

Issue #271

April - June 2011



Antique Flyer



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- Meeting time changes—see President's Page
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- Result of Sunday Speed 400 Fun Fly—SSFFF
- The Johnson Engine
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President's Comments

By Chip Buss



Greetings,

Today is June 28th, 2011, 12:25PM and it is raining! Yes, rain in June, surprised? Me neither. Our Spring/Summer season has been very strange. We've had it all; wind, rain, cold, and heat sprinkled with a few days of good flying. In one respect, the rain is a great excuse to loaf, I mean stay inside and build. It seems like half the U.S. is on fire and the other half is flooded. Ideally we should find a way to use that water to put out the fires.

A recent change in the availability of our meeting room has forced us to change our meeting dates. The Novato Fire Department will be using the room every other Wednesday. We are not sure if this is a permanent plan or not. This will cause our meeting date to vary from month to month. Some months the meeting will be on the third Wed. and other months it will be on the fourth. All I can suggest is to watch your email for the monthly notice from Mr. Jay Beasley who will keep a close eye on the calendar. He will also notify us of any changes. The June meeting will be June 27. We just need to be a little flexible and

remember how lucky we are to have the room available to us in the first place.

The SSFFF (Summer Speed Four hundred Fun Fly) will be July 21. Bob Rose has agreed to CD this event. Mike Clancy won the June SSFFF. Loren Kramer won the mass launch. Both pilots received a gift card from Hobbytown.

There is a new hobby shop in Marin which may be of benefit to our members. I've met the owner Ian Dauth who is interested in growing his business. He has asked our club to suggest items, kits, tools, supplies, Samspar, etc. that SAM27 and Marin Aero Club would like to see as stocked items. Give this some thought prior to the July meeting at which time we can list your ideas. Dauth Hobbies is located at 224 Greenfield Ave.#2, San Anselmo, Ca., 94960. 415-454-3087

ida3@aol.com Greenfield Ave. is the frontage road parallel to The Miracle Mile.

Sometimes we all become a little lax in our flying habits. I've noticed in recent weeks that there is a need to review our safety rules. I will ask Mike to give us a refresher talk and hit the highlights of the rules at the meeting. Our frequency board has a copy posted for all to see should the need arise. We should all approach the runway as if we were crossing a street; look both ways, check wind direction, and announce to all in a loud voice "ON THE RUNWAY". When landing; check traffic, check wind direction, and announce "LANDING FROM LEFT (RIGHT)". This is not a big deal and once you develop these habits, it will become automatic.

That's about it for now. I wish you all a great summer of flying.



When I grow up I want to be the president of a model airplane club and retire wealthy and sleep in late every morning and do nothing but watch daytime television and build models.

A Few Words from the Editor

by Jimmy Walker



Another newsletter finished and now it's time to think about the next one. I enjoy putting these pages together—it gives me a feeling of accomplishment when it's finally wrapped up and sent out to a few proof-readers to look it over to find any mistakes or omissions. I've certainly made my share. I try to do my best with the help of other contributors and the great photographs that I receive. Since the newsletter is a club project, everyone has a say in how it looks and what they would like to see. This is what makes it an interesting project for me. This has been a very busy year for me in my business; I have been away quite a bit and haven't been able to attend some of the meetings nor have I been able to fly on Thursdays. But...I have to thank all those that contribute stuff to me and encourage you to keep it up.

In this edition there is a how-to article submitted from Jim Temple on his Dallaire 300. He'll enter this in the speed-400 event. These are the kinds of contribution to the newsletter that I find most informative to other members of SAM 27. Recently Mike Clancy submitted the same type of information about making his Kerswap along with a whole bunch of photographs. Another member, who resides in Texas, Tandy Walker, has sent the same to me and it was also part of one of the recent issues of Antique Flyer.

