

Issue # 267

April - June 2010



# *Antique Flyer*



Tandy Walker Photo



 bringing modelers together  
Academy of Model Aeronautics

## In this issue:

- Letters to the Editor
- Monthly meetings April through June
- The Mystery Plane
- Golberg's Comet Sailplane
- News and Views at Lakeville International
- The Invisible Disk by Ed Solenberger

# President's Comments

by Chip Buss



Gentlemen,

Well here it is the middle of June with half the year gone. Is it me or does time accelerate the older you become? I've really enjoyed the last six months and have tried to incorporate new and fun things to do. For instance we've made a field trip to the new Hamilton AFB Museum and were given the tour by our very own John Trumbull. If you were unable to join us, I recommend you see it when you can.

Our quarterly meetings at Round Table Pizza are a nice change of pace that most of us enjoy. Mmmmmmmmm pizza!

We finally had our cookout that I was looking forward to for a few years and there are more events to come. Of course these things would not be possible without the help of the members who volunteer their time and efforts for the good of the club.

Our great new frequency/event board is a good example of this, thanks to Bob Rose and Mike Sidwell.

Soon we will remodel the safety fence. When the field needs mowing or weeding, there is a hand full of men out there with the mower, weedwackers, rakes, etc. working like they were getting paid. My hat's off to you men.

Our "Clash" seemed to be a success even without much flying. The two Bobs and Ray B. cooked a fine lunch. The field was in the best shape ever. I was able to meet new friends and match names with faces. Thanks to all the volunteers who spent many hours of prep time. I had a great time and hope you did also. We'll reschedule the competition for the middle of August when the wind slows down.

### Chip's Tips

Recently I've had to install several servos, four of which were sealed in the Polaris seaplane. These had to be installed correctly and work flawlessly for there is no access to them. Many of you know the steps for installing servos but this is good info for us all.

On your transmitter, set Trim and Sub Trim adjustments to neutral.

Attach servo lead to receiver and power up. Servo will center itself.

Mount the servo arm in the 90 degree position from servo body. (perpendicular to servo body) If you can't get the 90 degrees, try turning the servo body 180 degrees and remount servo arm. This is very important. Failure to center the arm will result in rudder or elevator moving farther in one direction than the other.

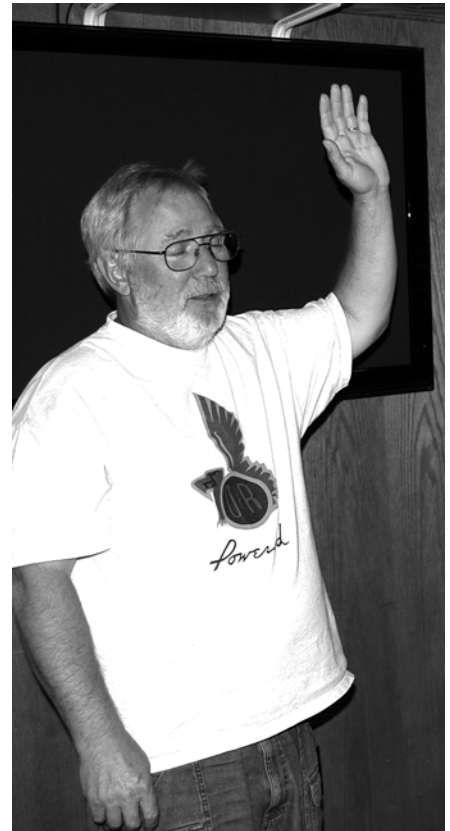
Secure the servo body so that there is no movement

Sandwich the control surface (rud., ele., ail., etc.) between two popsicle sticks held with clothespins.

Finally, secure the pushrod at both ends and drink a beer before moving on to the next servo

Andrew Tickle and Ed Solenberger told me about a \$2 regulator you can purchase at Radio Shack to get a 5 volt output for receiver power. This is ideal for a glider that only needs 5v. I tried it using a 9v batt. And sure enough it worked like a champ.

Thanks gents. That's about it for this column. Thanks to you all for attending our BBQ., we'll have another one soon.



I hereby swear to stay off the runway except when launching my model and will submit to 40 lashes if found guilty .



AMEN Brother!!!

## A Few Words from the Editor

by Jimmy Walker



After a long wet winter we finally are getting a few nice days to fly all those projects we finished during the rainy days. I hope I'm not the exception, but I really didn't get a lot done during that time and now that it's warm and dry I am spending more time in my shop. I don't have the luxury of an indoor workshop, but have everything in an unheated garage.

Since I'm still working at my job I don't have the time to spend that I'd like, but I did manage to get a few things done. I have the Kane glider about ready to fly and my Kerswap is only a few hours away from finishing. Unfortunately I was planning on taking my Kane and my Airborn to the Euro Champs, but my work schedule got in the way and I just couldn't make it happen. I was really looking forward to it, but last minute changes from some of my most important customers led me to make the decision to stay home and work. I don't think they understand that flying models is by far the most important thing to me, but work trumps play and since we're poor as church mice I'll just keep working for a while. I've been told by some that when you retire you never find time to do anything and that you are busier than when you were working. I see some logic in that...we put away our projects until we get some time to do them and suddenly you have all the time in the world and too much to do. I'm sure many of you can identify with that.

