

Issue # 262

May / June 2009



# *Antique Flyer*



Ray Peterson Photo



 bringing modelers together  
Academy of Model Aeronautics

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## President's Comments

by Mike Clancy



Well, I just got back from a sailplane contest up at Davis. Hard day because of heavy wind and the plane that flew so well this past Thursday flew like a dog today. The 16 oz. lead bar I stuck in it probably did not help. I did manage a 3<sup>rd</sup> place in my class. So after a quick drink and dinner I came in to write this article. That was an hour ago—I got hung up on reading email and SAM Talk. SAM Talk reminds me of what we call “ragchewing” on ham radio. There is lots of information available—80 percent interesting, 10 percent really valuable, and the rest pretty forgettable.

Anyway while this was going on the phone rang and it was our editor Jimmy Walker wondering where the heck (*did I say that?—ed*) my article and photos were. So here goes.

The club is in good shape financially, membership is good, activity is high and at last Thursday's TOFFF almost all the planes were old timers. John Trumbull's nice electric Trenton Terror made its maiden flight and flew quite well. Last week Rich Minnick made a maiden flight of his 84" Quaker Flash, also on electric. Jay Beasley's electric cabin Playboy continues to amaze everyone with its great flying characteristics. We all believe that Jay really can land a plane now. And much to

my dismay as a “slimer” (thanks Nick); I have really been impressed with the efficiency of the electric propulsion systems—and the planes you don't have to clean. Andy's Speed 400 sessions are continuing and flight times are going up. Bob Rose won the first session, and Chip Buss won on Thursday. Unfortunately we lost two old time airplanes last week. Bob Rose's Speed 400 Airborn and Bob Film's Electric LMR Playboy both suffered broken wings at altitude. There was lots of turbulence that day and that was blamed for the crashes.

The free flight guys attempted to have a FAC (Flying Aces Club) contest the previous week end but it got blown out and will be re-scheduled for next month. Thursday, despite some wind provided excellent thermals. John Pratt had some nice flights, Ding Zarate had a real nice one with his Jimmy Allen Bluebird and Gale Wagner was getting lots of exercise winding his two pound rubber motors! Not really 2 pounds but they are huge.

I have been selling off Walt Gunning's airplanes and material and so far have sold a bunch of balsa, an rc glider, and a Nordic towline glider for a total of \$275 which all goes to SAM 27. Richard Beck said I could sell the rest of the planes on consignment at his store. All of Walt's planes are beautiful jobs and worth a lot more than they will sell for. But that is ok as I would rather give them away than have them end up in a dumpster.

While prowling the internet and SAM websites I was reminded that there is lots of valuable building and finishing instruction on our websites. If you have a project and are stuck on some aspect of the project check these sites. I was having a problem with some

ribs not matching the trailing edge stock I had and found a neat fix on a SAM site.

We had an excellent turnout for our last meeting. There were lots of old timers and old timers. I thank the guys who come long distances to attend the meetings. Bud Romak and Bill Vanderbeek come from way north and south of Marin, Rod Persons, Ron Keil and the Forrest brothers also travel all the way from Clear Lake occasionally. And there are others I don't remember. Thank you to Bill and Bud for donating a Stahl Fokker D-8 and a Buzzard Bombshell which we auctioned at good prices much to Treasurer Jay Beasley's delight.

Sid Maxwell is running the SAM 27 hat concession on his own so if you want a hat contact Sid.

SAM 2001, Palmares Italy is having a Tomby Rally International Postal Contest. I believe we have enough free flighters or prospective free flighters to get involved with this. More info to come.

Ok, that's my page. I can hardly wait to see the next edition of the Antique Flyer.

--- Mike



Ned Nevels 2009

# A Few Words from the Editor

by Jimmy Walker



Another few months have passed and it seems like only last week that a newsletter was sent out. We've had some nice flying weather lately and I have a lot of nice pictures from Lakeville. I'd like to print them all, but that would take too many pages so I've selected some that we'll all appreciate.

Last week I went to Ed Hamler's house in Napa and talked briefly about his recent trip to Germany for the European SAM Champs. He took quite a few pictures and we will see them along with the information of this event in the next issue. His enthusiasm over this event could spur many of us on to attend next year's contest held in the Czech Republic. I know it seems like a far away place, but you might be surprised at the costs to get there and back and the experience of attending one of these events will give you something to talk about for a long time. If you are able to get away and attend any of the AMA events here in the US you will also gain a lot of insight into the joys of old timer flying.

I've started a new section in this issue with a place for each of you to send in comments, questions, concerns, and suggestions that you might want to share with all members. Some of you don't make all the meetings so this will be your chance to make yourself heard by all. So if you have anything to add please send it to me and I will put it into the "Letters to the Editor" section. This will

be a regular part of the newsletter and is unsolicited with the exception of obvious spelling errors.

I would say that the majority of members in the club are retired from their profession and have found that there is still not enough hours in the day to do what you want to do. In some cases those still working every day might even have more time on their hands. I bring this up because I'd like to urge everyone that has the time and can arrange a trip to Lakeville every Thursday to be there. Even if you don't have a flyable plane at the moment come to the flying site and bring a chair. This family of fellow modelers has become closer and closer with the time spent getting to know each other. If you ever need a reason to pique your interest in the hobby you will get it on Thursday mornings. We see some beautiful planes, and some great flying (and even a few crashes) each week and this gives us all

that thing called "enthusiasm". It's one of those things that might wane if you don't spend some time at the field. Getting to know everyone better also helps build friendships that will last forever. Sitting around together can also give you a good bit of information and many have some unique experiences that can help in your future building and flying. I often fly a few flights and then pull up a chair and enjoy the conversation—bad jokes excluded.

The message, as you see, is to come to the flying field and the monthly meeting as often as you can and keep up your enthusiasm and enjoy the camaraderie. There are those that play golf then finish the game at the 19th hole. Our hobby is no different and in many cases a lot less expensive.

See you at the field on Thursdays.

Thermals....

