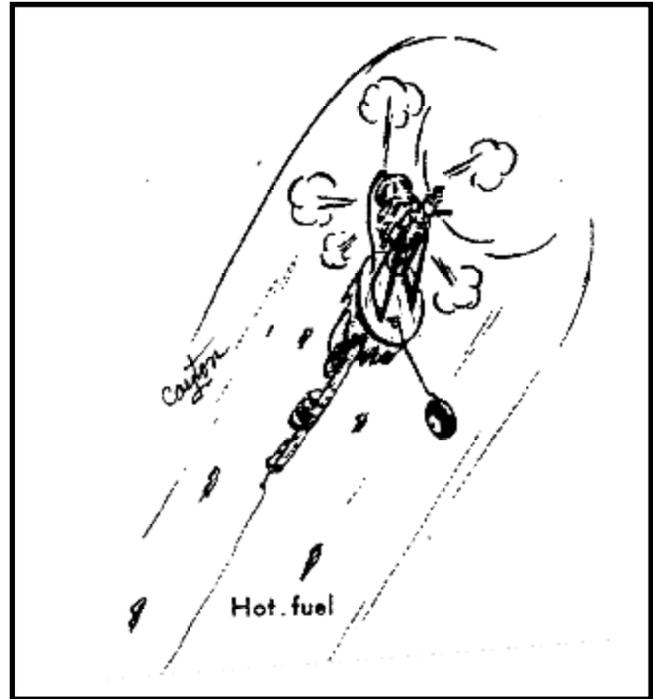


The *Antique Flyer*, Issue 185, of January 1998 was the first issue that your editor attempted to publish. At that time the text was put together on a computer, along with black and white line drawings. The photos had to be taken in to a graphics shop and be screened, then pasted into openings left on the master pages. Then all was carted down to a print shop where the A-F was printed. The A-F was self printed with an HP4000 laser printer starting with Issue 198 in February 1999. The A-F was published **monthly** at that time. Since then, a few technical innovations have happened around the world such as the internet and mass use of computers and email, not to mention ipods and the like. Now, most organizations are using email to distribute newsletters and bulletins - the price of postage has dictated new approaches to driving on the information highway.

In January 1998, **Ed Hamler** mailed thank you letters to all the 1997 participants in the Crash & Bash. The new editor, **Steve Remington**, solicited contributors to the A-F (nothing changes does it). Over 40 persons attended the Christmas party at Papas'. **Dick O'Brien** displayed a January 1998 issue of Popular Science with info on "Micro Spy Planes."

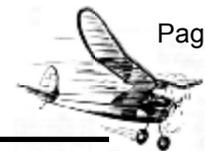
**Pete Samuelson** displayed his 110% Anderson Pylon. The Bay Ridge Pacer was chosen as the SAM CHAMPS entry for the Sal Taibi Commemorative Event - a plan for the Pacer was included in the A-F. **Ron Keil** showed a vessel of the bathtub navy, a "putt putt" steam powered jet boat. Steve displayed a drawing of the X-1 cockpit by Jean-Luc Beghin. **Rod Persons** had a gravity angle finder. **Buzz Passarino** showed amazing photos of his restored 1933 3-window Ford coupe that he took first class with in the 1986 National Hot Rod Show. **Brian Ramsey** won the year-end raffle, a NIB Shilen .19.

**John Hlebcar**, in his column, "Jack's Basement," talked about TOFFF, mentioning Pete's Westerner, **Gunnar Anderson's** new Powerhouse, **Earl Hoffman**, and **Ray McGowan** who plodded through the bog to retrieve his gone astray Wasp. Steve asked for "mystery modeler" photos. **Jerry Rocha** was congratulated for having his Interstate Cadet model pictured win **Jim Alaback's** Old Timer Topics column in *Flying Models*. Photos included **Bruce Abell's** "Skylark" from Australia, Brian with his new engine, **Gunnar Anderson's** Powerhouse, and President John Hlebcar firing up a 1/2A Playboy at TOFFF. **Ray McGowan** was pictured with his Wasp, both launching and slogging. Three pics were included of Pete with his Anderson Pylon, from bones to first flight. That was SAM 27 ten years ago.



What do you have to sell or trade? What model item are you seeking? "The Model Trader" is the answer to your needs - just advertise here - it's free. Sample:

**HITEC FM MICRO 555** Receiver, Ch. 33 used with JR. Ch. 54 crystal also available. Used by old man on Saturdays. Trade-in. \$10.00 Call Steve 408 828-2810.