Everyone I've talked to says the same thing: I have so many pro-

jects that I just need to concentrate on one until it's finished then tackle the next in line. Or you hear the phrase: "If I get one more model my wife will kill me". (that must be a fine marriage!). Then there's the nice raffles that we occasionally have and it's so hard to say I won't bid on that one because I just have too many projects right now. And guess what? You still go home with another kit. I've been known to give a model to a friend and leave his house with a model under each arm. I think it's some kind of disease.

I love a swap meet, but it's exactly the same situation. You bring a bunch of stuff to get rid of and go home sometimes with more than you came with. But, I still go to swap meets....you never know what you might find—something that you've been looking for a long time and suddenly there it is at half the cost of new.

I'd like to thank all those that send me pictures for this newsletter. Since I can't make all the meetings and I'm often away on flying days I really appreciate the help.

Make sure you send them to me as hi-res pictures so I can play with them before I publish them. Tell me everything you can about each picture you send and I'll try to include lots of text with them.

If I fail to credit the pictures with your name it's an oversight and I'll try my best to see that your name is somewhere on the page.

I'm just learning how to do a newsletter and I make some errors. Be sure and remind me if you spot any mistakes and I'll correct it in the next newsletter.

I'm still looking for some articles from members on your techniques, your aeronautical knowledge, and maybe some of your favorite tools and how to use them. Let's make this newsletter a learning experience as well as a report on our activities.

Thanks for you support

Jimmy



Picture by Larry Gustafson

This month's cover is of a Goldberg "Sailplane". I know when you hear sailplane you think glider, but that's the name that Carl Goldberg gave this particular airplane. You might not recognize the gentleman on the cover since he doesn't come to our meetings, but he is a member of SAM 27 and has been for some time. There are many members on the list that don't come to our meetings or come to our field to fly since they are quite far away. We have members in Switzerland and Italy and the great state of Texas. That's where the man on the cover—Tandy Walker—resides. Tandy sent me the pictures and article on page 19; he also has them in the new SAM Speaks newsletter.

# Monthly Club Meeting - April 2010

Our meeting of April 21 had a good turnout with 30 members showing up, including new member Larry Gustafson.

A short business meeting produced the following info: We have approximately 132 members in good standing and we are still waiting for 2010 dues from about 5 people. The treasury is in great shape--if you want details contact sec/treas Jay Beasley at vr21jrb@aol.com. The field is in relatively good shape, having been mowed and whacked by a work party previously.

June 12 is the date for the combined SAM 27 and SAM 21 meet "Clash of the Titans" at Lakeville. Andrew Tickle is the event coordinator. This should be a fun event with Old Timer flying, a Speed 400 contest, large scale flying, pylon racing, food, etc. Andrew will publish a flyer pertaining to this event.

John Trumbull talked about the opening on May 12, of the Hamilton Field Museum. That is also the 75th anniversary of the opening of Hamilton. John has been instrumental in helping get the museum open.

Sid Maxwell talked about the upcoming Splash & Dash at Sal Lake on April 24, sponsored by Wine Country Flyers.

Bill Hand donated a humorous wind sock shaped like a flying duck (or other bird) in thanks for lots of help in finding his wayward model the previous week in the shoulder high weeds.

In case of an emergency at the field, the quickest response by emergency personnel will come by calling the Petaluma Police Dept., rather than calling 911. From your cell phone dial 707 762-2727, which will take you to the dis-

patch office.

Bob Rose is spearheading the manufacture of new signs concerning field rules, parking, and frequencies.

Ed Hamler gave a report on the recent contest held at Taft. Approximately 20 people competed in various contests. Ed won a Texaco contest with a 46 minute flight.

The SAM 27 Small Rubber event will be held on July 24. Jerry Rocha is the CD.

### Show and Tell:

- A DVD movie was shown of Ed Solenberger flying an Easy Bee at St. Vincent's gym. Earl Hoffman was also in it.
- Bob Rose and Ed Solenberger showed their Kerswaps.
- Ray McGowan showed some vintage engines.
- Andrew Tickle talked about the nine foot wingspan Puss Moth he and Rich Minnick are working on. It will be electric powered by a 6 cell LiPo.



One of Ray McGowan's collection



reverse side of the engine above



An original Comet engine



Mike Clancy Photo

# Monthly Club Meeting - May 2010

The meeting went as planned at the fire station on Atherton Avenue in Novato on May 19th.

The meeting was called to order by president Chip Buss at 7 pm. We had one guest—Eric Kerby and a new member —Glenn Binckley.

Ed Solenberger passed around a couple of props and asked the members to note whether they saw anything strange about them. He said there would be a quiz later in the meeting.

Secretary's report was given by Mike Sidwell our vice president since the secretary was on a trip to Turkey. And...since the secretary and the treasurer are the same person the treasurer's report was also done by Mike.

John Trumbull gave a report on the Hamilton Museum opening.

Bob Rose showed the new frequency board (see picture on this page) and a discussion was held about the use of pins for the 2.4 radio users. It was suggested that this would help keep track of whose flying and enforce the habit in case of switching back to 72MHz radios.

The Speed 400 practice contest was blown out on May 27th and moved to June 3rd. Other practice dates are July 22nd and August 19th with the contest in September.

There will be an all Kerswap contest sometime in the middle of the summer.

The reminder of our next meeting on Wednesday the 16th at the Round Table Pizza in Novato.

There was a discussion about the field mower. John Dimmeueller

(?) had it last. Some members volunteered to call to see about the mower.

