

Issue # 269

October - December 2010



Antique Flyer



Jay Beasley Photo



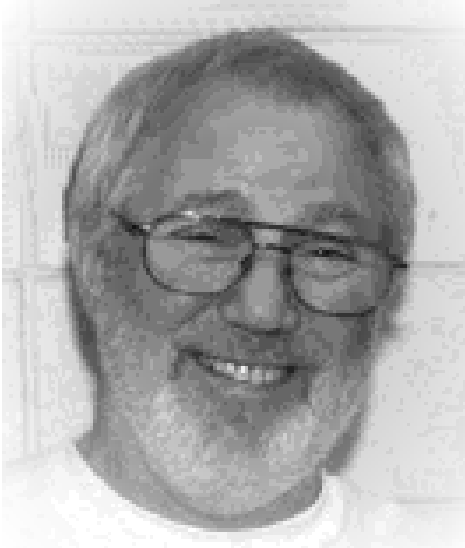
 bringing modelers together
Academy of Model Aeronautics

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President's Comments

By Chip Buss



Once again I've been asked to write a page for this great newsletter. I can't believe it's been a year since you asked me to be the president. I can remember thinking that I had no idea where to start. Fortunately, you were all there to be my leaning post until I got up to speed. Especially helpful are my fellow club officials, vice president Mike Sidwell and secretary/treasurer Jay Beasley, and our newsletter editor Jimmy Walker. My job would be much more difficult without their ideas and hard work.

Over the past year we've had several volunteer work parties that have been very successful. A new higher safety fence was a great improvement along with a new taxiway carpet. We were able to maintain the field in tip top shape and it's a field to be proud of thanks to the volunteers.

2010 was a good year for the club. We were able to host two BBQs at the field with our sister club, SAM 21. Crash & Bash was a huge success as a result of the efforts of Ed Hamler and Ned Nevels as usual. Miriam Schmidt also allowed us to use her ranch as she has done for many years. Without her generosity, Crash & Bash would not

be the same. This year we also started to treat ourselves quarterly to pizza night at Round Table Pizza. We enjoy free use of the large meeting room and the pizzas are tasty.

Recently we had our annual Christmas party that I believe was enjoyed by all. The party committee consisted of Bob Rose, Bob Film, Steve Carlson, Mike Sidwell, myself, and most of all Jay Beasley. All of these gents gave of their time and effort but Jay started weeks, maybe months ahead to make sure things went smoothly. They did. Thanks to all of these members.

The club made two donations this year that we should be proud of. A \$250 donation to the Lakeville Fire Department to say thanks. Should we have an emergency, these firefighters would probably be our first responders. In the same vein, a \$250 donation was made to the Novato firefighters to be used in the Toys for Tots campaign. Thanks to them and the City of Novato, we are allowed to use the training room for our meetings. We are so lucky to have use of the field and training room at no expense. This allows us to keep dues low. Other clubs have huge expenses in this area. So instead of paying rent, our donation dollars are put to good use by these organizations.

2011 will be here very soon. Mike, Jay, and I have agreed to remain in our positions for another year. We hope to become more organized this year. We are looking at how other clubs do business and we will recommend changes as needed. We plan on setting up committees to plan events and hope to get more people involved as needed.

Finally, I'd like to thank everyone for all the help and advice you've given in 2010. SAM 27 is like a second family to me. I look forward to seeing you all at TOFFF and at meetings. I feel very fortunate to be able to call you my friends and hope 2011 is even better.

Happy Holidays to all

Chip

I'm sure that I speak for everyone when I say we are pleased with the time and effort you have put into being president of the club. You're doing a good job.

editor



Happy Holidays and we'll see you next year. Save some doughnuts for me.
The first dog

A Few Words from the Editor

by Jimmy Walker



Well another year has gone by and I still haven't finished all of my projects. I recall the newsletter at the beginning of the year where I stated that I'll make a resolution to dive into my workshop and really get something done. Did I? I think you can all guess.

What I did was organize things a little better and clean off all of my workbenches and then proceed to go out and buy more projects. I put all of my current projects in boxes and shelves and labeled them all so that when I finished one I could then go out and fly it then come back and hang it up and clean off the bench for another model.

I suspect that if I finish them all (not including those that I suppose I'll break down and buy this year) I'll have a stable of airplanes that will keep me flying all summer with a new one each week.

Well—the intentions are good, but the reality just doesn't follow. So I'll keep on working at it and put in as much effort as I can muster up and I should be able to fly a few new models this year.

I must admit that I'm a traditional builder and I get as much out of sanding the balsa, cutting the parts and finishing the model as I do in flying. Therefore I'm not apt to go out and buy a ready-to-fly airplane. I have a lot of balsa wood and parts and pieces and a

zillion plans and I don't think that I'll ever run out of things to do. So I'll just have to keep plugging away.

I went to a hobby store recently and found a tube of Ambroid cement. It seems like this had been off the shelves for a while, but there it was begging me to buy it. If it cost ten dollars a tube I would probably have bought it and I took it home and wondered what project I would use it on. I opened the cap and took a whiff—a smell that brought me back to a time years ago when I built Comet and Guillows kits that had that tell-tale orange seam where the parts were glued with Ambroid cement. That reinforced my desire to start building again.

So now it's December and we only have a few weeks to go before the end of the year and if we all spend a day in the shop putting everything in its place we might start out the new year with a solid goal. I'm hoping I will get more done.

It's been a fun year with the events at Lakeville and the Crash & Bash; this was my first year to go there and I was very impressed. In all of the years that I've been flying models I never entered into a competition. I should have done this years ago. Though my performance wasn't stellar I did place 5th with a pink ribbon in the Speed 400 event with my little Kerswap and I couldn't be prouder. I'll do it again next year and try to enter more events. It's really something to look forward to.

Thursdays at Lakeville are always a treat. I know we are all going for the flying, but I'm sure we look forward to meeting good friends. We've had a lot of laughs and shared a lot of stories and told a lot of jokes both good and

bad. It's something to look forward to on Thursdays. Even when the wind is blowing and the flying is not the best we can always count on enjoying the visit with friends.

I'm also looking forward to spending more time on this newsletter. I get a lot of positive comments so far and I don't think I need to change anything as it is, but I would like to have a few more pages about individual members and more articles about on-going projects. This issue is long overdue since the last months of this year were very busy for me in my job and I couldn't spend a lot of time on the newsletter. I wanted to get it out by the end of the year, but I simply ran out of time. Try to get more pictures to me and more letters to the editor. We can work together to make this the best newsletter yet.

Thanks for all your help in 2010 and We're looking forward to some great pages here in 2011.

Jimmy

The picture on the cover is from Crash & Bash and Ray Bazaruto's Playboy Pylon with an OS35. Ray is one of those rare modelers that flies both RC and free flight—and a good builder to boot.