I'd like to do much more of this and here are a few suggestions to those of you that are willing to take part in it:

First of all take oodles of pictures from the very start; document each step that you make in creating your model. With the use of digital cameras we can now take hundreds of pictures and throw away all but the few that we want. Don't worry if some don't turn out good and if some are out of focus or just not arranged the way you want them. I'll go through them and pick out the best for the article.

When you take the photographs I find that the best way is to provide decent lighting and put your camera on a tripod and use the ambient light instead of a flash. By using the tripod you can compose your picture better and when it's all set up you can take it at a slow speed without the worry of a blurry photograph.

Try many different angles of the same shot and use a zoom at a distance to bracket the area you're interested in.

Don't worry about taking a picture with too much in the background...if the picture is at a high resolution I can crop any part of it to put it in the newsletter. I can also cut out any part of a picture with software that I have. If you look at the picture of Bob Film on page 9 you will see that I cut out only a portion of him with a complex background around him. There's also a picture in this issue of one of the small RC Champs taking off with what appears to be a flock of F-86 Saber Jets in the background. If you read this page you'll know that it's bogus...if you just look at it you might believe it. Now I'll find out who actually reads this column.

Don't take pictures at low resolution just because it takes too long

to send online. You can always give them to me personally at the meeting or at the field on a flash drive or a CD; I will return them to you. Or you can simply email them and wait for a few minutes and be patient.

If you need help with any of this let me know and I'll be glad to help you.

Just remember one important rule: this is an old-timers club and the airplanes must be SAM qualified airplanes. I'd really like to see some beautiful free flight builds like the one that Gale Wagner made recently on page twelve.

I'm also looking for articles from old magazines to add to the newsletter. I got some nice old magazines from fellow club member Ben Borok and snatched an article about the Johnson engine. You'll find this article in this issue on pages 14 and 15. With the help of an Optical Character Reading software (OCR) and a bit of graphics trickery it came out looking like the original.

Another page that would be good here is a page of "Favorite Tools and Methods" that you use in building your airplanes. There are so many unique tools and methods used in making models that a whole page of pictures and descriptions would be interesting. Include anything from simple hand tools to elaborate home-made jigs. We could all learn from this.

Until next time...blue skies and thermals.

Jimmy Walker



On the cover is a picture of Jim Temple and his Dallaire.

Monthly Club Meeting - April 2011

Twenty seven members showed up for the April meeting. Dick Irwin brought his son Colin as a guest. Colin had been a member a few years ago and lives in Colfax, CA, some distance away. Subsequent to the meeting Colin rejoined SAM 27. Welcome aboard, Colin.

The usual reports followed: Secretary/treasurer Jay Beasley reported that we have 133 members, with two of those still unpaid for 2011. Our finances are in great shape. Vice President Mike Sidwell, when asked if he had anything to report, responded with "nope", a

good sign that this meeting wouldn't go on too long. President Chip Buss talked about a few things and most members stayed awake.

Old business:

Mike Sidwell is still looking for some back issues of the *Antique Flyer* and is in the process of archiving everything he has on CDs. Andrew Tickle reported the new web site is up and running, and asked the members for stories and photos. He emphasized that both he and Jimmy Walker, our newsletter editor, need input from

the members to keep these communication formats interesting.

New business:

Jay Beasley discussed the possibility of giving free memberships to our three European members, since financial transactions between foreign countries can be a problem. A motion was subsequently passed to extend complimentary memberships to Nick Bruschi, Gianco Lusso, and Gabri Montebelli. Beasley will send emails to those gents.



Jerry Rocha showed his free flight 52 inch Strato Streak powered by a .15 Elfin diesel replica, with a Texas timer for fuel shutoff and DT.

Monthly Club Meeting - April 2011

We will have a weed whacking and mowing party at Lakeville sometime toward the end of the month. Bob Rose's friend Al Marcucci has volunteered to bring his tractor mower down to do some major cutting.

Jim Bearham suggested we publish a list of local hobby shops. Rex Vaubel said that the AMA web site has a search engine for finding local hobby shops. Subsequent checking revealed that this list is not always up to date. We will attempt to put out a list soon.