A float fly was announced at Sal Lake on Monday—May 31st.

Andrew Tickle discussed "The Battle of the Titans" scheduled for June 12th.

Ed Solenberger gave us the results of the prop quiz: Something to do with prop pitch—would not propel aircraft. (as Ed.)

Sid Maxwell announced that Liberty Field will have an open house on June 5th.

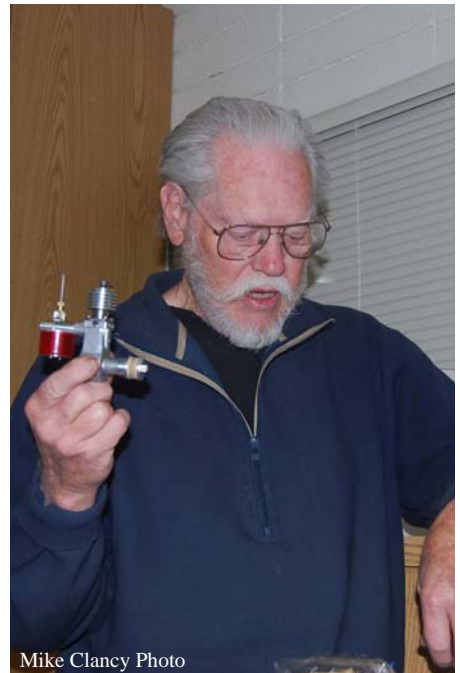
The meeting was adjourned at 8:06pm.

Show and Tell:  
Ed Solenberger showed a rebuilt \$1.98 Diesel engine. It was once sold to him by member Victor Barbieri at the Marin Flea Market a long time ago. Ed gave the rebuilt engine back to Victor at

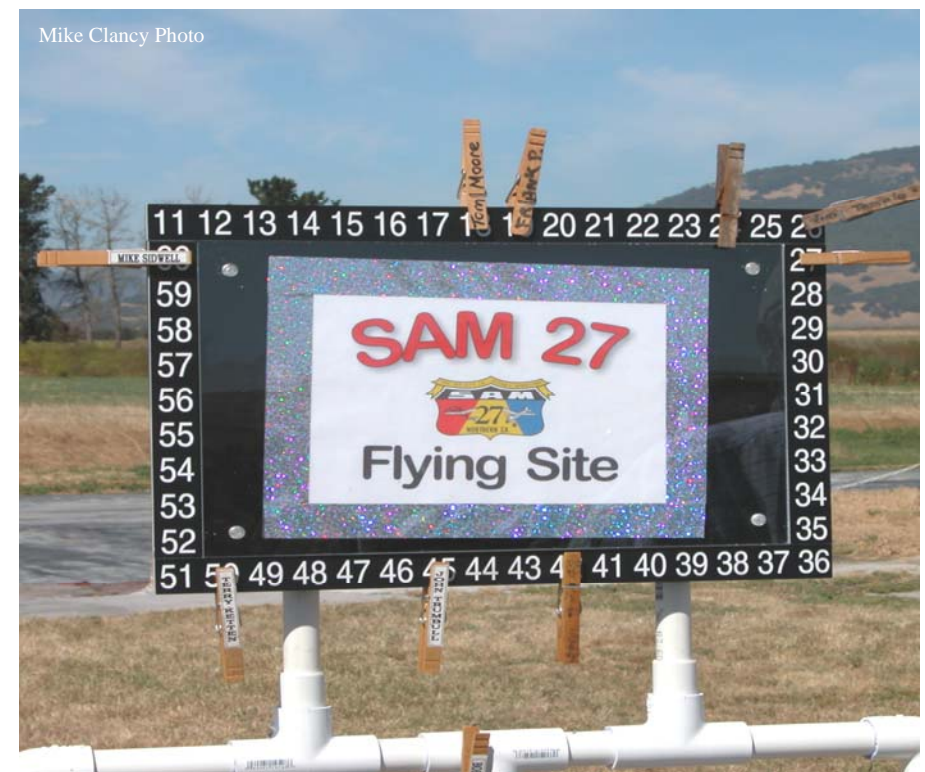
the meeting.

Bill Hand showed his Quaker—his first built kit.

Ed Hamler showed his 900 inch Airborn. He is taking it to the European Champs so it is a breakdown model. Ed's usual fine craftsmanship was apparent.



Mike Clancy Photo



Mike Clancy Photo

# Monthly Club Meeting - June 2010

The June meeting was held at the Round Table Pizza restaurant with 24 members attending. Once again SAM 27 provided pizza, with members taking care of their own beverages, lest the club be accused of contributing to the delinquency of seniors.

Business: Jay Beasley reported that we have 132 members in good standing and the treasury is in great shape. Members desiring details of our finances may contact Beasley at any time.

Mike Sidwell and Bob Rose did a great job constructing a nice new frequency board and flying rules display.

On Thursday, June 10, several members spent several hours mowing and weed whacking the flying area one more time prior to the SAM 21 - SAM 27 meet scheduled for June 12. Steve Carlson once again deserves special thanks for all of his hard work in maintaining our flying site. Typically, on Thursdays, Steve is one of the first to show up and he is usually bearing goodies to help us keep our weight up. What a guy!

Chip Buss reported on the Clash of the Titans (Andrew Tickle's name for the event), our combined SAM 21 and SAM 27 meet at Lakeville. Approximately 45 folks showed up, but unfortunately, so did the wind. The term blow out comes to mind. A few hardy souls ventured upwards, while the majority wisely chose to stay grounded. There were several crashes, in flight breakups (pieces never found), and less than stellar arrivals.