Want to know how to keep this guy smiling?

PAY YOUR DUES AND SHOW HIM YOUR AMA CARD!!!!

Now that was easy wasn't it? Those that have already done so—Thanks. For those that haven't—do it now and get it over with. Send your Payment to *Jay Beasley 104 Robinhood Drive San Rafael, CA 94901*

Make Check Payable to SAM 27

Full Membership with flying privileges at Lakeville is \$25.00. Associate Membership is \$15.00

Monthly Club Meeting - October 2010

Twenty three members showed up at the fire house for our October meeting. President Chip Buss made his usual nice guy comments and then had sec/treas Beasley (curmudgeon) give his reports:

We have four new members in SAM 27: Don Sears, Jeff Norman, Bob English, and Dave Gardner, bringing our total membership to 145.

Our treasury is very healthy (if you want details, contact Jay Beasley).

Old Business

Christmas Party—Jay Beasley emailed a poll to the membership asking for their input concerning the venue for our annual party. Twenty five people responded, and the vast majority favored returning to Papa's Taverna. A short discussion during the meeting indicated that a fair number of people would consider other locations if the food and price was better. Most agreed that the room we use at Papa's is a great venue for this function. (Subsequent to the meeting, the board (Chip, Mike, Jay) made the decision to go with Papa's).

SAMspan (polyspan)

Richard Beck's supply of Samsan may be running low. We will contact Richard about ordering more, if necessary. Ed Hamler mentioned that the light version of polyspan is not a good product, so make sure you are using the heavier original material. We will make sure our next order is the good stuff.

SAM Champs

Don Bekins gave a report on this

event held at Muncie. Don was coerced into being the R/C CD by the new SAM president Ed Hamler. Don said that Ed's meticulous preparations (spread sheets, etc.) was a great aid, as was the great help that Ned Nevels always provides. Some days of rain and strong wind hampered things a little, but there were also three superb flying days.

One windy day caused loss of several F/Fs and Old Timers.

Almost 300 entries made this year's Champs quite an event. This year there were no glider events, but five different electric events with about 20 entries in each one. Don and Ed were very pleased that there were a number of younger people coming into the National SAM scene that hadn't been present before. They feel SAM is alive and well.

Dave Harding flew his 14 foot Boehle Giant on both electric and gas power. Don says Dave can pack the whole thing into a fairly small box for shipping.

Crash & Bash

Ed Hamler gave a report on C & B. We had 44 AMA members turn out, with 28 competitors flying 77 entries in 18 events. Of the 44 who showed, 21 were from SAM 27. Nice weather prevailed on Friday and Saturday, with some wind coming up on Sunday morning. As usual, Miriam and her family were great hosts, and everybody had a great time. Financially, C & B this year paid for itself showing a small profit of under \$20.

Ed talked about possibly combining some categories of events next year, and possibly changing the way we award points and winnings to individual competitors. Next year's event will be held on Sept. 23 through 25, one

week before SAM Champs in Nevada.

We discussed giving a monetary gift to Miriam for all of her hard work and support, as we have in the past. A vote was conducted with the members unanimously deciding to send her a check for \$500.

New Business

December meeting - Our normal December meeting will be held on December 15, the Wednesday after our Christmas party. The fire station training room is usually stuffed with children's Christmas presents around that time precluding it's use by us. We discussed canceling the meeting or holding it at Round Table Pizza, which would fit in with our quarterly pizza meeting scheme we have had this year. It was noted that all the kits and stuff we acquire (but don't really want or need) at the Christmas party could be brought to the pizza meeting raffle, thus funding more pizza meetings and eliminating the kit storage problems we have at home (except of course for Victor, Chip, and Larry McCormick who will have even more storage problems).

We have two T-shirts left, and Sid Maxwell thought maybe we should order some more. With that in mind, we will pass the word to those who may want a shirt or two, and we will get firm commitments from those who want shirts, prior to placing an order.

A local rancher found a wayward rubber model with no identification on it. He did an internet search for flying clubs, found Wine Country Flyers, and eventually got the word to our rubber group. The owner was identified and it will be returned. Obvious moral: put your name and phone

Monthly Club Meeting - October 2010



Remo Galeazzi's fine Creations: A 1932 Farman 352 Trainer (right) and Microplano Veloz built in Mexico in 1917.

number on ALL of your models. Another house fire in Petaluma was recently caused by charging a LiPo battery. Once again, following the manufacturer's instructions could have prevented this—don't leave a charging LiPo unattended, and don't charge it near, on, or under combustible materials.

Chip and some comrades toured the steam powered Sturgeon's Mill in Occidental recently. He said it was extremely interesting. They are open for tours only four weekends a year.

Show and Tell

Remo Galeazzi brought a couple

of his latest creations to show us. The first was a peanut scale version of a Walt Mooney designed 1932 Farman 352 trainer. The other was a Micro Veloz built around 1917 in Mexico. It was the only airplane built in Mexico in that era. It featured a Hispano Suiza 150 hp. engine and was controlled by wing warping.

Jay Beasley showed a simple device he built (not an original design) to test electric motors and measure the relative thrust of different motor and prop combinations. Basically, just hook up an Astro Wattmeter or similar device to read amp draw and connect the

hinged test device power plant mount to an arm that pushes down on a weight scale to measure thrust. The motor mount arm is connected to the weight scale arm by a string. If you want to check a motor/prop combination already mounted in a model airplane, simply fold the hinged motor mount down out of the way and hook the string directly to the tail of your model. The thrust measurement may not be very accurate, but all you are looking for is relative thrust figures for different motor/prop configurations. Turn to the next page to see a picture of this well designed device.

Monthly Club Meeting - November 2010

Twenty six stalwarts of SAM 27 showed up at the meeting November 17th.

The usual reports by officers and committee members failed to cause a mass nod-off, probably because said reports were brief.

Ed Hamler talked about a possible club project for 2011. He said the Strato-Streak is the model for the next SAM Champs, and thought that might be a candidate for our next mass build. Bob Rose then mentioned that he thinks the Playboy Cabin might be a good candidate. John Carlsson's model, flown these days by Jay Beasley, seems to be a crowd pleaser. A smaller version would be a good Speed 400 model. Ed will contact Jim O'Reilly and Bob Holman concerning a possible order.

It's time to pick new officers for SAM 27 for 2011. Jimmy Walker will send an email to members asking for nominations. Nobody at the meeting stepped forth, so the current officers said that if nobody else wants the job, they will continue for another year. Pending the responses Jimmy receives, an election ballot will be emailed in December.

Our annual Christmas party will be held at Papa's Taverna on Saturday, Dec. 11, from noon to 4:00 pm.

Ed Hamler talked about Dick Griswold's estate, and also a former member of SAM 27 that Ed and Ned Nevels helped by selling much of his modeling supplies.