Event schedule:

April 30 - Float fly at Sal Lake

May 15 - Wine Country Flyers opening day at Trentadue.

May 30 - Indoor fun fly at Rohnert Park

Show & Tell:

Dick Irwin showed his electric powered Strato Streak. It flies very well but is a little hard to turn because of the small central rudder between two outboard vertical stabs. He will reHINGE the rudder to improve its effectiveness.

Ed Hamler has an Airborn powered by the same set up as Dick's Strato Streak. This features a Neu 1110-1.5D motor with a 4.4:1 planetary gear box and a 14x7 prop. We saw this thing at TOFFF climbing straight up!

Jerry Rocha showed his free flight 52 inch Strato Streak powered by a .15 Elfin diesel replica, with a Texas timer for fuel shutoff and DT.

Aric Wilmunder had a great presentation, showing us some great photos and video of the space shuttle launch he attended recently, as well as a ride in a T-6 Texan with Warbird Adventures in Kissimmee, FL.

Since only one picture was taken until I noticed that my camera's battery was dead there is only one on the previous page. Since there were no pictures taken, unfortunately these pages are bare of photographs. I'll be at the next meeting and will bring my camera and make sure it is charged. I could have sworn that someone else took pictures but they seem to be reluctant to share them.

editor

Monthly Meeting May 2011

The meeting was called to order by President Chip Buss at 7:01 PM. The meeting was held as usual at the Firehouse on Ather-ton Avenue in Novato.

Jay Beasley called to rub in the fact that he was in Hawaii. He reported weather good, surf not so good.

No Secretary/Treasurers Report. (See above.) Chip winged it!

Chip reported on Scott Seronello. Scott was one of our SAM 27 junior members in 1994-96. He just finished his doctorate in quantitative systems biology with a specialty in virology from the University of California in Merced. Upon receiving his Ph.D., Scott accepted a commission in the US Army at the rank of Captain. Scott will be stationed at Walter Reed Institute of Research in Maryland, working in drug discovery/experimental therapeutics. Ed Hamler gave the whole story. We hope Scott takes time from his work in the labs to spend some time rediscovering



Bud Romak's colorful Strato Streak

the joys of old-timer flying.

Chip read Jay's letter to overseas members. Free membership was provided to those members.

Chip reported on the field work-day. The club gave Bob Rose's landlord Al and his daughter Gena \$50 each and a bottle of Rich Minnick's wine for their help at the field.

There was a discussion of the next club barbeque (Chip is hoping for Jimmy Walkers house!) *Thanks Chip...editor*

Chip announced the indoor fun fly to be at Rohnert Park 6:00 to 9:00 PM Saturday May 21st.

Also announced was SAM 21's event at Schmidt Ranch May 21st and 22nd.

Bob Film announced a slope event at Davenport on May 29th and 30th. Bob also won the Sportsman's class at the Sacramento Valley Soaring Society event on May 21st.

Chip announced the float fly at Sal Lake on May 30th.



Jerry Rocha's record setting .21 sport speed plane

Monthly Meeting May 2011

Mike Clancy set the 1/2A Texaco event for September 15th, a Thursday.

Chip set a Speed 400 event for June 16th (the day after the pizza meeting.)

Bob Rose is ordering several decal sets (14) for the club project Play-boy. Old Timer Font in black.

Ed Solenberger talked about Irv Rodemsky who just recently passed away. Irv made a very nice rubber stripper. Then a general discussion of Irv and indoor flying took place.

Ed Hamler met with the folks at Domain Chandon and discussed our use of the field at Lakeville. Looks like we're O.K. for now.

Andrew Tickle talked about the new Website and the statistics he is able to get from our new Website provider.

Dick Irwin got his plane back! The sheep rancher that owns the fields north of us found it. If a plane is lost to the north, the sheep rancher would like us to call before going into his fields. He will help with retrieving the plane. Tom Cleveland 707-338-0998.