### The Cover Story

Another of the ubiquitous Airborn models for the Speed 400 event. This beautiful model was created by Chip Buss from the short kit made by Bob Holman Plans. If any of you have made this model you know that it takes hours of time and a lot of patience and modeling skills. If you don't have all the skills then by the time you are finished with the model you will feel like taking on just about anything. The results are, as you see, a work of art. Hats off to Chip for this model that not only looks good, but also flies well.

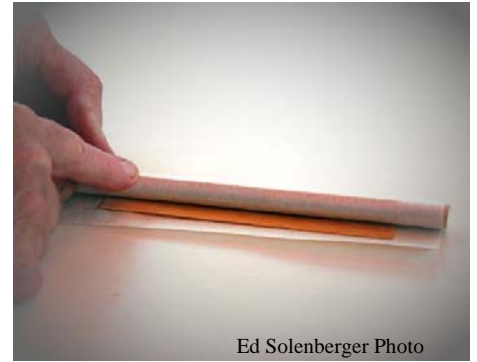


Ray Peterson Photograph

Rolling a Fuselage By Ed Solenberger



Ed Solenberger Photo



Ed Solenberger Photo

Wetting the balsa and wrapping it around your form.

Balsa rolled tubes may be made to most any size needed. A tube of .004 " by 1/16" in diameter was made to be a prop hub on a small microfilm indoor model!!!! Rubber models, such as the popular P30 class, often employ motor tubes of about 1" in diameter. Tapered tail booms made on special forms, or sections of a pool que, are not much more difficult to form. Find the width of the sheet by slicing off a thin strip, wetting it and wrapping it around the form. It can be overlapped, if you prefer, for a very strong joint by tapering the outer edge of the sheet. Then the overlap is sanded down after the tube is dried This series of pictures was done in haste, for demo purpose; therefore the tube was not allowed to properly dry. Silkspan tissue is my preference for tubes of about 3/8" and up, because the tissue retains strength when wet, and may be used multiple times. It is fastened to the form either with Scotch tape, or glued with acetate glue [Duco--Ambroid, etc] as they are waterproof. The balsa is soaked in water (add ammonia if you wish, or use Windex) and then rolled as shown. After drying, the tube is carefully lined up and glued. The inside may be doped, tissued, as well as your choice of external finish. Try one or two, and then see if you can build a model using this strong and versatile structure!



Ed Solenberger Photo

Tying the balsa tightly while drying.



Ed Solenberger Photo

Gluing the edges together then taping while it sets.

“...build light and fly longer”

## One of the Good Guys

### Earl Hoffman

This has been a sad month for us in SAM 27. We lost our oldest SAM 27 member—96 year old Earl Hoffman. Earl seemed nearly indestructible!

I remember Earl very well and always will. He was a regular participant at the Northwest Regional Indoor Free Flight Champs held at the Kibbie Dome for as long as I can remember. Several Years back I ran the scale competition there that was sponsored by the Flying Aces Club. One year I had the unpleasant obligation to disqualify Earl's beautiful Piper Pacer peanut scale model and I did. He had covered it with condenser paper which was not allowed by the Flying Aces Club's rules. He never forgave me for that and he never forgot it either. Every time we met after that he would remind me of that injustice.

Earl was a dedicated free-flight modeler, a strong competitor and had a heart of gold. I am sorry to learn that he is gone. He was another one of the "Good Guys" in my book.

Ned Nevels.



**...send some thermals down our way Earl.  
we all miss you.**

## Monthly Club Meeting - May 2009

A little after 7:00 the meeting was called to order by Mike Clancy. There were 27 members showing and two guests. Frank Ketcham is rejoining after a long absence.

Mike thanked the editor of the newsletter for another good job and mentioned that we are still looking for articles from members and asked if there was any member that would like to take on the task of creating a section for the newsletter with member profiles. *(If no one comes forth for this then I will do it—Editor).*

Congratulations are in order to Rich Minnick who has completed and flown his double sized Rocketeer A and an unscaled 84" Quaker Flash. Rich builds great airplanes; just ask his test pilots Andrew Tickle and Mike Clancy. They both say that Rich's planes fly well with only minor adjustments and trim changes. Look at page 20 for pictures of the Rocketeer on its maiden flight.

Congratulations were given at the meeting to Andrew Tickle and the Speed 400 gang. Andrew has been the driving force behind this event and he has helped build enthusiasm in many of us. Jay Beasley is the latest Airborn model made for this event.

Jay mentioned that there were still 6-7 members that need to renew. If you are reading this and you just happen to remember that you need to renew your SAM club membership, please drop Jay a line and let him know.

Chip Buss and Mike Sidwell along with some help from the farmer that owns the field, have put our field in good shape as far as the mowing is concerned. We discussed putting some Round-Up on some of the weeds. Thanks guys for your help.

Sid Maxwell our SAM 27 retail supplier, with approval of the members present, has ordered a dozen of our hats in the tan color. These will cost members \$12 each.



Mike Clancy Photo



Mike Clancy Photo

A beautiful framework but nobody at the meeting could figure out which model it is...so this is a mystery that one of you should be able to solve for us.

Old Business: Ed Solenberger gave a report on Earl Hoffman's memorial service. Eleven SAM 27 members attended and several spoke of Earl. In addition to many photos, Earl's family displayed a good number of the trophies that Earl won throughout his 96 years.

New business: Andrew Tickle gave a report on the Speed 400 flyers and announced another practice session.

It was also mentioned that SAM 21 is having a two-day contest at Schmidt Ranch on May 30th and 31st.

**Monthly Club Meeting - June 2009**

Several Models were presented for "Show and Tell". The framework of an unknown model is shown in the previous page.

Bill Vanderbeek had the box from which he built the model that he showed. The model is called "The Spirit" and is designed for a .15 to .23 gas motor; it has a 54" wing span and 475 square inches of wing. Bill put a nice Veco 19 gas motor up front, but when he took off the cowl we were shown the Astro-Flite electric motor behind it! He had taken the motor apart and made a shaft to go through it and ran the prop with the electric motor. Bill said that his dad bought the motor in 1958 and they first put it into a control-line model--A Testors Junior then proceeded to crash it on its first flight.