Contest events for 2011 include:
 6/22-6/26 Euro SAM Champs in San Marino
 9/23-9/25 Crash & Bash
 10/1 Visalia glider contest
 10/2-10/7 U.S. SAM Champs in Las Vegas

Mike Clancy reported that SAM 27 finished second to SAM 84 from Queensland, Australia in the 1/2A Texaco Postal contest.

Show & Tell:

Ed Solenberger showed his P-15 (a half scale P-30), a small stooge for winding rubber models that attaches to his car trunk latch, and a small home-built DT.

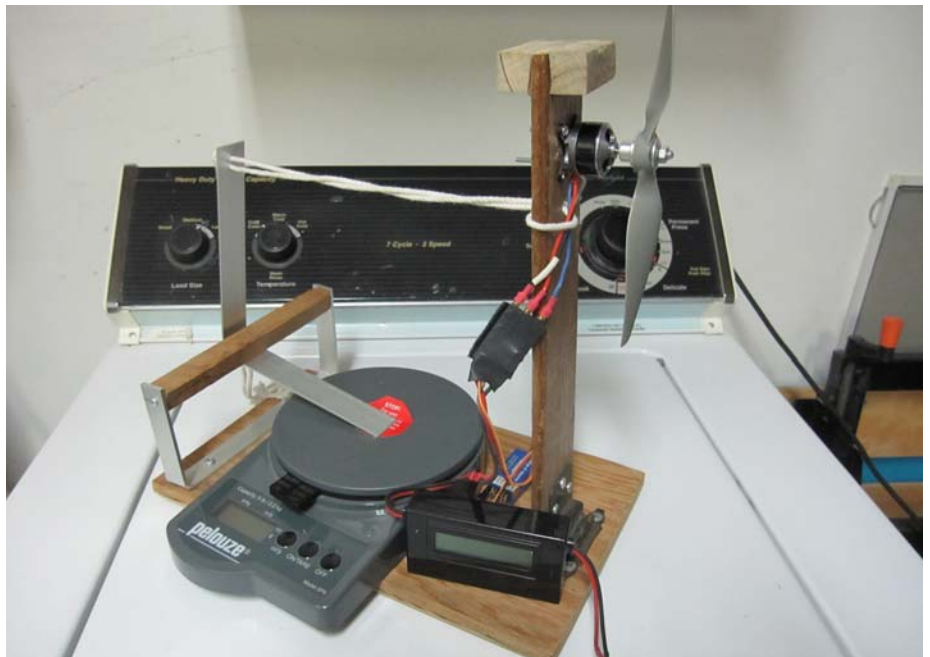
Ed Hamler showed a mystery engine--a 4 stroke diesel fro the Czech Republic.

Bill Vanderbeek showed his SAM Champs trophies, one of which had 8 plates with Bill's accomplishments attached! He also had a couple of humorous (after the fact) stories about his various trailer problems encountered on his journey home from the Muncie SAM Champs (including wayward goats!).

Our next meeting will be at the Round Table Pizza restaurant in Novato on December 15th.



**Ed Solenberger's P-15
Half of a P-30**



Jay Beasley's device to test motor and prop combinations for thrust. See description on page 6

Monthly Club Meeting - December 2010

Twenty seven members and two guests showed up for the pizza meeting at Round Table Pizza in Novato on Dec. 15th. One guest enjoyed the pizza enough to join SAM 27. Our new member is Robert Belforte from the east bay

The usual reports were given by the usual people. Secretary/treasurer Jay Beasley reported that our funds are robust, even after giving Miriam Schmidt \$500 for her support of Crash & Bash. The Christmas party had 64 people in attendance, and paid for itself, less two lunches for Miriam and her guest.

Field conditions at Lakeville are muddy and will be that way for awhile. We have put up some barrier tape in an effort to keep the parking area free from ruts. Good luck with that! Chip Buss suggests that we put a members only sign on the fence next to the runway, just to let freeloaders know that it isn't a public access field (although it's impossible to keep them out when no members are present).

Don Bekins talked about Ed Hamler's recent heart attack suffered on an airline flight. Ed had a lot of good fortune by having a cardiologist as a fellow passenger, by having the flight diverted to Atlanta where an ambulance was waiting, and having the ER doctor be a cardiologist specializing in stents. It all worked and Ed is recovering nicely!

Don also told us about a young man named Scott Seranello who got started modeling years ago in one of Rocco Ferrario's school classes. He was a very bright and inquisitive youngster who became a good builder, but crashed a lot. Now he is grown up and about to get his Phd in a science discipline and is hoping to be a science officer in the Army. Having some dif

ficulty with finances now, he asked Ed Hamler and Ned Nevels if they could sell his modeling supplies. They did so and more--very generously. Scott wrote a nice thank you note to Ed and Ned and SAM 27, but it was Ed and Ned to whom the thanks goes.

The election of SAM 27 officers for 2011 was a non-event because nobody offered their services except the existing group. So we are stuck with the same group for 2011. Don't blame us if you don't like they way we run this outfit.

(we are very lucky to have you guys running this outfit...so no change in leadership was good for the club.)

Editor

Chip read a nice *Thank-You* note from Miriam Schmidt for our gift to her of \$500 for supporting C & B for so many years.

Two motions passed, authorizing a gift of \$250 for the Novato Firefighters' contribution to Toys for Tots, and \$250 to the Lakeville Volunteer Fire Department, which might be the first responders to an emergency at our flying site. Craig Jacobsen and his son Chris have a long involvement with LVFD, and Craig farms the land surrounding our flying site.

While munching pizza, we watched a video that Bob Rose made of his ride in a Learjet with his son in law a few years ago, and then Don Bekins showed a heli-skiing movie he was in 18 years ago. We hope it won't be necessary to have a motion to prevent showing home movies of children and pets.

Ed Solenberger announced that long time SAM 27 member Park

Abbott passed away recently after a long battle with various health problems.

We welcomed John Trumbull home from an 8000 mile road trip around the country in his RV. He took a few models to fly and smacked a few in the process. He says the tiny Champ is the best model for traveling.

After the regular meeting we had another profitable auction of model stuff. Several members donated items, including several kits from Bill Vanderbeek, wine from Rich Minnick, and some already built models from Victor Barbieri. We made enough to fund the next three pizza meetings.

On a final note, Jay Beasley requests that members who have not already paid dues for 2011 please do so as soon as possible. \$25 for a full flying membership, and \$15 for an associate membership. Checks should be made out to SAM 27 and mailed to Jay.

Since I was in Frankfurt that meeting night and I couldn't take pictures and I got nothing from any of our expert photographers, this page is void of pictures.

Editor

News and Views from Lakeville International



George Benson is showing a very old device for winding six rubber motors at a time.