Mike Clancy had his hands full on his first flight of his recently completed Kerswap, but got it back in one piece.

Dick Irwin's old timer disappeared in fluttering pieces on the way to the equestrian center.

Earlier, a formation of three very large old timers, took off but didn't manage to arrive in any semblance of a formation.

Despite the wind and lack of flying events, most people had a good time watching the aerial antics, chatting, and scarfing down the chow prepared mainly by Bob Film, Bob Rose, and Ray Bazurto. Thanks guys for making the day a success.

Other stuff: Bob Film won the drawing for a first time membership in S.A.M. which was graciously donated by Ed Hamler. Thank you, Ed.

Chip announced the sad news that Terry Ketten's wife Patricia had recently passed away after suffering a very short battle with cancer. Chip brought a card for the members to sign for Terry. Our condolences go out to him.

A discussion of our posted flying rules emphasized that in the interest of safety for all concerned, when a model is launched from the runway that requires the pilot and/or his helper to be west of the safety fenceline, it is incumbent upon the pilot and anybody else to move to the east of the safety fence line as soon as possible. Any equipment should also be moved ASAP. Members not flying should offer help in guiding the pilot, if necessary, and also help in moving any equipment. This discussion also pertains to the taxi area of the runway.

As obvious as it seems, many of us don't call for help in keeping our models in sight until it is too

late. If you're starting to have a little difficulty in seeing your model, THAT is the time, if not before, to ask for help. Two or three sets of eyes may prevent a lost airplane.

Auction: Mike Clancy did a great job as auctioneer again. Mike seems to know something about every kit manufacturer, and usually the kit models, too. Several items sold for a total of \$348 which paid for the pizza and most of the groceries for the SAM 21 - SAM 27 meet. A number of vintage books were donated also. Thanks for your support.



Photo by Jay Beasley

## News and Views from Lakeville International

The rain just never seemed to stop and the field got wetter and wetter and became a mess. Bob Rose's landlord made the short trip with his tractor and a scraper blade and leveled it out when it finally dried some. We flew off the road for a long time this last winter and if you ever had to retrieve an airplane out in the field you know why you brought rubber boots.

As the sun came up more and the field was again a safe place to park the turnout increased considerably and we have just now started to get some great flying in. the down side is that the sun and the vast amounts of rain was very good for the vegetation and it became a jungle. If you've ever had to retrieve an airplane that did

not quite make the runway you learned very fast that tall weeds are almost as hard to walk in as very deep snow. And...if it goes down in weeds that high it becomes a very difficult thing to find .

We had a day of hard work cutting weeds an mowing then a few weeks later on Sunday May 16th we had the services of our member Jim Temple who brought a tractor with a mower attachment and attacked some of the taller weeks around the runway. At that time the weeks were so tall you could lose visibility of your plane as it approached the runway in landing. Our thanks go out to Jim and Chip with his weed-wacker and the hard working crew that came last month to help.



## News and Views from Lakeville International



Jimmy Walker Photo

In between windy days and rainy days we were able to get some pretty good flying. A few rare days showed high cirrus clouds and calm warm air with very nice thermals. These are the days we live for.



Jimmy Walker Photo



Jimmy Walker Photo



Jimmy Walker Photo



Jimmy Walker Photo

Dick Irwin's Schneider E-60 from a Stream Models kit. Dick built his airplane around 1995 and flew it at the old Napa flying field 2 or 3 times at about the same time he got interested in old-timers. So...he put it on the shelf for a while. It originally was to be powered by a Cobalt 25g or a 40g geared motor from Astro Flight. He used the 25g which makes it underpowered by today's standards. It weighs 83 oz.—a little over 5 pounds—so it also is heavy. The kit was complete with a motor mount and a pilot figure. Dick's oldest daughter took on the task of painting the pilot figure so it also has some sentimental value. It was supposed to use a 14 cell nicad pack which took up all of the battery compartment. Later Dick used a three cell LiPo to refly it which lightened it up a bit. He then put it on the shelf until a big tube of expanding foam exploded on a hot day and shot foam all over the room and a few models including this one. It cleaned up will with alcohol and thinner.

Dick says that this kit is the first time that he followed the kit maker's instructions and it came out as planned. He put on a tail skid to make it easier to use floats which was an option. To fly it again he bent the tail skid so he could use a tailwheel. He did some nice flights at Lakeville for us and then said that it will go on the shelf until he puts in a brushless motor. The old Cobalt motors just get too hot. We're looking forward to its brushless maiden flight. Nice work Dick!



# News and Views from Lakeville International



## THE CLASH OF THE TITANS

An Informal Old Timer meet and Barbeque to enjoy the Camaraderie between SAM 21 and SAM 27

Old Timer Radio Control, Free Flight and Scale models are all welcome

TEAM 21 and TEAM 27 will compete in a Battle of Honor for the

**Prestigious Speed 400 TITAN TROPHY**



On Saturday June 12 at Lakeville we gathered for this event with all hopes of a great flying day, but as luck would have it we were completely blown out. Some of the strongest winds that we had so far this year waited for that day. Regardless of the wind we had a great barbecue and thanks go out to all who took part in the preparation of this event.