This takes a lot of clever engineering and Bill Surprised us all with this setup. Browse the pictures on this page to see the results. That's got to be the quietest gas motor anywhere. I'm sure he will raise some eyebrows when he simply puts it on the ground and takes off without a fuel pump, glow-driver, and starter. And he doesn't even need to flip the prop to start it. These sort of antics are what makes the hobby fun. Kudos to Bill Vanderbeek for a fun project.

The model was designed by Jerry Stoloff in 1950 and was kitted by the Consolidated Model Airplane company. Jerry Stoloff passed on a few years ago and entered the SAM hall of fame in 1991 and the Model Aviation hall of fame in 2007.

He also designed an airplane that is currently flown by our own Rich Minnick—the Diamond Demon.



Mike Clancy Photo



Mike Clancy Photo

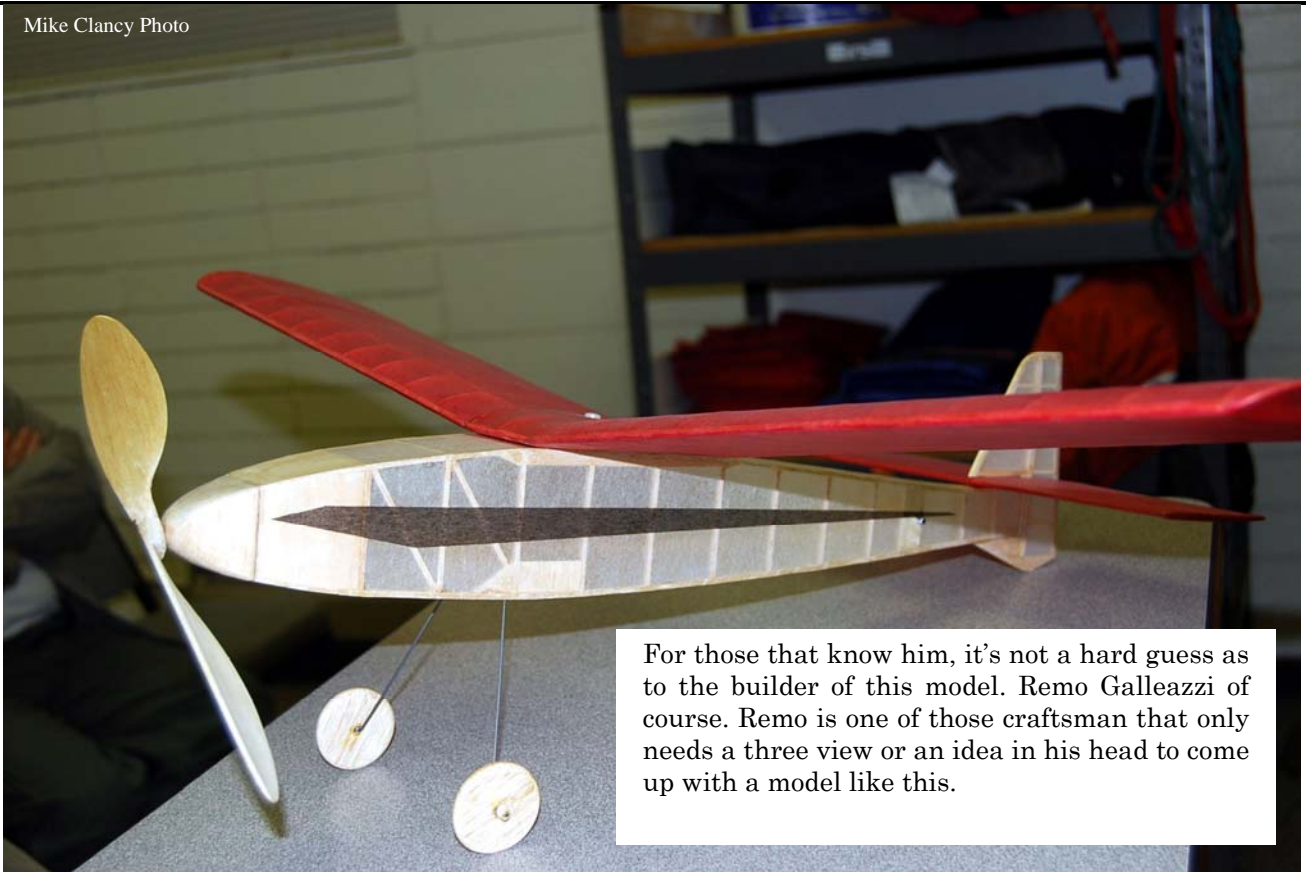
The "Spirit" above—a 54" model looks to be a nice model designed for a .15 to .23 displacement gas motor until you take off the cowl and see that the power is derived from an Astro-Flite electric motor. Very Clever engineering. When the cowl is on you would probably comment that it is the quietest and cleanest gas motor you've ever seen. I'll bet Bill has a lot of fun with this one.