Paul Kramosil and his peanut scale RC



Rich Minnick and another of his giant creations



Tom Whitworth and his pusher prop rubber flyer

A Brief Overview of Catching Thermals

The following bit about soaring is from the Radian Glider from ParkZone. Chip Buss gave me this paper to put into the newsletter so you could all appreciate this interesting view of soaring in thermals

editor

Simple Soaring

One of the most fascinating and interesting segments of RC flying is Soaring. Finding a thermal and rising without power to unlimited heights is both exhilarating and rewarding. Once the Radian is up to altitude, one will be able to soar for hours relying only on thermal currents and wind to stay aloft. With the current trend towards an eco-friendly society, thermal soaring is free energy and fits well with the environmentally conscious consumer.

Gliders were actually man's first step to powered flight. The Wright brothers used gliders extensively to gather the much needed flight data that allowed them to eventually achieve powered flight. In essence, a glider is defined by the fact it continually descends. NASA space shuttles are in fact gliders by definition. Many of the troop carriers in World War II were also classified as gliders. Often gliders are confused with sailplanes, yet they have completely different functions. A sailplane is similar to a glider, however, there is one primary difference. A sailplane can actually soar—meaning it can rise above its initial launch height.

In the late 1920s and early '30s, Germany led the world with sailplane designs. This was partly due to restrictions placed on them from World War I, when they could not produce powered aircraft. Due to this, some wonderful innovations in sailplane designs were made, and some argue that it was this period that led to our current sailplane designs and theories. With modern sailplane designs, it is not uncommon for fullsize sailplanes to stay aloft for up to 8 hours and cover 1000 miles while averaging over 100 mph. Smaller model sailplanes

can fly for long periods using similar flight theories that full-size sailplanes use. If you have never experienced thermal soaring with a sailplane before, you're really going to enjoy the Radian's great soaring capabilities and experience the wonderful sport of RC thermal soaring.

What Are Thermals?

The first step to thermal flying is to have a basic understanding of what thermals are and how they work. If you have some concept of how a thermal works it will help you know where to search for them. A thermal is basically rising air. The temperature of the ground is not consistent. Different textures, colors and even weather conditions can cause uneven ground temperature. The warmer ground temperatures heat up and form a warm air bubble. At this stage, the bubble will hug the ground until something breaks the surface tension to release it, much like a soap bubble breaking away from the water's surface. Once tripped, perhaps by a tree line or building, the thermal bubble then rises up, continuing to gain energy until it is fully developed many thousands of feet above. Thermals are typically stronger later in the day because the ground has had more time to generate heat. There are still thermals in the morning and evening, but they behave differently. Morning thermals are very narrow, meaning they have a small diameter, and do not typically go very high (20–400 feet). However, there are many small thermals in the morning, and it is recommended that you learn at this time of the day. Morning thermals are very defined yet are safe, as they typically don't go too high and are not as violent as fully de-

veloped thermals. Another benefit is there are many smaller thermals close together in the morning and this will allow you to hop from one thermal to another with ease. Evening thermals are typically large warm air masses, meandering through the sky. They are usually very smooth with soft edges. The middle of the day (noon to 4 p.m.) is when the thermals are at their strongest. The downside is that with every thermal there is also sink. Sink is the surrounding air that is left by the thermal leaving the ground. Typically sink is on the upwind side of the thermal. Sink is created when the warm air has been displaced; colder descending air will fill the area when the warm air has receded. Sink is not necessarily a bad thing—because where there is sink there is also lift close by. The trick is to find lift before you have to land.

How to Catch a Thermal

Always have a planned search pattern when looking for thermals. Even the most seasoned thermal competition pilot will have a search plan before launching. This is one of the basics of thermal flying. If you have a plan, based on good sound thermal logic, chances are you will more than likely find a thermal. Thermals don't typically stay in the same location for long, so maintaining a consistent pattern is important to ensure as much ground as possible is covered before landing. Many people just fly straight upwind. Working in an "S" pattern will increase the searched surface. Keep working the Radian upwind to cover a lot more sky for the same loss of height. Also, be on the lookout for ground markers. Although thermals cannot be seen, things that

identify them can. Wind direction and velocity are great thermal indicators. Often the colder descending air filling in the hole that the thermal created when it left the ground will be a good indication as to where thermals may be. If the wind has a distinct change of direction, there is a good chance of a nearby thermal. The same would apply if the wind shifted to blow from the right. There would be a good chance the thermal would be to the left and slightly behind you. If you feel the wind strength increase, yet it continues blowing straight into your face, then the thermal is directly behind you. Finally, if the wind reduces in velocity, or even stops from a steady breeze, then the thermal is either ahead of you or right above you. Basically the thermal will be in the direction that the wind is blowing towards. Always pay attention to the general wind direction and look for changes in both its direction and velocity as signs for thermals. Other ground signs are birds. Many birds are capable of soaring, and you will often see them soaring on the thermals. Before launching, always check for birds. Pay close attention to how they are flying or if they are flapping hard—chances are they are also looking for lift. If they are soaring without flapping, then there is a good chance they are in lift. Birds also like to feed on small insects. As thermals initiate from the ground, often they will suck up small insects into the air. Birds will often feed on these insects and indicate another sign that there is lift. If you see birds flying in circles, almost in a feeding frenzy, there is a chance that lift is in their proximity. Another idea that works well is to fly over areas that are darker. Often a freshly plowed field, a parking lot, dirt—anything with a dark color will generate more heat—could also be a good source of generating ther-

mals. One little test you may like to do is to paint various colors on a sheet of paper and place it in the sun. After 30 minutes or so, go and check which colors have created the most heat. Once you know what colors make the most heat, look for natural areas on the ground that match these colors and use those as locations for thermal hunting.