Tents were set up and Barbecues were lighted and the best chefs were at hand to prepare a feast for all us hungry fliers. It was a nice time for meeting some of the flyers from SAM 21.

Mike Clancy flew his Kerswap and just about lost it in the gale force winds at altitude. Dick Irwin was not as lucky and lost a wing and the rest of the plane as they disappeared in the weeds at the far reaches of the field west of the runway. So far it hasn't been found.

Even the quarter scale planes were left on the ground. Steve Roselle brought his Boehle Giant and Chip Buss brought his Elec

tric 1/4th scale Piper Cub. And of course the free-fighters didn't even consider it worth taking



Mike Sidwell Photo

Lot's of work done by a very capable crew of hard working guys getting everything together..



Chip Buss Photo

# News and Views from Lakeville International



Is Ray Bazzurto eating the hamburgers as fast as Bob Rose can make them?



Above Left: Several large old-timers were set up for a launch, but the wind was just too much even for these airplanes. They quickly landed after trying to make some kind of formation. Above Right: Is that Mike Clancy running?? He's launching his newly made *Kerswap*...the same one that was shown in last month's newsletter. Nice job Mike.

## News and Views from Lakeville International



Peder Samuelson Photo

Peder Samuelson's Fleet shown above. Now that's a unique way to get them all in one shot. It looks like Peder likes them in all sizes. The picture on the right will show that his fleet was temporarily downsized a bit. The airplane on the bottom above is the rebuilt "Big Foote" (double the size of the Westerner Big Foote) after the crash seen here.

Peder is one of our members who lives in the town of Atherton in the south bay. You'll probably see him often at Lakeville.

Peder lost another plane in Eloy - Arizona at the contest there and since then has left his FM radios for the new 2.4 GHz.

I put a picture of the "Bomber" on the next page. That one was not rebuilt.



Peder Samuelson Photo

News and Views from Lakeville International



Jimmy Walker Photo



SAM 27 member Peder Samuelson's Lanzo Bomber at the SAM event in Eloy Arizona. Peder switched to 2.4GHz after this mishap; he attributed this to frequency interference.

Peder Samuelson Photo



Jimmy Walker Photo

It's hard to beat Bob Rose in craftsmanship. All those years in the Hollywood film industry helped him develop the skills to come up with some of the finest planes among us. I watched as this beauty made a perfect 15 minute max with no problems. See the aircraft in flight above right.

News and Views from Lakeville International



Jimmy Walker Photo



Jimmy Walker Photo



Jimmy Walker Photo

A few of the smiling faces we all love. Top picture from left to right: Jay Beasley our secretary/treasurer, Bob Rose—all around nice guy (never mind the hat), and Chip Buss our illustrious president. Bottom Left is Frank Plexico and Tom Moore on the right. Turn around Frank! Being around all these guys makes our TOFFF Thursday a fun day!

News and Views from Lakeville International

Results of the Speed 400 Contest



June 17th 2010 CD: John Trumbull

<i>pilot</i>	<i>airplane</i>	<i>time 1</i>	<i>time 2</i>	<i>time 3</i>	<i>time 4</i>	<i>time 5</i>	<i>best two</i>	<i>position</i>
Beasley	Airborn		15:00	12:56			27:56	1
Clancy	Kerswap	12:10	13:30				25:40	2
Solenberger	Airborn	15:00	8:29				23:29	3
Samuelson	Westerner		6:52	15:00			21:52	4
Bekins	Anderson	15:00	4:40				19:40	5
Rose	Kerswap	15:00					15:00	6
Tickle	Dallaire	5:25	5:26				10:51	7



Jimmy Walker Photo



Mike Clancy Photo



Mike Clancy Photo



Mike Clancy Photo

## Last Month's Mystery Plane

# Macchi MC-202 Folgore (Lightning)



One of the most beautiful planes of the era. This is what you would expect from a country that came up with the Ferraris, Maseratis, and the Stradivarius violin. A close look at the beautiful Italian styling doesn't begin to show the fine craftsmanship of this well designed machine. The letter C in the designation comes from the designer Mario Castoldi. The builder of the plane was the firm *Macchi Aeronautica*.

The Folgore was used by virtually all of the Italian aces of WW2. It was loved by its pilots, but it had a few shortcomings such as meager armament and lack of oxygen at altitudes. The powerful Daimler-Benz engine could push it through the skies with authority. It outperformed the Hawker Hurricanes, P-40s, and even outmaneuvered the Spitfires, though the latter could out climb it.

The Folgore fought on several fronts including North Africa and Russia. There are only a few remaining in museums in Italy and

the Smithsonian. This would make a fine scale model. Several kits are available.



## La Page Mystère



This plane first flew in December of 1936. It was introduced two years later as a twin-engined bomber. It flew throughout World War II. Because of its laminar flow wing it was considered one of the most modern bombers in the world at the time. The original versions had a single vertical tail which changed to twin vertical stabilizers as seen in the photos on this page. The engines were radial engines produced under license from the Bristol factory in England.

After a successful airshow in Paris in 1938 it gained a lot of interest from many countries.

The war brought it into service and though it was relative fast and easy to handle with double wheels for rough strips and fields it lacked the refinements to make it an outstanding airplane in its class. Many were destroyed and none remain today.

The above picture is of a plastic model of the mystery aircraft this month. A lot of work went into this and it shows a fresh clean picture of an old airplane. Someone did a good job...it almost looks real.