Mike Clancy Photo

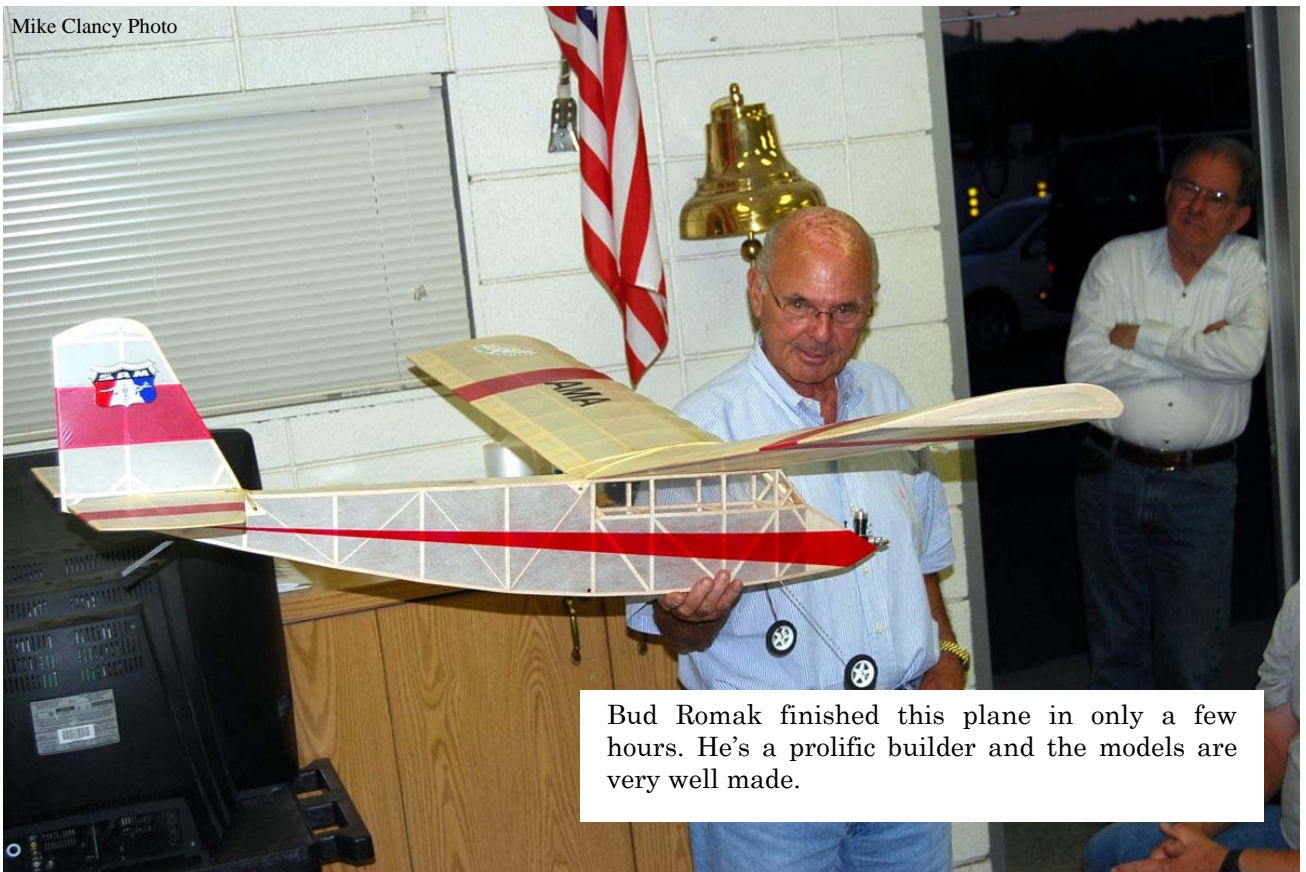
**Monthly Club Meeting - May 2009**

Mike Clancy Photo



For those that know him, it's not a hard guess as to the builder of this model. Remo Galleazzi of course. Remo is one of those craftsman that only needs a three view or an idea in his head to come up with a model like this.

Mike Clancy Photo



Bud Romak finished this plane in only a few hours. He's a prolific builder and the models are very well made.



# Monthly Club Meeting - May 2009

Mike Clancy Photo



There's a nice story behind this. Jimmy Walker was at a friend's house and found this in his garage...his friend is not into old timers, but he got it at a garage sale for a few dollars and couldn't pass it up. He said that he'd never finish it and gave it to Jimmy. Upon close inspection it had a name taped inside and by chance it happened to be built by a member of SAM 27. So Jimmy presented the model to Loren Kramer at the meeting...it was Loren's father's airplane. He said that he's going to rebuild it since it has such sentimental value.



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As advertised in Popular Science in October 1933

John Trumbull showed us the first airplane that he made from scratch and many of us were there for its maiden flight as seen in this picture. Way to go John.

Monthly Club Meeting - June 2009

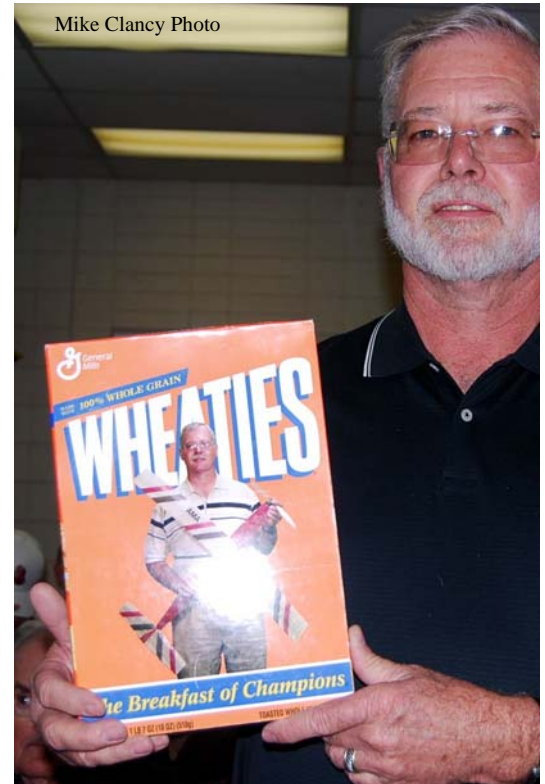


Mike Clancy Photo

Bob May was the highest bidder of this Buzzard Bombshell. He should have this ready in the near future since it is, for Bob, an ARF. The model was donated by Bud Romak...thanks Bud.



Our meeting on June 17th had a



Mike Clancy Photo

Remember when your favorite sports heroes were on the front of the cereal box? We have one of those famous guys in our SAM 27 club...Bill Vanderebeek. In the past General Mills stuck with sports figures from football, baseball, basketball, etc. But now they realize that there are exceptional people in the sport of model flying.

After looking at some of the models that Bill has made you will see why he earned the right to be on the face of the Wheaties box.