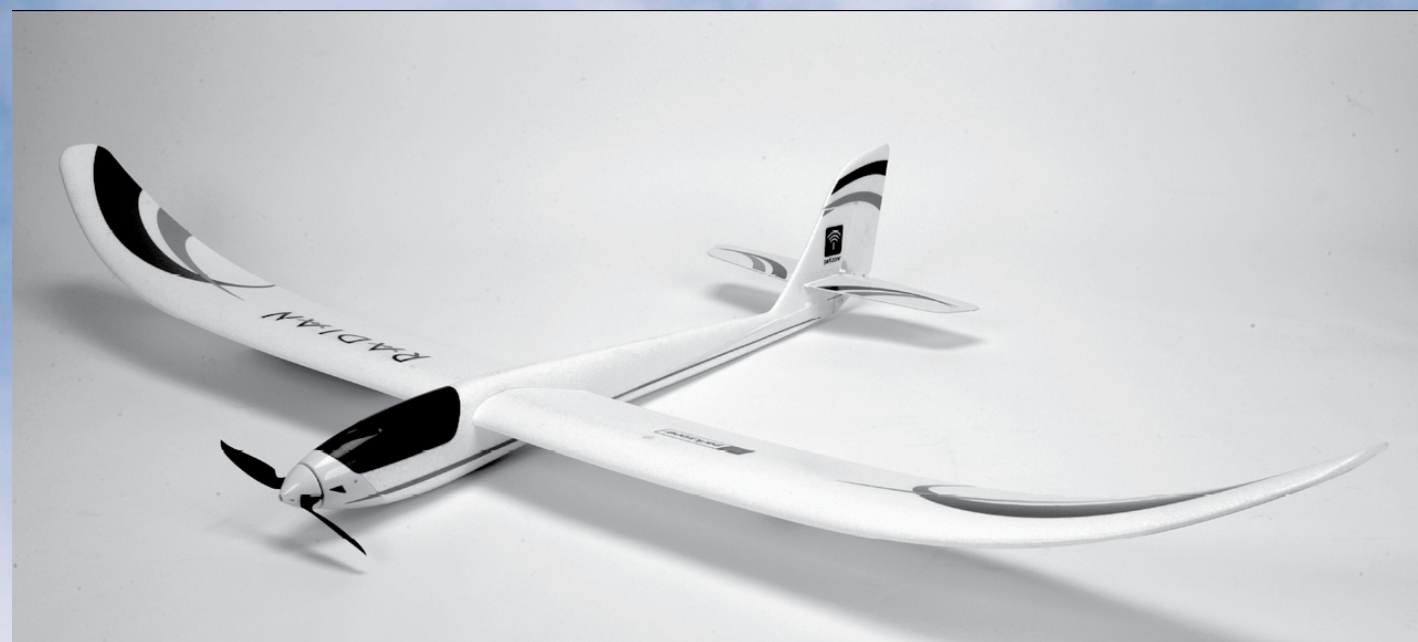
What to Do When You Find a Thermal

The first thing one needs to be absolutely sure of is that a lift has truly been found. Often a sailplane may find what is called a stick thermal, meaning you may have been carrying some additional speed and the model will climb by pitching upward. One of the best signals when the model is truly in lift is it will slightly speed up and the nose of the aircraft will be down slightly. The model will feel more agile and responsive. Once lift is found, start circling in a moderate circle (50–75 foot radius). Then determine the size of the thermal. If the Radian drops on one side of the thermal and is more buoyant on the other as it circles, it has reached the boundary of the thermal. The parameters of most thermals are clearly marked by the downward flowing air. The center has fast rising air and the outside has downward rolling air (often called the edge of the thermal or the thermal wall). In the middle of the day when thermals are at their strongest, the thermal wall can be very distinct and violent, yet in the morning and late evening they are much softer. The objective is to make sure one is completely inside the thermal. This is called centering or coring the thermal. You will need to constantly make adjustments to keep in the center of the thermal. Maintain climb all the way around each 360-degree circle. Often, especially if it is a windy

day, thermals will drift with the wind. Most will travel directly downwind. One thing to remember is your Radian will also drift with the wind, especially when circling, so once the core of the thermal is established, the Radian will naturally drift with the thermal. One mistake people make is they don't allow their model to drift with the thermal, hence falling out of the front or side of the thermal as it drifts downwind.

Slope and Alpine Lift

Another form of soaring is slope lift. This lift is caused by wind rushing over a hill, cliff or any solid land mass that has more than 30 degrees of slope. As the air hits the hill or slope, it is redirected in an upward motion, thus creating lift. The best example of this is hang gliders that are soaring on the cliff faces. They maintain flight by soaring on the updrafts created by the sea breezes hitting the cliffs and creating what is known as slope lift. This sort of soaring is a lot of fun with your Radian, as you can always motor back to a safe landing if the lift falls away. The important thing to understand with slope-type lift is the wind must be almost directly blowing up the face of the hill or slope. Any more than a 20-degree variation may cause more turbulence than actual lift. Alpine soaring has been popular in Europe and is also becoming popular in the US. It is the extreme end of thermal soaring. As thermals develop deep on the valley floor, they rise up the mountainside reaching their climax at the top of the mountain. This is often marked by a strong breeze blowing at the top of the mountain, which is in fact a fully developed thermal. One of the benefits of the Radian is that it has power assistance.



Even though it does have an electric motor that will allow quite a steep climb, the primary purpose of the motor is a launch device so if the lift does go away, the Radian can motor back to a safe landing point. We hope you enjoy your Radian and, more importantly, experience the art of thermal soaring. As this may be your first electric-powered sailplane, we hope this document has given you the basic ingredients to enhance your enjoyment with this wonderful product. We wish you all the best and happy thermal hunting.

www.parkzone.com for more information.

Just like Old-Timers—the same principle applies. I've flown this glider and it is really a nice one; it reminds me of my old Hobie Hawk with its curved wings. If you are thinking of a glider to polish your skills so that you can transfer this to your Old-Timer, then this might be a good one to start with. The goal of course is to fly your antique model better; this is simply a means to an end.

Editor.

Crash and Bash 2010



There would be no Crash & Bash without this wonderful lady. To fly is the second reason that we have to come here...to partake of her hospitality is the main reason.



Ray Bazarro and his Playboy Pylon



Don Bekins launching Ned's Korda



Rick Holman was the winner of the Bill Hook's Trophy



Results of the 35th Annual Crash & Bash
 Schmidt Ranch, Elk Grove California
 October 1,2 & 3 2010

SPEED 400 LMR

Contestant	SAM	Model	Area	1	2	3	Score	Prize
1 Steve Roselle	21	Dallaire Sportster	300	9:06	15:00	14:12	29:12	Mug+\$20
2 Phillip Stephens		Lanzo Bomber	288	15:00	14:01	8:42	29:01	\$20
3 Bob Meyerling		Lanzo Bomber	288	8:17	12:16		20:33	\$15
4 Jay Beasley	27	Lanzo Airborn	292	13:05	6:53	6:40	19:58	\$10
5 Jimmy Walker	27	Kerswap	290	9:31	8:16	6:44	17:47	\$5
6 Dave Lewis	21	Lanzo Bomber	330	9:14	2:17		11:31	
7 Phil Leech	27	Lanzo Airborn	292	3:23	5:51		9:19	
8 Bob Rose	27	Kerswap	290	7:44			7:44	
9 Loren Kramer	27	Lanzo Airborn	292	6:05			6:05	
10 Ed Walker	27	PB-2	320	4:34			4:34	
11 Ed Solenberger	27	Lanzo Airborn	292				DNF	