Chip read a thank you letter from Al Marcucci for the club payment and bottle of wine. Al is Bob Rose's landlord and he came to the field with his tractor and made short order of the massive high weeds. We really appreciate his efforts.

The meeting was adjourned at 8:17 PM.



setting .21 Sport Speed plane.

Bud Romak won the \$30.00 drawing.

Bill Vanderbeek talked about David Baker.

Show and Tell

Bud Romak showed his Strato Streak.

Bob Rose showed his Speed 400 Playboy fuselage.

Jerry Rocha showed his record



The Strato Streak is home again. See the picture on the 'views from Lakeville' pages. It was lost on a sheepherder's field and was returned. A good case for putting your name and number with the plane. It suffered only minor damage and is now flying again.

Monthly Meeting June 2011

Our June meeting was held at Round Table Pizza with 32 members in attendance. We delayed the official start of the meeting so the gluttonous pizza feeding frenzy sounds wouldn't drown out Chip's orations. After gorging ourselves, we all faked attentiveness as Chip began the meeting.

Business:

Sec/treas Beasley reported we have 138 members including two new chaps, Steve Elias and Dave Olson, both of whom are glider enthusiasts. The treasury is healthy and details can be had from Beasley.

We will do some mowing and weed whacking this coming week to tidy up our parking and R/C areas.

Andrew Tickle discussed our revised web site and requested photo and text contributions from the membership.

We discussed reported problems with the Spektrum AR-500 receiver. If you have one of these you might consider contacting Spektrum.

At least six members are planning on attending SAM Champs this fall in Nevada.

Aric Wilmunder took first place in the Sportsman category at a recent glider event. Aric is really getting into soaring.

On a sad note, Red Jensen's father Steve passed away suddenly. Also, Remo Galeazzi's wife is quite ill.

Mike Sidwell won the \$25 gift card to Hobbytown in the raffle.

Show and Tell:

Bud Romak showed a 1938 Elbert Weathers designed *Mystery Man* powered by an Aero Mighty-Midget .451. This was covered in SamSpan and featured a single wheel. This design originally had a drop off gear for takeoff.

Bill Vanderbeek showed a small Strato Streak covered in polyspan and tissue. It was powered by an Atom .09 with a sub-piston design.

Steve Carlson showed a vintage 1942 WWII radio direction finder used in the Navy. Steve found it at a garage sale.

Following show and tell we had an auction of kits and other donated items. A nice addition to the coffers was gleaned from several members which will fund pizzas for the next two or three pizza meetings.

Thanks to Jay Beasley for the single picture below that was taken at the meeting. He is now secretary/treasurer/photographer.

If anyone takes pictures at the meeting please send them to me for inclusion in the newsletter. I am often away and can't attend all of the meetings and I hear that others take pictures, but I suspect that they are being kept in a private collection somewhere. It would be nice to share them. If you need help in learning how to send them online I could recommend some good books on internet for dummies if needed. You might also note my address at the end of the newsletter in case you lost it. This also applies to pictures taken at the field.



Bud Romak's 1938 Elbert Weathers designed *Mystery Man* powered by an *Aero Mighty Midget .451*.

News and Views from Lakeville International



A short prayer to the thermal gods before launching



Box Bob



Sponge Bob

News and Views from Lakeville International



...and then it was just gone!!!

Was this to be The final flight of Dick Irwin's beautiful Strato Streak??



Mike Clancy wins first prize for the SSFFF (the Summer Speed 400 Fun Fly). His time was only a few seconds better than Dick Irwin's second place.



Loren Kramer wins first prize for the mass launch of Speed 400's. His and Mike Clancy's prize is a gift card from HobbyTown.

News and Views from Lakeville International



A warm June day, clear sky, calm air and a new P-30...it just doesn't get much better than that. Suddenly we're 12 years old and nothing else in the world matters. A very content Rod Persons and his latest P-30.