Lacking any tall tales from the Lakeville fliers, it is incumbent upon your editor to tell the Old timer tales from Central California. The next story should interest those of you who have "visited" the nearby vineyards to the Lakeville site - I distinctly remember the condition of a couple of models that had been "strained" through the wires after some off-field excursions into the valley of grapes.

Last Saturday, I was flying my 75%, O&R 23 powered Playboy Sr. at our SAM26 Drum Canyon site and enjoying a long duration flight in a mid-morning wave coming from a westerly ocean breeze flowing over the nearby hills. At maybe 1400', the model was drifting to the south somewhat and rising in a strong flow and, in my normal style, I became somewhat nervous at the narrowing size of the model at my limits of vision. Attempts to counteract the lift with just down elevator didn't seem to be very effective, so I chose to spin the model down. Bad idea as I immediately lost sight of the (hopefully) spinning model. I enlisted the aid of anyone standing around and, with the congregation of Mark I eyeballs, **Don Bishop** finally spotted the model just as it was dropping behind the nearby cluster of trees, powerlines and houses, maybe a third of a mile away.

With the help of **Dick Fischer**, we hopped into my van and charged off into the nearby farm roads leading through pastures and vineyards and wound up on a knoll or hilltop where I had a 360 degree view, with my binocs, of the surrounding countryside. Meanwhile, Dick, by cell, had enlisted a friend of his who just happened to have been ready to takeoff in a Piper Cub from Lompoc and the helpful pilot agreed to come over and make a few search patterns to hunt for the errant Playboy.

From the knoll, I luckily spotted the yellow tail surface of the model sticking up in a hillside vineyard maybe five hundred yards away across a creek bed. Dick and I wound our way through dirt roads and made it to within a few hundred feet of where the model was thought to rest. Hiking up to the site, I couldn't believe what happened to the Playboy - somehow, inexplicably, it flew into the vineyard by around 50 feet and came to rest in the narrow row between the usual vineyard wires and vines with almost **no damage!** Prop was not broken, wing and tail still fastened with rubber, and it probably could have been started and flown out of there without doing anything to the model. How did that model make it through the obstacles? I don't think we could duplicate that landing with a simulator. Did it spin down into the vineyard? Probably not because that would have caused much more distress to the model.

The photo in the right hand column shows the **total** damage to the Playboy - one short piece of 1/8" fuselage frame member broken - and it's on **top!** The wing is completely undamaged - not a pin hole. Note the spliced pieces in the framework from a previous lawn dart incident caused by a midair.

Model recovered, we returned to the field just as the Cub showed up on the scene and started circling - not seeing us hunting, he gave up the search - but I bet he would have spotted the model had we not located it first. The joy of flying the Old Timers! If you're not, you are missing out.



## ENGINE INSTALLATION

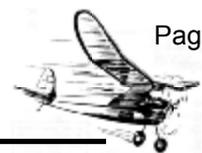
My old Buzzard Bombshell, with its Super Cyclone power, has seen many years of Old Timer flying. No rocket, the Bombshell is a pluggie and kind of honest. Started flying it at Lakeville in the 90s and its never been seriously crashed - worst was a brush with the high tension wires followed by spin to the ground but no significant damage. Always fighting ignition interference, I switched to 2.4 GHz and now it's a happy camper. It's one noisy flier however, as the Super Cyc makes many decibels from my 2:1 gas/oil mixture. Lost the second exhaust extension recently; the first fell off at Lakeville on a visit a few years ago and I believe it was **Ed Solenberger** who came up with a replacement and now its gone, but it is an unnecessary accessory - looks good though.

The model was built with the standard hardwood engine mounts that run back into the cabin (yes, it does have room for a pilot with a proper windshield). Finally, the oil soak front end gave up and there was no way I could keep all the lubricated balsa from parting company. So, last year I tore off the firewall, cutoff the engine mounts and rebuilt the balsa interior structure leading up to the firewall. Replaced the firewall with a plywood base plate with a hole into the interior ignition parts, then screwed on a second plywood firewall which has a Brown engine mount for the Super Cyc. Now the front end, engine, cowl etc. can be removed for access to the ignition parts if necessary. I've included a few photos of the engine installation on the next page 8. Note that there is about 3 degrees of downthrust by shimming the Brown mount but 3 degrees is not enough - I'm not sure how much would be required, so I hold a little "down" while climbing. As a youth, I flew several Bombshells with an O&R 60 free flight and never had a problem, so I guess we get a little trim lazy when we've got a stick in our hand.



My Buzzard Bombshell in 1948 - built from a Megow kit. I think I was a better builder then.