Of course—there's more to this story than meets the eye.



Mike Clancy Photo

This future member, Roy Domke, was the highest bid on the Fokker model (another donation from Bud Romak—the builder of the model) and he should have this plane flying soon.

## Monthly Club Meeting - June 2009

very good turnout with 34 members and one guest in attendance.

The field Committee said that the weeds have been whacked and the farm crop has been harvested and the runway is in pretty good shape. Chip (Mr. Whacker) Buss will do more whacking when necessary.

It's reported that we have 130 members and a fair amount of funds in the bank...this by our Secretary/Treasurer and all around good guy Jay Beasley.

Andrew Tickle reported on the SAM 21 contest at Schmidt Ranch. Andrew Tickle, Loren Kramer, Jim Temple, and Ray Bazarro attended. There were a couple of new events: the 100 Inch Wingspan and Four-Stroke. Andrew won the electric Texaco event despite having a bad motor—congratulations Andy!

Mike Clancy brought in some models that belonged to the late Walt Gunning. They were auctioned off and the proceeds went to SAM 27. Walter's family had graciously given us several models and modeling supplies. Thanks to Mike Clancy for taking care of this project.

Jay Beasley will contact Café Press concerning club logo items for sale. We can send them our logos and they can apply them to individual items such as t-shirts, ballcaps, mugs, etc. This allows us to purchase single items without the need for bulk purchases. Price are a little higher, but we don't have to carry an inventory of items for sale.

Andrew Tickle put together a nice trophy for Bob Rose for winning the first Speed 400 Contest at Lakeville. Unfortunately Bob's Airborn suffered a catastrophic crash when the wing snapped in



Mike Clancy Photo



Mike Clancy Photo



Mike Clancy Photo

**(above)** Bill Vanderbeek showed a Class A free flight model called the "Hedy" (for Hedy Lamar). It was a 1940 design with a wing area of 340 sq. inches, covered in polyspan, and powered by an Arden .19.

**(below)** Fred Terzian's tip launched glider with a 36 inch wingspan and a triangle tail. This is a unique method of launching which isn't so hard on the shoulders.



Mike Clancy Photo

# Monthly Club Meeting - June 2009

flight after that contest. Another trophy will be presented to the flyer with the best cumulative results of the next several contest prior to the official contest in September.

Sid Maxwell ordered a dozen SAM 27 Ballcaps and has them for sale.

Jerry Rocha amazed us all with his new national speed record of 143 mph in proto speed. His control-line speed models are magnificent! At the Northwest Regional Control-line Speed contest he had four first place and one third place finishes.

The Free Flight Nationals this year will have SAM 27 members: Roger Gregory, Bud Romak, Rod Persons, and Bill Vanderbeek. This is held in July at the AMA facility in Muncie, Indiana. Good luck guys.



Mike Clancy Photo

The Jabberwock—named after a mythical beast in a poem by Lewis Carroll (the author of Alice in Wonderland). This model was made by Rod Persons.

A small rubber contest is to be



If I put another 10 ounces of lead in this thing it should fly like a cast-iron Frisbee!

Mike Clancy Photo

held on July 25th at Lakeville.

The Jimmie Allen event is in August.

The Oakland Cloud Dusters will also be having a free flight contest or two this summer at Lakeville.

And this word of wisdom from Ed Solenberger: "Don't use lead for weight; use aluminum—it's much lighter"

## Letters to the Editor

This new section of the newsletter is a place for each member to put your thoughts, suggestions, and ideas that you would like to make known. Many of the members can't make the meetings so don't get a chance to be heard. Here is your chance. Send me your letter and I'll place it here with your name on it. Sometimes we like to get something off our chest and we might find it easier to write it down than say it out loud. The first pages of the newsletter are the president's page and the editors page. Now you will have your page.

These will be uncensored with the exception of typos and misspellings. I will call you with your permission to change anything. Be thoughtful and kind and above all be concise. Let us all know what you think.

Jimmy Walker

The VII SAM Eurochamps were held at the Goldlauter-Heidersbach Airfield in Suhl, Thüringen, Germany June 10 through 14, 2009. Sponsors and organizers included the Modellsportclub-Suhl e.V., SAM 85, Graupner, and the city of Suhl. Archeologists find the area rich in Iron Age mines and relics and the city yearly draws thousands of tourists to the famous Waffenzentrum and its sibling museums of antique autos and motorcycles.

The museums became particularly attractive to the ninety-odd aeromodelers when rain and unseasonably cold and windy weather made flying impossible for the first two days. Luckily conditions improved Friday and the Old Time Glider event completed six rounds of flying with over seventy entries. Late that evening eleven beautiful gliders launched and soared together in an exciting flyoff won by Rover Mersecchi of Italy in 19m-56s.

Berkö of Hungary and Hochhofer of Austria placed second and third.

The OTMR event (nine Old Timer Gas Models flew) concluded Friday with Italians Ridenti and Gianati and German Martin Trier placing 1-2-3. A special event, Euro 75, was won by host club member, Ulf Mett. SAM 85 President, Leo Bussmeier placed second, and Nick Bruschi of San Marino finished third. Five models were entered.

Saturday was sunny with winds of 12-15 mph and three more events were completed. NMR

(Nostalgia) had Bruschi, Mett, and Borsetti placing 1-2-3. Nine models entered.

Mokran, Grassi, and Svoboda, K. finished 1-2-3 in ½ A Texaco; 26 models entered.

Six of the 33 models entered in ELOT (Electric Old Timer) launched late that evening in Saturday's only flyoff. Italians Mersecchi and Grassi garnered 1-2 with flights approaching 40 minutes. Bulin was third with a flight lasting over 20 minutes.

Sunday was gorgeous weather with only light breezes and both events required flyoffs. The ½ A Electric event with Speed 400 motors had 24 entries with six in the mid-day flyoff won by Kalman Gelencser of Hungary. Kostecka placed second, Török third.