## The Invisible Disk by Ed Solenberger



Our news letter editor has requested me to write some filler for the SAM 27 periodical. He suggested that I talk about propellers, a subject of which that I know very little. However, after researching all commonly available material I have come up with the following;

Propeller" A devise normally attached to some means of rotation, designed to "Propel or Push" an object through a liquid media. I assume that means air, water or what ever?

My personal observation is that it is a devise that has the ability to become invisible when operating in it's assigned mode. It also, can create a good deal of noise while disturbing the media through which it moving. Apparently, the molecules of said media become very agitated when disturbed, and express dissatisfaction. This is the sound you hear when the propeller exceeds the ,sound barrier, or something. We will discuss that a bit later, as it applies to the efficiency of these things which we take for granted. We no longer need to be concerned with experimentation, since there are numerous manufacturers who have solved all of the problems---or have they?

Now to be a bit more serious, let's see if we all understand how this thing works. Do we know, for instance, what the numbers on the face of the propeller mean. Why, of course we do. The first number tells us the diameter, and second tells us the pitch. Wow, that's sim-

ple, right?

Interesting though, how we take all this for granted. So let's ask the question. How does that second number affect our models? Or, better yet, is it really important how accurately the designer and manufacturer has adhered to those numbers? Betcha boots it is.

We normally don't actually check to see if everything is right, we just buy the latest thing, put it on our engine--Oops, Motor?, see if it spins faster than the other one we just broke, and say "That's better".

I did a bit of tinkering a few years ago, got a pitch gage, was involved with a manufacturer of propellers, as his test flyer. I then made a few propellers of my own and found that I was able to get better performance by being careful to make the various sections of the blade arrive at the same

place at the same time--at least in theory. That looked good so far, but here's where Bernoulli's Principle entered, "Stage Right". And to the meat of this" Palaver". As the velocity of a curved surface passing through the air, is increased, the molecules accelerate, creating a negative pressure--with me so far? I guess we call it thrust, or lift. .Something like a wing Since the hub of a propeller is traveling at a

lower rate of speed than the tip, the lift provided at the tip exceeds the lift of the inner part of the blade. If the pitch remains constant over the entire blade, the lift-thrust what ever is not even over all. Pylon racers have found that by lowering the pitch of the tips of their propellers, greater speed is obtained. Their rules forbid modifying both blades---only one for balance---BTW, that is something that is often over looked--very important!!!

After checking dozens of props [of that time] I found that the numbers on their faces frequently were bogus. The pitch was usually found only on a small portion of the blade, normally near the center, and who knows what measurement at the tips were?

At this point, "who cares?". Well, just about everyone who wants better performance!!!

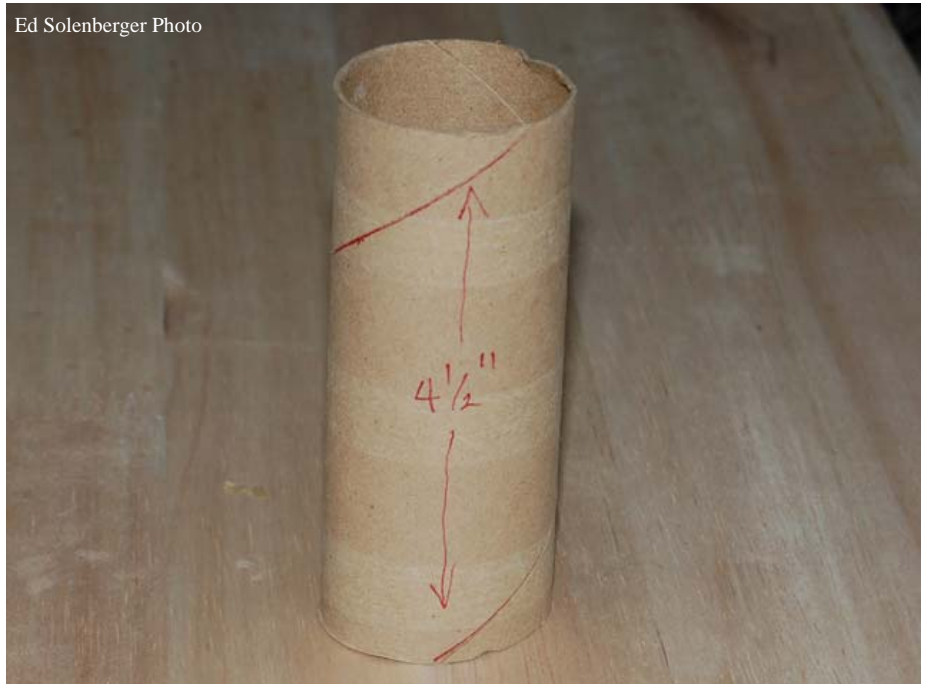
Now days, most all props are equal--just that some are more equal than others!

Discussion about Pitch

Pitch is the term used to express the angle of a propeller blade. It can lead to a very scientific study or a simple understanding of how it applies to our model planes, boats, or even perhaps our cooling fan.