Continued Page 8





As this newsletter is entitled *Antique Flyer*, it seems appropriate that some actual **antique** stuff gets included. This issue of the A-F is a little heavy on the antique category which runs from 1912 through 1943.

Cleveland model kits were a mainstay of the scale flying models for many years; the 3/4" scale "S-F" kits were one of the best of the scale manufacturers which included some of the Ideal kits, Miniature, Wanner, Peerless and a few others. Most everyone who was a modeler up through the 1950s had some exposure to a Cleveland kit - if not a scale "S-F", then a glider, or U-control or others. The history of the Cleveland Model & Supply Company is covered extensively in the book, *Aviation's Great Recruiter - Cleveland's Ed Packard*, by Herm Schreiner - recommended.

Your editor has a collection of early Cleveland kits, starting in 1929, and has tried to delineate the advent of each style of kit packaging that Cleveland used. It is reported that Cleveland's Ed Packard investigated several box styles for their first kits and settled on the tube as the most economic alternative. The Cleveland red tube became the standard kit package up to about 1932/33 when the early silver box was introduced. The tubes, which opened at a center split, were not met with satisfaction from the dealers because of the difficulty of shelving and the lack of identification on the ends. Boxes became standard in 1933 and various styles of boxes were then used into the 1960s when Cleveland kits were totally discontinued.

I recently ran across a Cleveland box style which has never been mentioned in any article or book that I've seen. The kit label mentions a "Gold Sealed Hobby Box" and is for Cleveland's very first scale kit, the Great Lakes Sport Trainer, SF-1E, of 1929. The label is, in fact, gold but the kit inside is the revised kit of the Great Lakes, Kit SF-1G, which came out about 1932. The box, although undecorated and without any printing, is very elaborate and would have cost quite a bit. Sliding the content "tray" out, the box has three more boxes inside along with the tissue wrapped sticks and a plan. One of the boxes has nothing but bottles, with dope, glue and banana oil; one box has numerous small parts, and the smallest box is a well lined container for a few balsa blocks. This unique kit box is new to me. Several photos of the kit are shown in the adjoining column - if you have any information on this style box, give me a shout. Documenting modeling history is somewhat neglected and deserves attention while folks are still around that remember the earlier days of modeling.







## REBEL

### by Bowers

A 1937 DESIGN

PER	0	1.25	2.5	5	7.5	10	15	20	30	40	50	60	70	80	90	95	100
UPR	3.70	6.15	7.25	8.70	9.75	10.60	11.90	12.65	13.40	13.10	12.25	10.70	8.65	6.10	3.20	1.64	0.00
LWR	3.70	2.10	1.45	.75	.35	.15	.00	10	.70	1.45	2.10	2.40	2.35	2.00	1.25	.70	0.00

GOTTINGEN 487 TABLE OF CO ORDINATES

SCALE IN INCHES

**DATA**

OVER ALL LENGTH \_\_\_\_\_ 49.3/4

SPAN \_\_\_\_\_ 72

CHORD \_\_\_\_\_ 10

WING AREA \_\_\_\_\_ 676 SQ."

DIHEDRAL \_\_\_\_\_ 7-1/2

WEIGHT \_\_\_\_\_ 49.40 OZ.

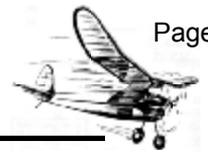
WING LOADING \_\_\_\_\_ 10 OZ./SQ.FT.

**WIRING DIAGRAM**

**GOTTINGEN 487 AIRFOIL**

Here's a True Antique from 1937 - nice airfoil section. Try putting the hot McCoy in this one. Note that it is a "legal" 10 oz/sq. ft. Laminated wing tips - a good touch.





Swiftly skim over the western wave,  
Helicop--tear!  
High up from the misty mariner's grave,  
Where all alone in the pale moon's light  
Thou weavest dreams of joy and fear  
Which make thee terrible and dear--  
Swift be thy flight!

Mark thy course by the Polar Ray,  
Star o'er-fraught--  
While far in arrears the eye of day  
Comes blazing--hot!  
Beat him until he wearies out--  
Then away to the hangar and lightly land,  
Touching the earth like a feathered wand--  
Come--long sought?

**JOS. E. BISSELL** **Box 795** **PITTSBURG, PA.**

From 1912 *Aircraft*. This vintage design is for those SAMers that haven't been able to figure out how to combine an antique airplane with an antique helicopter. Looks like a belt drive to the front prop off the main rotor shaft - haven't figured out how the machine is supposed to take care of torque. Perhaps that monster tail surface. OK, who's going to build this antique? Isn't Bissell the guy that made a vacuum sweeper? Just don't land tail low. And, what is the "pilot" controlling? Prop pitch?