1/2 A TEXACO

Contestant	SAM	Model	Area	1	2	3	Score	Prize
1 Eut Tileston	51	J2 Cub	241	13:42	14:08		27:50	Mug+\$10
2 Jake Chichilitti	21	Baby Playboy	296	9:50	11:49	13:20	25:09	\$10
3 Phillip Stephens		Lanzo Bomber	288	9:30	15:00	9:06	24:30	\$10
4 Rick Holman		Lanzo Airborn	290	4:13	8:15	15:00	23:15	\$10
5 Don Bekins	27	Anderson Pylon	292	8:43	9:02	13:29	22:31	\$5
6 Gabriele Montebelli	27	Dallaire Sportster	288	6:43	9:17		16:00	
7 Terry Ketten	27	Atomizer	290	6:18	9:38	0.237	15:56	
8 Fred Landman		Spook	286	0:46			0:46	
9 Floyd Higgens	30	Anderson Pylon					DNF	
10 Ed Solenberger	27	Kerswap	290				DNF	

Class C Ignition LER

Contestant	SAM	Model	Engine	1	2	3	4	Flyoff	Prize
1 Phillip Stephens		Lanzo Bomber	McCoy 60	9:00	9:00			\$0	Mug+\$10
2 Don Bekins	27	Hayseed	McCoy 60	5:50	9:00	2:55	9:00	\$0	10
3 Rick Holman		Lanzo Bomber	McCoy 60	0:03	9:00	8:13	9:00	\$0	10
4 Ed Hamler	27	Lanzo Airborn	Spitfire	6:34	9:00	9:00		DNF	10
5 Fred Landman		Megow Chief	O&R 60 sp	5:18	9:00	8:48		\$1	
6 Bob Meyerling		Lanzo Bomber	McCoy 60	8:04	3:55	2:21	9:00	\$1	
7 Stan Lane	30	Anderson Pylon	McCoy 60	7:16	3:39	0.138	3:09	\$0	
8 Don Bishop	26	Lanzo Bomber	McCoy 60	8:48				\$0	

Results of the 35th Annual Crash & Bash
 Schmidt Ranch, Elk Grove California
 October 1,2 & 3 2010

BROWN JR. LER

Contestant	SAM	Model	Engine	1	2	3	Score	Prize
1 Don Bekins	27	Folly	680	7:16	14:36		14:36	Mug+\$5
2 Rick Holman		Folly	680	11:17	9:14	10:39	11:17	\$10
3 Jake Chichilitti	21	Buccaneer	653	3:52	10:50	5:54	10:50	\$10
4 Ed Solenberger	27	Trenton Terror		6:14			6:14	\$5
5 Gary Leopold	21	Polly	683	0:38	2:01	4:12	4:12	\$5
6 Stan Lane	30	RC-1	1084	3:48	3:17	3:48	3:48	

OHLSSON SIDEPORT

Contestant	SAM	Model	Engine	1	2	3	Score	Prize
1 Jake Chichilitti	21	Lanzo RC-1	Ohlsson 60	7:00	7:00		\$1	Mug+\$5
2 Don Bekins	27	Folly	Ohlsson 60	6:51	7:00		\$1	10
3 Rick Holman		Lanzo RC-1	Ohlsson 60	7:00	4:16	6:41	1:30	\$1 10
4 Gary Leopold	21	Miss America	Ohlsson 60	5:14	6:45	6:21	5:30	\$1 5
5 Dave Lewis	21	Clipper Mk I	Ohlsson 60	1:10	4:10	4:26	\$0	5

COMBINED ANTIQUE

Contestant	SAM	Model/Engine	Area	1	2	3	Score	Prize
1 Rick Holman		Bomber/McCoy	1260	10:00	10:00		16:27	Mug+\$5
2 Phillip Stephens		Bomber/McCoy	1206	10:00	10:00		16:12	\$10
3 Bob Meyerling		Bomber/McCoy	1206	10:00	10:00		DNF	\$10
4 Dave Lewis	21	Andy Pylon/ST65	1488	10:00	10:00		DNF	\$5
5 Ed Hamler	27	Airborn/Spitfire	900	8:36				\$5

TEXACO

Contestant	SAM	Model/Engine	Area	1	2	3	Score	Prize
1 Rick Holman		Bomber/McCoy	1260	10:00	10:00		16:27	Mug+\$5
2 Phillip Stephens		Bomber/McCoy	1206	10:00	10:00		16:12	\$10
3 Bob Meyerling		Bomber/McCoy	1206	10:00	10:00		DNF	\$10
4 Dave Lewis	21	Andy Pylon/ST65	1488	10:00	10:00		DNF	\$5
5 Ed Hamler	27	Airborn/Spitfire	900	8:36				\$5

CLASS B IGNITION LER

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Stan Lane	30	Anderson Pylon	EDH 29	8:00	8:00			\$1	Mug+\$5
2 Ned Nevels	27	Korda Diamond	Forster 29	5:32	8:00	5:55	7:52	\$1	10
3 Rick Holman		Lanzo Bomber	McCoy 29	7:28	8:00	7:36	4:04	\$1	10
4 Don Bekins	27	Foo 2 U 2	Torp 29	5:21	0:41	8:00	6:22	\$1	5

Results of the 35th Annual Crash & Bash
 Schmidt Ranch, Elk Grove California
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CLASS B GLOW LER

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Rick Holman		Stardust Special	NovoRossi 15	5:51	8:00	8:00		16:00+	Mug+\$5
2 Bill Copeland	21	Lanzo Bomber	OS 25	8:00	8:00			\$1	10
3 Dave Lewis	21	Lanzo Bomber	K&B 3.5	0:01	4:54	6:57	8:00	\$1	5
4 Joe Poco	21	Lanzo Bomber	OS 25	7:34	6:32	5:58		\$1	5

CLASS C GLOW LER

Contestant	SAM	Model	Engine	1	2	3	4	Flyoff	Prize
1 Don Bekins	27	Playboy Sr.	ST 35	7:56	9:00	8:27	9:00	\$1	Mug
2 Rick Holman		Lanzo Bomber	Jett 40	4:59	9:00	9:00		\$0	5
3 Dave Lewis	21	Lanzo Bomber	K&B 6.5	1:40					5

CLASS A GLOW LER

Contestant	SAM	Model	Engine	1	2	3	4	Flyoff	Prize
1 Rick Holman		Stardust Special	Novo Rossi 15	7:00	7:00				Mug
2 Dave Lewis	21	Lanzo Bomber	ST 19	7:00	7:00			DNF	5
3 Don Bekins	27	Lanzo Airborn	ST 15	2:59	crash				5

1/2A SCALE DURATION

Contestant	SAM	Model	Engine	1	2	3	Score	Prize
1 Eut Tileston	51	J2 Cub	241	1:33	15:00	7:31	22:31	Mug
2 Jake Chichilitti	21	Taylor E-2 Cub	276	5:44	13:41		19:25	\$5
3 Fred Landman		Taylorcraft	276	0:50	0:26	0:18	1:16	\$5