Mike Sidwell caught this great shot of Chip's small electric Champ taking off with three Sabres doing a slow fly-by across Mt. Burdell in the background. Go get 'em Chip!!

News and Views from Lakeville International



The work of an artist! Above and below the creation of Gale Wagner. This is a little known series of the ubiquitous Fokker biplanes in Dutch markings. And yes, Gale is an artist by trade and you can see the pride in his smile below.



News and Views from Lakeville International



A mass launch of Speed 400's. left to right: Rich Colman With an Airborn, Mike Clancy with a Kerswap, and Loren Kramer with an Airborn.

PILOT	AIRPLANE	TIME 1	TIME 2	TIME 3	sum of best two	final position
Mike Clancy	Kerswap	8:08	15:00		23:08	1st.
Dick Irwin	CloudChop	8:01	15:00		23:01	2nd
Jay Beasley	Airborn	15:00	6:58		21:58	3rd
Dick Irwin	Kerswap	6:58	9:42		16:40	4th
Loren Kramer	Airborn	6:03	7:46		13:49	5th
Rich Colman	Airborn	5:29	5:52		11:21	6th
Phil Leach	Airborn	4:10	4:04		8:14	7th
Ed Solenberger	Airborn	4:38			4:38	8th
John Trumbull	DNQ					
Box Bob*	DNQ					

The Mass Launch was won by Loren Kramer. The table above are the times for all those competing in the regular contest. Mike Clancy was first by only 7 seconds longer than Dick Irwin. This shows how competitive this contest can be. The acronym DNQ is from the NASCAR jargon and it means "Did Not Qualify". Thanks to all of those entering. Thanks also to Chip Buss for being the CD at this contest.

This was a fun event and now we'll get ready for the postal contest hosted by the Slovakian club.

*aka Bob Film

From the Pages of American Modeler—February 1957

POWER DEPT.

Johnson Engines Continue on Improvement Program



If the new Johnson line of engines looks slightly reminiscent of a popular engine of a few years ago, namely the Orwick, it isn't just a coincidence.

In the hands of a new manufacturer the Johnson engines should become extremely popular in both free flight and control line stunt. With only 18 engines available in time for the 1956 Nationals, 28 trophies were won by competitors using this power plant. Although this is quite an achievement Dynamic Models, Inc., is still making refinements to the design to further improve performance.

The first Johnson engine was actually born in October 1955 but these first production jobs did not measure up to the standards set by Hi Johnson. Rather than continue producing an engine that they felt could be improved, Dynamic closed their doors and for the next six months devoted all their energies toward developing their new "hard cylinder" models. The results of these efforts was dramatically proven in their first competitive showing.

At the present time Dynamic is producing three sizes: 29, 32, and 35. In the near future a new model with the designation of "stunt" will be introduced. This

engine will have a cubic inch displacement of approximately .34 and will be developed primarily for control line stunt and radio control. Dynamic plans to cover the full line in time, with the exception of 1/2A.

The .35 was developed for combat, free-flight, rat racing and for the stunt flyers who like quite a bit of speed. A bore of .770 and a stroke of .750 would indicate that some speed might have been sacrificed for a little extra power. However the Johnson .35 is lacking in neither. In fact it peaks at a higher rpm than some of the other engines in its class. Ruggedness is reflected in its above-average weight of 6.8 oz.

The crankcase, die cast of Alcoa A-380 aluminum, is designed to take the stress and strain of models that sometimes try to fly below ground level. For this reason the front face of the crankcase is left quite heavy as is the journal around the main bearing. Beam mounting lugs are rugged with mounting holes arranged to fall directly in the center of a 3/8" motor mount. The three lugged back plate cover holes can be drilled out for radial mounting and will fit the micro type tank often used in free flight.

The wall of the back plate has been left 1/8" thick to accommodate drilling and tapping for pressurized tank combos. Noteworthy features are the lack of a gasket between the cylinder and crankcase and the use of a web support in the by-pass.