In simple terms, the second num-

Ed Solenberger Photo

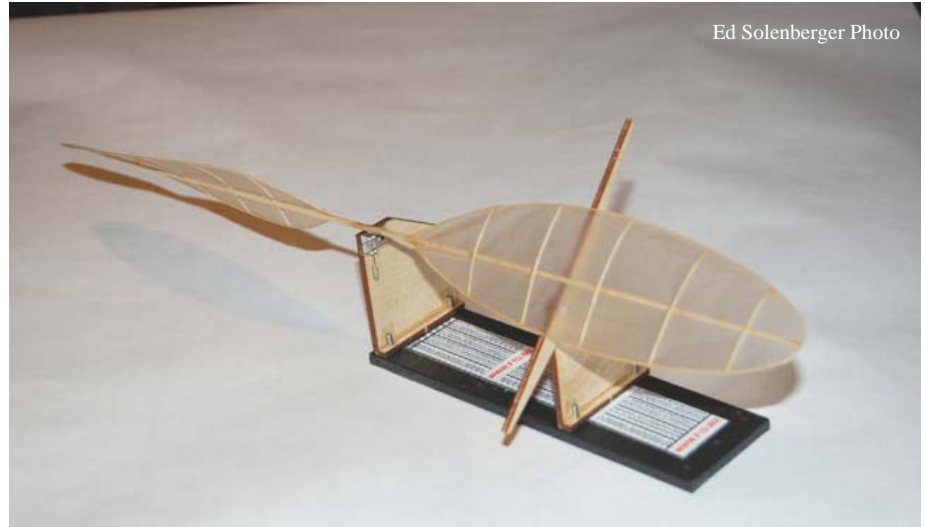


## The Invisible Disk by Ed Solenberger

ber on the face of our propellers tells us how far it will travel per revolution. These numbers are only theoretical as many factors are involved such such as slippage, drag, air density and others. As simple a demo as I can think of is a toilet tissue roll. The picture showing approximately a 45% angle that advances 4 1/2" at a diameter of about 2". If this angle applies on the underside of a propeller at the 1" radius—D/2 (we are measuring only 1 blade) we would conclude that the propeller had a 4 1/2" pitch. As we move further out on the blade the angle will decrease at a steady rate. In theory would continue to infinity.

If the angles at different stations on the blade all came to the same point, we would say that the pitch was correct and the terms "constant, helical, true, etc. will apply. These terms all mean the same thing.

I have previously mentioned slightly decreasing the pitch nearing the tip of the blade. Gas Models, Electric, Rubber propellers require different diameters of pitch ratios, but the same principles apply. Power source, rpm, model type, weight, airspeed, etc. vary greatly. Since I am mathematically challenged I will leave it

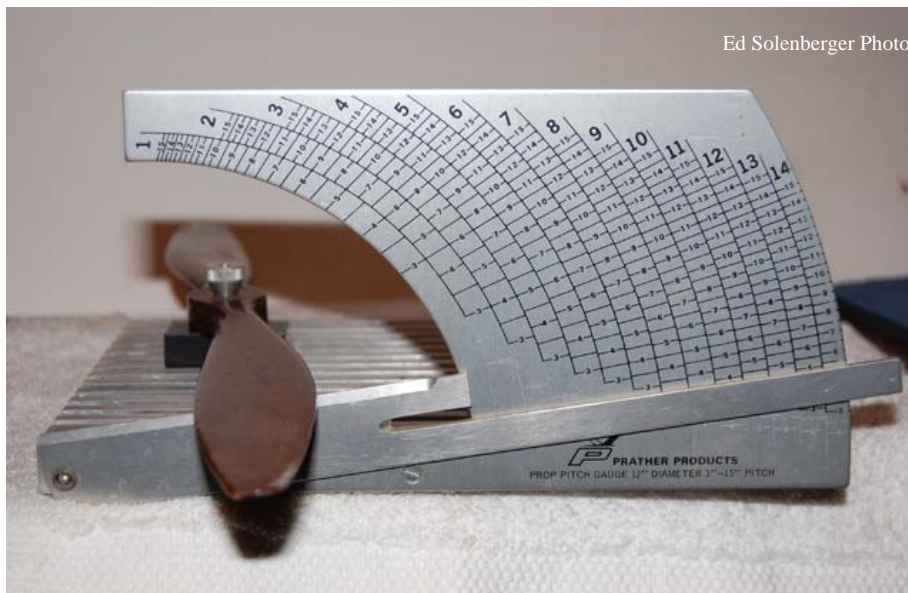


A retro tissue stick prop—18" diameter with a 27" pitch reducing to 26.4" at the tip. This was on a 100 sq.in. model. It was timed at the Cow Palace in San Francisco at a little over 17 minutes on about half of the available winds. That would have meant that the model could have been capable of around 25 minutes which would have been competitive in its day.

to your imagination how inefficient a large steeply pitched propeller turning at low rpm would be in attempting to drag a large heavy model into the air. Likewise, picture a small high revving motor with a low pitched propeller on that same model. On full sized planes, so called variable pitch propellers are set at the low pitch for climbing and the high pitch for cruise. Ours can't do that.

Carefully select the propeller for your model and you'll get better results.

A good read on this subject: Log on to "Propellers for Model Aircraft: reinforces my statements. Note where the author mentions a 12 by 3 propeller might than a 12 by 4 if such were available. This is why I made my own propellers in an earlier time.



A commercially available prop gauge from Prather Produces.

If this has been of any interest, we can discuss choosing the correct prop for different conditions, etc. at later date----- Meanwhile, keep anything you want to keep, out of the " Invisible Disk"!!!!