The Texaco event had 30 entries mostly with diesel engines. But the winner, Imoletti of Italy, had a reliable Ohlsson 60 smallport running smoothly and he bested the diesels of Knob and Svoboda, P. in the early afternoon flyoff.

Immediately following competition the large crowd of local spectators enjoyed a mini air show with large scale turbo prop models, helicopters, scale sailplanes, a scale towplane, and one two-place ultra light sharing the airport flight pattern while officials tallied the final results. Twenty pilots earned well-contested championship points. At the closing ceremony Rover Mersecchi was awarded the Grand Champion trophy with Ulf Mett, Nick Bruschi, and Roberto Grassi closely behind. Aeromodelers from

Austria, Czech Republic, Germany, Hungary, Italy, San Marino, Slovakia, Sweden, and the USA attended. More detailed results are available at [www.flugmodellclub-suhl.de/](http://www.flugmodellclub-suhl.de/)

Special thanks to host Ulf Mett, interpreters Holger Menrad and Nick Bruschi, SAM 85 President Leo Bussmeier, postmaster Günter Kessel, weighmaster Dr. Juergen Stengele, and all the enthusiastic aeromodelers for making the VII SAM Eurochamps a big success.

See you next year at the VIII SAM Eurochamps in the Czech Republic, June 10-13, at the Mikulovice Airfield near Jeseník, SAM 78 hosts.

### Ed Hamler, AMA 1639, CD

Regarding Sonoma RC and Napa Valley Hobbies, I am keeping them both open. Sonoma RC Hobbies is 100% owned by me and Napa RC Hobbies is a partnership with Walt Hoffman. We are now seeing sales return to normal and I have simplified my operation of both stores to run them like I used to on less vendor loans just like I did on the first three years of Sonoma RC Hobbies.

The Sonoma store has reached eight years and the Napa store has past its first year. Any rumors that you might have heard about closing of the store can now be put to rest since we are doing well and hope to supply you with your needs now and in the future.

### Richard Beck

## Letters to the Editor

Several years ago I joined SAM27 The Society of Antique Modelers. After a few times at the field and attending a few meetings, I met a lot of nice people. Later I found out there were several world class model pilots in the club. They had won many trophies, ribbons, plaques, monies and much more. I was proud to be part of such a great bunch of guy's.

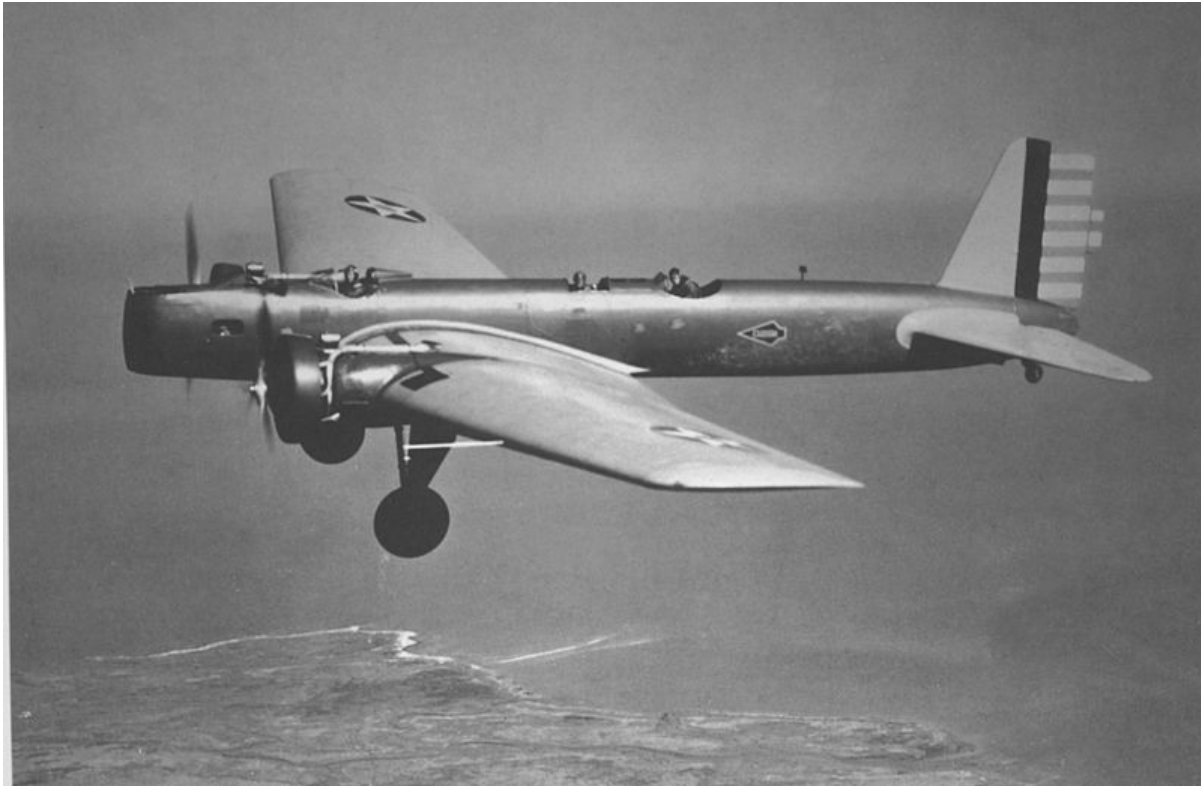
Years went by and I never got involved with any of the contests or flew antique models. I was flying all kinds of electric modern planes and war planes. Finally Jay Beasley said he was going to build an Airborn, so I decided to build one also. I had no intention of ever flying it in a contest, but it was an electric plane. We finished our models and Chip Buss started building the same model. It seemed to take hold and more of the noncompetitive members began to build the Airborn. More people liked the Idea and were building other qualifying Speed 400 Models. Andrew Tickle told us that there was a Speed 400 Postal contest that we should get involved in. I thought it was a good idea, and since I had never been in any kind of flying contest I should give it a go. Other people got the bug, so Andrew Tickle assigned mentors to all of us. We began to practice when we could and I enjoyed the camaraderie. The only person that I could see that was interested in having contest of sorts at the field was Andrew Tickle He started having pylon racing, speed 400 and many other Contests. He sent out Emails suggesting that we have a Speed 400 contest to get everybody fired up about the Postal event. He also said in the Emails that the winner would receive an award. He explained that everyone was eligible for the award except the mentors. The mentors would fly and write down their times, so the rest of us could compare our times. Everyone thought