Like the crankcase, the head is massive and is die cast from the same type aluminum alloy. It seats deeply into the cylinder to guard against blowing head gaskets and features a spherical combustion chamber which matches the domed piston. It is held securely in place by six machine screws, two of which extend down through the fins thus holding the head and cylinder barrel to the crankcase.

That cylinder barrel, the heart of the "hard cylinder models," is a well guarded secret of Dynamic Models, Inc. and as such they will not divulge the material used or the process used in heat treating. They do say though that the cylinder is as hard as hard chrome and many times as durable since it is integral and not just a plating process. The superficially hardened surface is .006" deep, leaving a tough core and eliminating the possibility of brittleness. Any reworking of the cylinder in the way of hop-up will have to be done with a hand grinder and emery cloth.

Piston is slug type and exceptionally light for an engine of this size. Material used is new process meehanite and porosity of the metal is controlled so that the side walls are left porous while the dome (top) is dense. This allows the bearing portion to absorb and hold lubricants during operation. Do not be alarmed when the compression band takes on a grayish look after about one

From the Pages of American Modeler—February 1957

hour's running. This is a characteristic of the material. Although the piston is domed shaped, it also employs a low straight type baffle which does not interfere with the dome theory but does do a better job of scavenging.

Connecting rod material is extruded and drawn from 72,000 p.s.i. aluminum of 12% elongation giving a tough hard material with extra long fatigue life. Slots are cut at both the large and small ends to insure sufficient lubrication.

Crank shaft is machined in one piece from 4130 chrome-molly aircraft steel. Three holes strategically placed in the shaft journal act as a pressure lubricating system for the main bearing. Main bearing is a sintered meehanite with controlled porosity. It is honed out enough to get into virgin metal. Hi Johnson claims this bearing will out-last any bearing material known. Since it is cast into the crankcase any chance of float is eliminated.

Needle valve assembly is drilled-straight-through variety and although the fit is better than most of this type, we feel that some improvement in its design would be beneficial. By design, the spray bar cannot be turned around thus the needle valve protruding from the right side of the engine (looking from the front) seems to favor left handed flipping and use of the right hand for operation of the needle valve. However, being opposite the exhaust port has its advantages too and perhaps one gets used to its location. During the tests we found that although there was no noticeable float, the needle valve was very critical on adjustment.

Running tests were begun after

1/2 hour of break-in time which seemed quite adequate for the test engine. As recommended by Hi a 10/6 propeller was used. Maximum rpm with this was 13,000. This same rpm was also recorded with a 9/8 prop. Dropping down to a 9/6 prop increased rpm to 14,500. To test its lugging power we tried an 11/6 wide bladed propeller. Speed dropped to just below 10,000 rpm and an excessive amount of vibration was noted. However below 9,000 rpm and above 10,000 rpm our test engine was quite smooth. Starts were quickly made when the en-

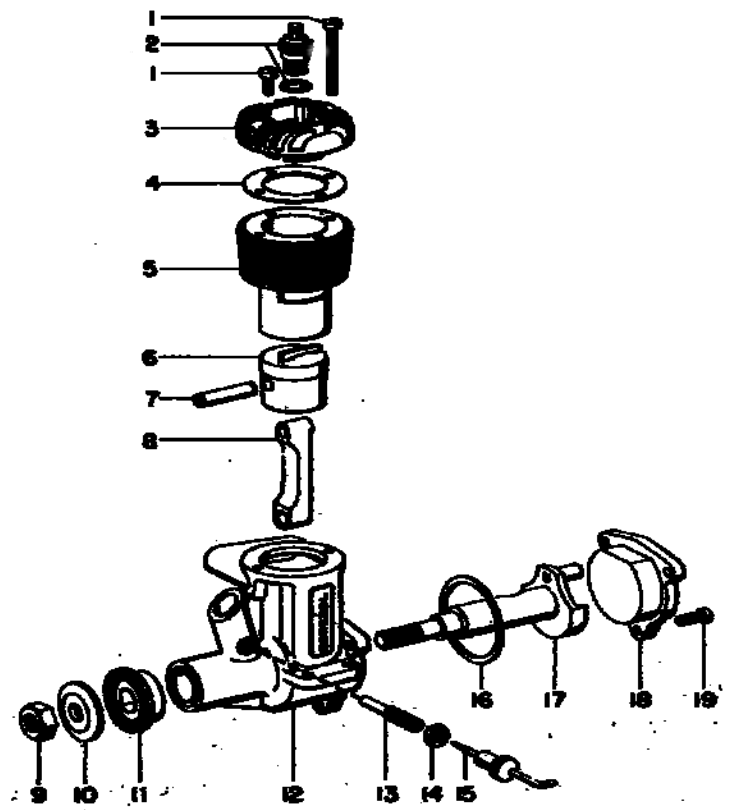
Who Me?