**MODEL INSTRUMENT PANELS**  
**CUT OUT OR TRACE**  
BORDERS MAY BE EXTENDED WITH INDIA INK.

Add a little realism to your next model and give the "pilot" some instruments to watch. One of these should work.



Comet Ritz Prop

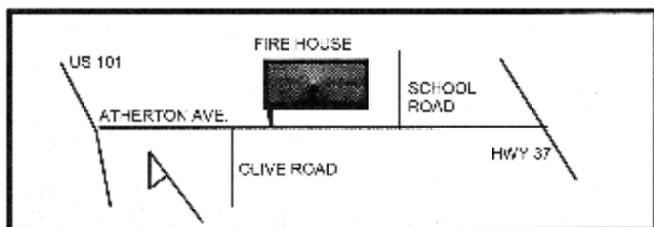


Madewell 49. This engine with a slightly modified tank (small flat spot to miss the wing LE) was sold with the 1947 Topping 100, all-metal U-Control model. Mounted inverted.



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- Race Marshal** Hap Miller (707) 833-5905



**MEETINGS: THE THIRD WEDNESDAY  
EACH MONTH, 7:30 P.M. AT THE NOVATO  
FIRE DEPARTMENT TRAINING ROOM**

**MEMBERSHIP**  
Membership dues for 2008 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 for only **\$15**. **DUES ARE NOW PAYABLE**. Full membership requires proof of current AMA membership - send copy with dues payment. Associate members cannot fly at Lakeville. Send dues to the **Treasurer** above.

## LAST PAGE MUSINGS

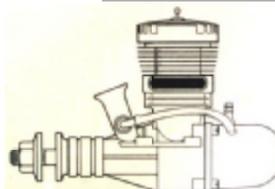
Your editor has received scant offerings for this edition of the A-F, so you see what you get when you leave it up to an antique scribe - a nostalgia trip through antique modeling.

If you don't belong to SAM 26 as well, you're missing out on a very fine newsletter put out by **Bob Angel**. Bob likes engines, R/C gear, U-control, contests, tools, electric cordless model airplanes, and actually builds an OT airplane occasionally; he now writes an old timer column for *Model Aviation* every other month. Bob's newsletters are a wealth of information, unlike this A-F which is a combination of a society sheet and Life magazine with very little "hard" content. Keeping up with the times, the SAM 26 newsletter, *The Coastal Flyer*, is being offered as an email newsletter just as the A-F, with plenty of color content. The latest issue covers the new Marvin Stern E type (Electronic) switches for engine shutoff and transistorized switching circuit for the coil. If you would like to get the fabulous newsletter, full of Bob's wit and modeling legerdemain, send a paltry \$15 to JIM BIERBAUER, 519 W. TAYLOR ST. #381, SANTA MARIA, CA 93454. You won't be sorry!

The SAM 26 Spring Opener Contest at Taft will be held on **March 29 and 30**, coming up shortly. Taft always promises good weather this time of year. If you are interested in this contest, contact **HARDY ROBINSON**, 1456 W. TRIMERA AVE., SANTA MARIA, CA 93458, 805-739-0329 for full particulars - promises to be lots of fun - so be there!

I was going to run pics of the Christmas Party in this issue - I was promised some, but if I got them, I sure can't find them. Perhaps in the next issue if we can rustle some up.

I'd like to hear from SAM 27 members, newly minted and those with barnacles - what do you think the future holds for O.T. flying? Are we going electric, ARF, Chinese - where are we headed? With the plethora of ignition engines available, both vintage and replicas, and the nifty transistorized ignition systems, along with the interference-free 2.4 GHz receivers, the ignition O.T. movement should be growing - but it doesn't seem to be gaining on the tidal wave of electrons. Have the McCoy Bombers turned off prospective initiates into the realm of ignition flying? Are we getting so lazy that switching on an electric prop is the peak of our activity? Is gas and oil, or alcohol and castor oil too messy for our O.T. brethren? Did the cranky Cox .049 kill the 1/2A Texaco? How about a true Scale category for 1/2A, perhaps LER, using better engines than a Cox? Are there too many contest categories - and growing yearly? How about simplifying the contest rules and eliminating the phoney "Antique" class that features the Bomber and combine with O.T.? Is it getting too difficult to find flying sites that don't require muffled engines? If you are a dedicated O.T.er, or not, then let your voice be heard - write to *Sam Speaks* or your own club editor. Is O.T. flying going to die out with the current membership?



The early glow O.S. 29 which came out in Japan in the early 1950s, to be later sold by Atwood.