## Carl Goldberg's 1940 Comet Sailplane by Tandy C. Walker

As a young boy living in Oklahoma City, we used to ride our bikes to Schmidt's Model Shop next to the Villa Theater out on 23<sup>rd</sup> Street. Ray Matthews had a beautiful white silked Comet Sailplane with a green Orwick engine hanging from the ceiling in that shop and I used to stand and admire it for hours. The Sailplane has remained somewhere in back of my mind for most of my modeling life. I purchased a copy of the original Comet plans for the Sailplane in the mid 1990's just to look at. Several years later, Jim O'Reilly did the CAD parts drawings and Bob Holman laser cut the parts for the Comet plans, which I bought and put away with my plans. However, I knew that building this model would require a long-term commitment of time and focus.

In 2008 it was announced that the 2009 SAM Champs was going to be called the Comet Model Champs, and my interest in the Sailplane was again aroused because "the model of the year" could be any SAM legal Comet model. I have always been concerned with the original retractable single strut landing gear. However, with encouragement from Gene Wallock and Sergio Montes, I laid out a conventional two-wheel fixed landing gear configuration with a two-wire strut landing gear. Surprisingly, this did not detract too much from the Sailplane's beautiful lines as shown at left.

On October 31, 2008, I started the Comet Sailplane as my winter building project and placed an order for a Series 20 McCoy 60 replica ignition engine with Woody Bartelt.

I have been a model builder for over 67 years, but after only a couple of months into the construction, I discovered that the Sailplane was the most difficult,

complex, and challenging project I had ever undertaken. There was absolutely nothing simple or straightforward about this model as the fuselage structure above shows. Even the five panel wing structure shown above took an unbelievable amount of time to build. I worked on this model continuously for over ten months, slowly solving the construction problems as they arose, completing the project on September 9, 2009.



The Series 20 McCoy 60 ignition engine and fuel tank installations are shown on the right.



Construction was strictly as per original Comet plans with necessary modifications for incorporating a radio control system, rudder and elevator control surfaces, and the two-wheel fixed landing gear. The covering consisted of orange and yellow silk over Polyspan Lite with 14 coats of thinned nitrate clear dope air brushed with one clear satin coat of Klass Kote. The painted trim was Tamiya flat black acrylic and the black vinyl graphics were made by Cajun Graphics out of Utah.

Due to family problems, the new Sailplane never got into flight test and the Walker's never made it to the 2009 SAM Champs. However, Sailplane flight tests are planned for this summer and Tandy and



Letters to the Editor and Miscellaneous

**HOBBY SWAP MEET**

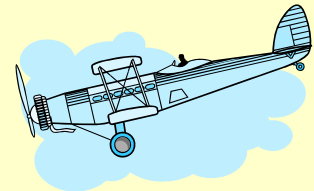
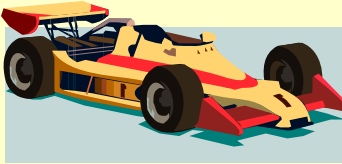
Saturday July 10

9:00 am to 12:00pm

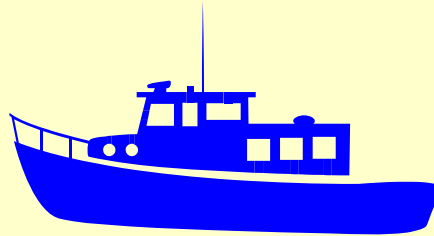
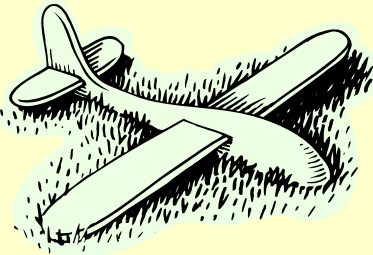
**Santa Rosa Veterans Hall**

(across from the Fairgrounds)

1351 Maple Avenue Santa Rosa CA



All Hobbies Swap Meet;  
Planes, Trains, RC Cars, Boats, Engines, etc.  
Large or small or anything in between is welcome  
\$10.00 per table...up to 3 tables



Contact: Adam Clement

[adamclement@comcast.net](mailto:adamclement@comcast.net) 707-433-4113 707-322-5318

**Sponsored by the Wine Country Flyers**

This flyer was sent in by SAM 27 member—Larry Gustafson  
Now's your chance to set up a table or two and get rid of some of those models that you have been moving from shelf to shelf for years. If you have an overstock of some things it might be a good time to get rid of it. This sounds like a lot of fun too.

Mike Clancy Photo



## AMA Chapter 108 CLUB OFFICERS AND DIRECTORS

### President

Chip Buss  
Denlyn Street  
Novato CA 94947  
415-883-7351  
Chip\_buss@yahoo.com

### Vice President

Mike Sidwell  
5227 Vista Grande  
Santa Rosa CA 95403  
mikelsid@sbcglobal.net

### Secretary/Treasurer

Jay Beasley  
104 Robinhood Drive  
San Rafael CA 94901  
415-456-9520  
vr21jrb@aol.com

### Contest Director

Ed Hamler  
3379 Crystal Court  
Napa CA 94558  
707-255-3547  
ehamler@comcast.net

### Newsletter Editor

Jimmy Walker  
PO Box 449  
Novato CA 94948  
415-897-6789  
Jimmy@startrain.com

**Official Photographer** Mike Clancy

**Field Engineer** Mike Sidwell 707-528-8268

**Webmaster** Ned Nevels 707-255-7047

**Deputy Webmaster** Larry Jobbins 415-883-3882

### 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.