CLASS A IGNITION LER

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Fred Landman		Stormer	Elfin 2.49	0:08	7:00			\$0	Mug
2 Rick Holman		Lanzo Airborn	McCoy 19	4:01	1:56			\$0	5

COMMEMORATIVE

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Jay Beasley	27	Playboy Cabin	Axi	11:43	10:51			11:43	Mug
2 Loren Kramer	27	Kerswap		5:43	8:08	7:20		8:08	\$5

Results of the 35th Annual Crash & Bash
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BROWN JR. TEXACO

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Don Bekins	27	Folly	680	10:13	13:01			13:01	Mug
2 Rick Holman		Folly	680	11:46				11:46	\$5

ELECTRIC LMR

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Jack Albrecht		Lanzo Bomber	Hacker	10:00	10:00	10:00		20:00	Mug
2 Don Bekins	27	Trenton Terror		3:34				3:34	\$5

CLASS A TEXACO

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Gabriele Montebelli	27	Dallaire Sportster	OTM diesel	3:49	3:20	4:35		8:24	Mug

OHLSSON 23

Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
1 Fred Landman		Alert	FRV	7:00	7:00			14:00	Mug





Frank Ehling International 1/2 A Texaco Postal Challenge September 17th through October 10th 2010



Contestant	Model	Wng Area	Weight	1	2	3	Best of two
1 Mike Clancy CD	Playboy	288 in ²	16.5 oz.	652	900	900	1800
2 Don Bekins	Anderson Pyllon	290 in ²	17.0 oz.	900	900		1800
3 Dick Irwin	Cloud Chopper	288 in ²	16.0 oz.	900	395	134	1295
4 Ed Solenberger	Kerswap	288 in ²	16.0 oz.	604	378	299	982
5 Ed Hamler	Kerswap	288 in ²	16.0 oz	376	296	528	904
6 Tom Moore	Miss America	317 in ²	17.5 Oz.	316	-	-	316
7 Terry Ketten *	Atomizer	290 in ²	17.0 oz	DNF			

* Loaned engine to another contestant

Grand Total (top three) - 4,895

The above results were compiled and sent to the newsletter by the Contest Director Mike Clancy. The total time was the best of two flights with a 15 minute (900 second) maximum. The flying date was September 23rd; the weather was partly cloudy with light winds and generous thermals. These results were sent to CD Greg Martin of SAM 84 in Queensland Australia by Mike Clancy.



2011

June 22nd to June 26th

European Sam Champs in San Marino

September 23rd to 25th

Crash and Bash

October 1st

Visalia Glider Contest

October 2nd to 7th

U.S. Sam Champs in Las Vegas

BOYS! LOOK! Get real Pre-Flight Training by building CLEVELAND MODELS!

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New, Redesigned 7 ft. Super CONDOR SOARER

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Build These 9 Big 36" School Tr'ng Models



Learn Theory, Design, Construction. Flight Kit T73 "Spitfire"; Kit T74 Messerschmitt ME-109; Kit T76 "Airacobra"; Kit T77 "Warhawk"; Kit T78 "Hurricane"; Kit T85 "Lightning"; Kit T91 "Mustang"; Kit T99 "Typhoon"; Kit T105 "Whirlwind" (illustrated).

Cleveland Model & Supply Co., 4508D263 Lorain Ave., Cleveland 2, Ohio

Online Catalog

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Soarers

Cleveland "Super Condor"


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I actually remember (miracles never cease) ordering a kit from Cleveland when I was a kid. I can't remember which one it was, but I do know that it was a glider of some sort. Whether I finished it or not is another thing. I vaguely remember running with a string and an airplane attached. Must have been a towline glider.

Notice that the prices in the new advertisement has the plans only for a Cleveland Super Condor for \$15.00 and the whole kit was sold back in the old days for \$1.00. But you must remember that we were only paying about 10¢ a gallon for gas then and a loaf of bread was around 20¢!

Visit their web site and read about the company; it's very interesting. www.clevelandairline.com/.

Last Month's Mystery Plane



The Westland Wapiti

After World War I the newly formed British Royal Air Force needed to replace some of the aging wartime designs such as the Airco DH.9A with a new general purpose aircraft. Due to a shortage of funds the Air Ministry wanted to use as many of the surplus parts for the DH-9A in the new design so in 1926 a bid went out for a replacement. The competitors were among the top aircraft manufacturers: Bristol, Gloster, DeHavilland, and Vickers. All designs were to use a Napier Lion Engine and have a metal airframe. Westland Aircraft Work's design used neither, but did use a lot of the DH.9A's parts and was awarded the contract. It's new Wapiti was powered by a more powerful Bristol Jupiter and flew in March of 1927. In late 1927, 25 of the Wapiti Mk1s were built and tested by pilots at home and in India. This began a long partnership with the RAF's policing squadrons in Iraq and the

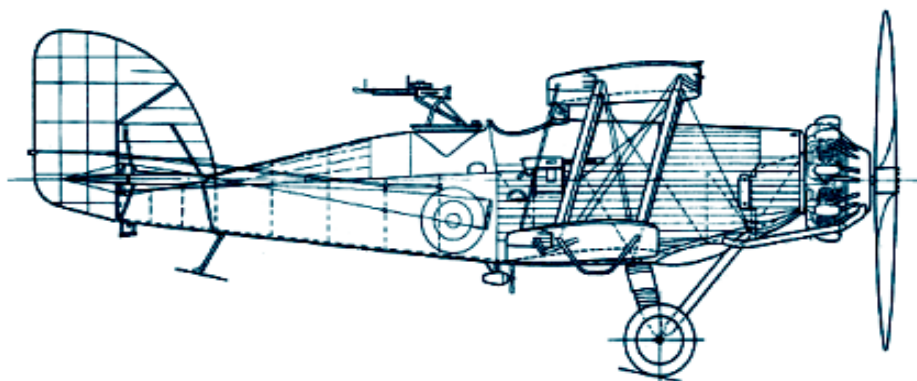
Northwest Frontier of India. The all metal frame was introduced on the MK II. The next ten were built with a more powerful version of the Jupiter engine. A total of 565 Wapitis were finally built and served in Canada, Australia, South Africa, and India where it saw service up to 1939. A Prototype Wapiti V was made with a much more powerful Armstrong-Siddeley Panther IIA engine and was used for factory demonstration flights in Argen-

tina; this version was fitted with floats.

A later version, along with another Westland design were the first aircrafts to fly over Mt. Everest.

Maximum speed was around 130 mph with a ceiling of 18,800 feet. It had a forward firing Vickers gun and a Lewis gun for the rear cockpit. It also could carry a bomb load of 580 pounds.