the idea was great and for Andrew to go ahead. He sent us information about the contest, the time and date when it was to be held. I was excited to be involved in my first ever flying contest. Jay Beasley forwarded all the information to everyone. The day came and we were all there ready to go. It turned out to be a very windy day. Andrew went around to all of us and asked to postpone it until the next Thursday Everyone agreed! Next week we were all there again and the weather was fine with plenty of thermals. Andrew was the CD and he had the time charts for the award contestants and another time chart for the mentors. We all flew and had a fabulous time. We laughed and joked and teased each other. After it was all over, the times were tallied, and much to my surprise I had the best times. Andrew informed me I was the winner. I felt so good. This contest was on May 21 2009, seven days before my eighty first birthday. I thought what a nice achievement for an eighty year old man. Just for me to luck out and have better times then Bob Film who I consider a great thermal flyer was beyond my imagination.

**Bob Rose**

~~~~~

## La Page Mystère



### What Airplane is This?

First Flown in 1931 this twin engined bomber was 5 mph faster than the existing fighter airplanes. Powered by two Pratt & Whitney R-1860-11 Hornet engines it reached speeds of 188 mph. An earlier version had Curtiss Condor liquid cooled engines which gave it more power and speed, but the air-cooled radials were chosen since they were lighter and more reliable and less vulnerable to enemy damage. A total of seven aircraft were built.



Who is this daring young man on this motorcycle? He's still just as handsome as then, and is a dashing and daring figure with his flying models.

That's a nice Triumph motorcycle...a real dream machine with a sound that can't be beat.

# March / April Mystery Plane — The Q.E.D.



The Q.E.D. was the last of the great Gee Bee's built by the Granville brothers in Springfield, Massachusetts. The initials Q.E.D. are for the latin words "quod erat demonstrandum" which means "that which was to be demonstrated. It is used in mathematical terms as "So it is Proven".

The famous female aviator Jackie Chochran flew the Q.E.D.

This version of the Gee Bee racer was called the R-6 and was powered by the Pratt & Whitney Wasp radial engine.

After entering several races it was finally sold to Francisco Saraia, a Mexican National, who flew it from Mexico City to New York. He crashed the airplane in June of 1939 and was killed. The plane was rebuilt and retired to a museum in Durango, Mexico.

This plane has some very interesting history for those interested



in the races of those days.



Last month's mystery person:

If you guessed Rich Minnick you were right.

Seen with his brother in another century in Chicago...Rich is the stern looking lad on the right. And he's still building models as we all know.





# News and Views from Lakeville International Airport

The weather has been great and we have all enjoyed our wonderful flying site nestled behind the vineyards. I hope we all know how lucky we are. This is definitely big sky country here and the thermals are abundant. Our landing strip is a bit short for large fast planes, but that's not what we are about so it is more than adequate. Some of our planes are so slow that we can land in only a few feet. The wind can be strong at times, but if you can learn to fly with it you'll have developed some good skills that are very useful. The free flight guys have a bit of a problem with strong winds, but in general we have beautiful weather for most of the morning. As it warms up around 10:00 or so the thermals start zipping through the area.

Last week I saw a "trash lifter" that took a few of the models off their parking place into the air a few inches then back down. These nasty "dust devils" came through the parking area and lifted up carpets and anything else that wasn't tied down. On that same day we had two model wings snap unexpectedly in flight with no warning.



Ray Peterson Photo

Ed Hamler is running this ignition engine on a test stand at the field. Note the hearing protectors...this, and the fact that he was far away from the crowd ,speaks a lot for his concerns for safety. And I'm sure his neighbors appreciate the fact that he came all the way here to run it. Even though It might be loud, oily, and messy, it has a nice sound!



Ray Peterson Photo



Things are really looking up at Lakeville!

Ray Peterson Photos

# News and Views from Lakeville International Airport

The possible cause of these mishaps may have been dust devils at altitudes (although I think they have to touch the ground to be called dust devils). Anyway, be wary of nasty winds aloft when things are being stirred up on the ground..

We all like a nice thermal now and then but sometimes they go bad on us as seen in the picture on the right.



The photographer that took this was simply going to take a picture of the lightning and was unaware of the tornado until the lightning illuminated it. I'm sure his underwear changed color immediately! This is a one in a million picture. If you see anything like this at Lakeville bring your models down put them in the car and drive away—as fast a possible. Definitely a strong thermal.



Nice approach Rich!

Jay Beasley Photo



Jay Beasley Photo

Miriam Schmidt and her Airborn. Miriam is very competitive and went to the event in Romania last year. she is seen here with her vehicle of choice...a school bus; she delivers these to schools.

# News and Views from Lakeville International Airport



Rich Minnick's double sized Rocketeer on its maiden voyage. Rich has a smaller one that flies just as well.

## News and Views from Lakeville International Airport



A Few Members that have not yet been knighted into the order of TOFFF. They are about to be knighted by the supreme ruler of the domain—Sir Michael Clancy. Left to Right: Mike Clancy, Chip Buss, Jimmy Walker, John Pratt George Benson.



John Trumbull's long hours of building paid off in this very good flying Trenton Terror. Ignore the figure in the background...that's Chip after landing way off the end of the runway.

## News and Views from Lakeville International Airport



Rich Minnick's Quaker



Jerry's Slate's Nieuport



Happy 81<sup>st</sup> Birthday Bob Rose!!! May the next 81 be just as much fun.

Three guys that forgot to bring their transmitters!!



This is where all the real flying is done and the hot air for thermals is generated.



## Using Power Like a Miser

As published in the May/June 2009 issue of Sam Speaks

### Flying SAM Electric Texaco

SAM Electric Texaco (Etex) and gas Texaco rules, at first sight, seem equivalent. Both rules allow a fixed amount of energy per flight, depending on the airplane weight. That energy, for Etex, instead of a fixed amount of fuel, is a full charge of the allowed battery size. But in Etex you can turn the motor on and off at any time, and select the power level at will. This makes the strategy *totally different*.