(I took some pictures of one of a few of the restored versions in an aircraft museum in New Delhi in 2001. *AF Editor*)



La Page Mystère

One of the classics of all time, this French built airplane was flown in World War I against the German fighters of the time.

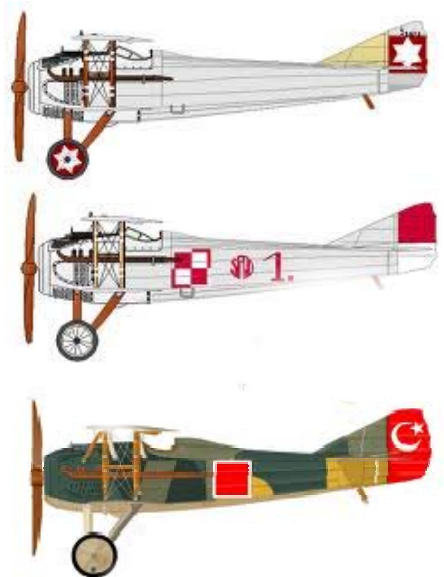
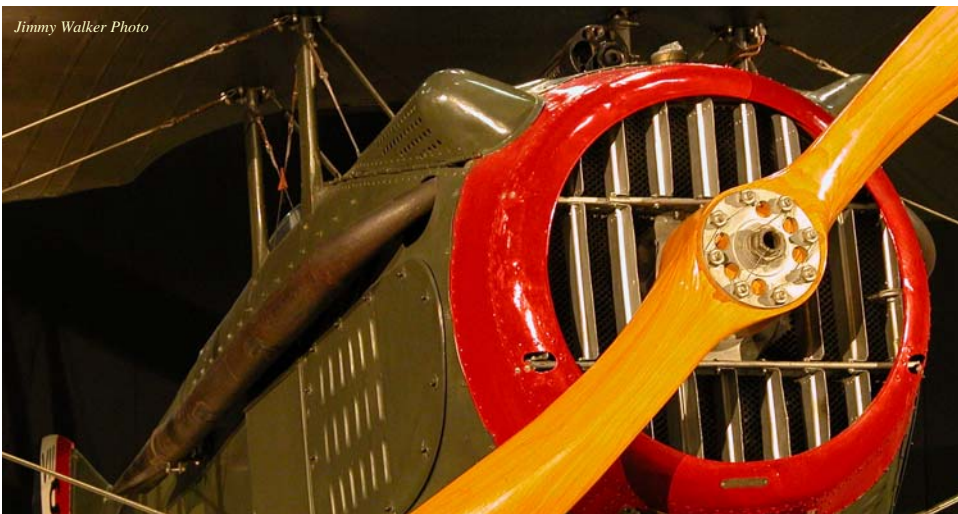
Many were made—over 8000—and many were exported to other countries.

Powered by a 720 cubic inch V8 Spanish engine with single overhead cam; the engines were made by a luxury car manufacturer.

It was a handful for novice pilots; once they got the hang of it though, they were able to take advantage of its superior flight and combat performance.

The two photos on the right—in the middle and the bottom—and bottom were taken by me while at two different air museums.

Jimmy Walker AF Editor



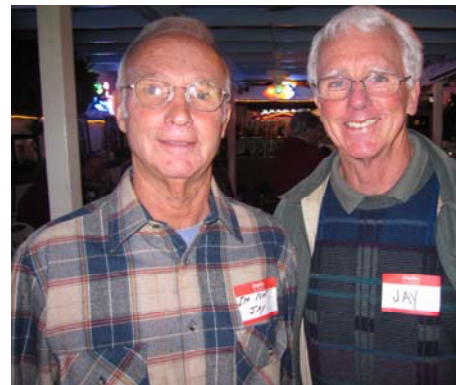
The Annual Christmas Party

Another great Christmas Party at Papa's Taverna. We had a good turnout this year with members from far and wide along with their spouses. The food this year was good and the service was excellent. The people at Papa's Taverna tried very hard to please us and we all appreciate their hospitality.

The gift exchange was fun as usual and there were a lot of unique and interesting gifts. Thanks go out to those that worked hard to make this happen. Bob Rose, Steve Carlson, and Mike Sidwell to name a few.

We had some musical talent shown by our own "Harmonica Meister" Ed Solenberger. Ed tunes pianos as a profession and he also goes to the other extreme in size and plays a mean harmonica.

This annual event is a good time to meet the other halves of our members. We had a few new members and wives show up this year and the circle just keeps getting bigger...full of great people.



Letters to the Editor and Miscellaneous

Rado Cizek was a famous model designer in Czechoslovakia from the late 30's to the time he passed away. During WWII and under Russian occupation, he was the leading designer in the eastern block countries and the model aircraft hobby industry there was patterned after his designs. Prior to the time I met Rado, he had some 152 published designs covering gliders, powered old timers, u-control, Wakefield models, hand-launch gliders, all sizes of rubber models and scale designs. He was an international judge for world scale model championships and traveled extensively throughout Europe, Eastern Block countries



Rado Cizek and Family



Rado Cizek and Don Bekins with the Ethy

and the US as a paid judge for FAI. His designs appeared in several of Frank Zaic's books of model designs from the late 30's through the 50's. He and Frank were friends, but had met only once before Rado came to the US as an FAI judge at the World Scale U-Control Championships in Muncie, around 1989. I knew him then and arranged for him to come to California during his US visit and stay at my home. He

came to SAM 27 meetings, TOFFF and we drove to Lost Hills for the US Free Flight Championships, as well as an OT meet at Taft. That trip was the highlight of his long modeling career.

I helped Rado publish two original designs -- a hand-launch glider and P-30 rubber design in Flying Models, translating his broken English into American English instructions for the construction

articles, for which he was paid, but could not repatriate the money to Czechoslovakia because of the Russian occupation.

Rado formed the Czech SAM Chapter and was their newsletter editor, contest director -- did everything in the Czech Republic to get the revival of the old timer



Rado's daughter with his P-30

movement going. He was the modeling powerhouse of the eastern European countries.

Don Bekins

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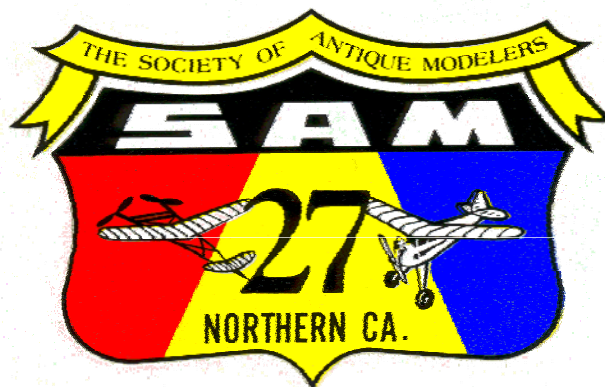
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Club Meetings

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.