### The Hundred-Dollar Charge

Some folks like the term "energy management". But it is easier just to think of the price of a full battery charge as \$100. Now if you are a careful spender you will be a natural Texaco pilot. Those LMR rocket climbs with your super-tuned brushless motor will cost you about \$25 a time. They waste energy combating drag, and heating the battery and motor. Besides that, have you ever seen a hawk exert itself to gain altitude? Of course not! *They let the thermals do the lifting.*

**Low Cost Thermals** A gentle cruise climb will get you to a decent altitude in a few minutes for \$10 or less. But do you need to spend that much finding the first thermal? With good strategy you can get it for *much less*.

During those few minutes of the gentle \$10 climb the plane will travel about a mile. That's a long way and the chance of finding lift early is good. During that mile the wings will rock on passing the edge of a thermal during the cruise climb *just as they do when gliding*. So when the edge of a thermal rocks the wings away from its center, turn back into it

immediately. You have found your first thermal of the flight for \$3 or less. Of course, so have your competition! So shut off the motor and let the thermal do the lifting. Find the center and enjoy the ride. But you are still wondering -- how could you have got that thermal for still less?

**Bargain Basement** Sometimes the answer is obvious. There is a change in the wind (that the free flight guys certainly recognize), rising chaff, a dust devil or even a model circling rapidly upwards. So hit the arming switch and don't waste a second or a dollar.

More likely there will be no visible clues. But you know your local hot spots where thermals usually start such as runways, roads, concrete, burned areas, tin barns etc. So plan your first exploratory mile of cruise climb *before* you launch. Make your itinerary visit these areas as efficiently as possible. Of course so will your competition.

**One-Dollar Thermals** To do better yet requires timing. Once the ground is hot or warm to the touch, thermals will start from the hot spots every 5 to 10 minutes or so. So with Zen-like awareness (I wish) you can plan your first mile to visit these spots just as they are about to pop! This is clearly next to impossible. But you can watch the best spot, and then time your launch accordingly if you have been watching its pop rate. You can also avoid wasting any time and energy there if you have just missed its thermal.

**Bargains Aloft** If in a thermal, then stay in it (in contests at least) and make safe time. It will eventually carry you downwind past the point where you can glide

back safely to the field. But in Etex you know you can rely on the motor to boost the glide home if needed. You get extra safe time far downwind in the thermal at a bargain rate for the extra few (if any) dollars spent boosting the glide back.

Earlier in the day the low-level thermals are too weak to be useful. If the best altitude to find early lift is (say) 400 feet, then search at 400 feet, not 200 feet or 1000 feet. To keep your search pattern close to the best altitude use either a series of gentle climbs and glides, or fly level at minimum power. Do whichever feels most comfortable. When the hawks are between thermals they just flap along lazily, They know the next free ride will be soon.

**The Gas Gauge** There is no exact way to know how much usable energy is left. A good rough test is a 2-second burst of full power. If the plane stands on its tail and jumps skywards, then everything is still fine. If it barely climbs then stay within gliding distance of the field.

This is the fifth year of the Electric Texaco Postal, hosted this time by SAM 27. For further information and rules see the SAM web site at:

<http://www.antiquemodeler.org>

Andrew Tickle

By Andrew Tickle-member at large



## Safe Hand Launching

There was a recent launching accident at the field. This is not the first time. It has happened before.

### MANDATORY PROCEDURES

#### FOLLOW AMA SAFETY CODE

“..... no powered model may be flown outdoors closer than 25 feet from any individual.... “ (RC rule 7). This includes launching. So hand launching next to another flyer is a violation. So is launching within 25 ft. of anyone else (who is not assisting) whether in front, left, right or behind. There is plenty of space at the north and south sides of the field to hand launch safely.

All flyers at AMA clubs are bound by the AMA Safety Code. All members receive a copy of this, located near the end of *Model Aviation* every month, e.g. July 2009, page 132.

#### RESET TO CLIMB TRIM BEFORE LAUNCH.

When a plane lands the elevator trim will normally be set for glide. If the trim is not reset for climb before the next launch the plane may automatically loop when launched.

## OTHER USEFUL SAFETY PROCEDURES

### AUTOMATIC CLIMB TRIM

Most flyers pay extra for programmable features but do not use them. Mix a small amount (at a time) of down elevator with throttle. Now you will have climb trim set automatically when under power. If you do not want to program then adjust the downthrust to make the climb and glide trims as close as possible (as in free flight trimming).



### KEEP CONTROL FROM THE START.

If you use the standard mode 2 (elevator on right), and you choose to launch with your right hand, then you have chosen to have no control at all until your thumb eventually finds the right stick after launching. This interval is plenty long enough to start an uncontrolled loop. Some SAM 27 members launch left handed because it is safer. See the Ray Peterson photos in the June Speed 400 Newsletter.



### IF IN DOUBT....

.... Then ask someone competent to launch for you, at least 25 ft. from other people, and if possible over tall grass.

## SUMMARY

No special structures or signs are needed. Just follow the AMA Safety Code, just as other clubs do, and use common sense.



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### Club Meetings

Monthly Meetings are held on the third Wednesday at 7:00PM at the Novato Fire Department Training Room on Atherton Avenue between highway 101 and Highway 37. The training room is located behind the fire station. Ample parking is available.

### Membership

Membership dues are based on the class of membership. The **full membership** includes flying privileges at the Lakeville site and voting rights for only \$25 yearly. An **associate membership** includes the newsletter and meetings for only \$15 yearly. Associate members will not be allowed to fly at the Lakeville site.

Dues are payable to the treasurer/secretary as shown above and require proof of current AMA membership.