Breathes there a man with soul so frank...that he'll admit he's cranked and cranked...until the motor, when inspected...discloses wires quite unconnected!!!

gine was primed directly into the exhaust port, but it was not quite as easily restarted when hot.

These pages were scanned from an old, wrinkled and yellowed copy of a 1957 issue of American Modeler magazine. Optical Character reading was done in Adobe Acrobat and pictures were touched up in Corel Photo-Paint.

Editor



- | | | |
|--------------------|---------------------------|---------------------|
| 1. HEAD SCREW | 9. PROP NUT | 17. CRANKSHAFT |
| 2. GLOW PLUG | 10. FRONT WASHER | 18. BACKPLATE |
| 3. CYLINDER HEAD | 11. DRIVE WASHER | 19. BACKPLATE SCREW |
| 4. HEAD GASKET | 12. CRANKCASE AND BEARING | |
| 5. CYLINDER SLEEVE | 13. SPRAY BAR | |
| 6. PISTON | 14. NEEDLE VALVE NUT | |
| 7. WRIST PIN | 15. NEEDLE VALVE | |
| 8. CON-ROD | 16. BACKPLATE GASKET | |



2011

June 22nd to June 26th

European Sam Champs in San Marino

July 23rd

SAM 27 Special Rubber Meet

August 27th

Jimmy Allen Event

September 23rd to 25th

Crash and Bash

October 1st

Visalia Glider Contest

October 2nd to 7th

U.S. Sam Champs in Las Vegas

Speed 400 event TBA



**Speed 400 LMR Postal Contest
Sponsored by SAM 119 of the Slovak Republic
5th SAM International Postal Team Competition**

Official European competition rules for 2011-2013

- Entries may be any gas-powered airplane designed, kitted or published prior to 1951.
- Minimum wing loading: 24.4 gm. per sq. dm—8 oz. per sq. ft. of planform wing area.
- Minimum weight: 454 gm.—16 oz.
- Propulsion must be an unmodified Graupner Speed 400 6 volt.
- The battery may be six NiMh cells or two Lithium chemistry cells of any capacity.
- Manufacturer's label should be clearly visible.
- Any BEC-ESC power control system is acceptable.
- The motor may be run only during the first 90 seconds of flight.
- The model may be hand-launched.
- The model's score will be the sum of the best three flights.
- Maximum time for each flight is 15 minutes.

Each team has three members. Total score of the team is the sum of three flights from each member. Teams can be made up of club members, modelers from the same country, or even international members. All members of one team have to fly on one day between August 15th 2011 and September 20th 2011.

Each member can fly in one team with one model one time only. Each member can fly in another team, but with a different model. Results should be sent to the competition secretary Mr. Lubomir Sladek no later than September 30th 2011. Results can be sent by postal service or email.

All competitors will receive a commemorative diploma and the results of the competition.

We believe that the competition will contribute new friendship of modelers from the whole world.

You can send any questions or information by email to: lubomir.sladek@stuba.sk

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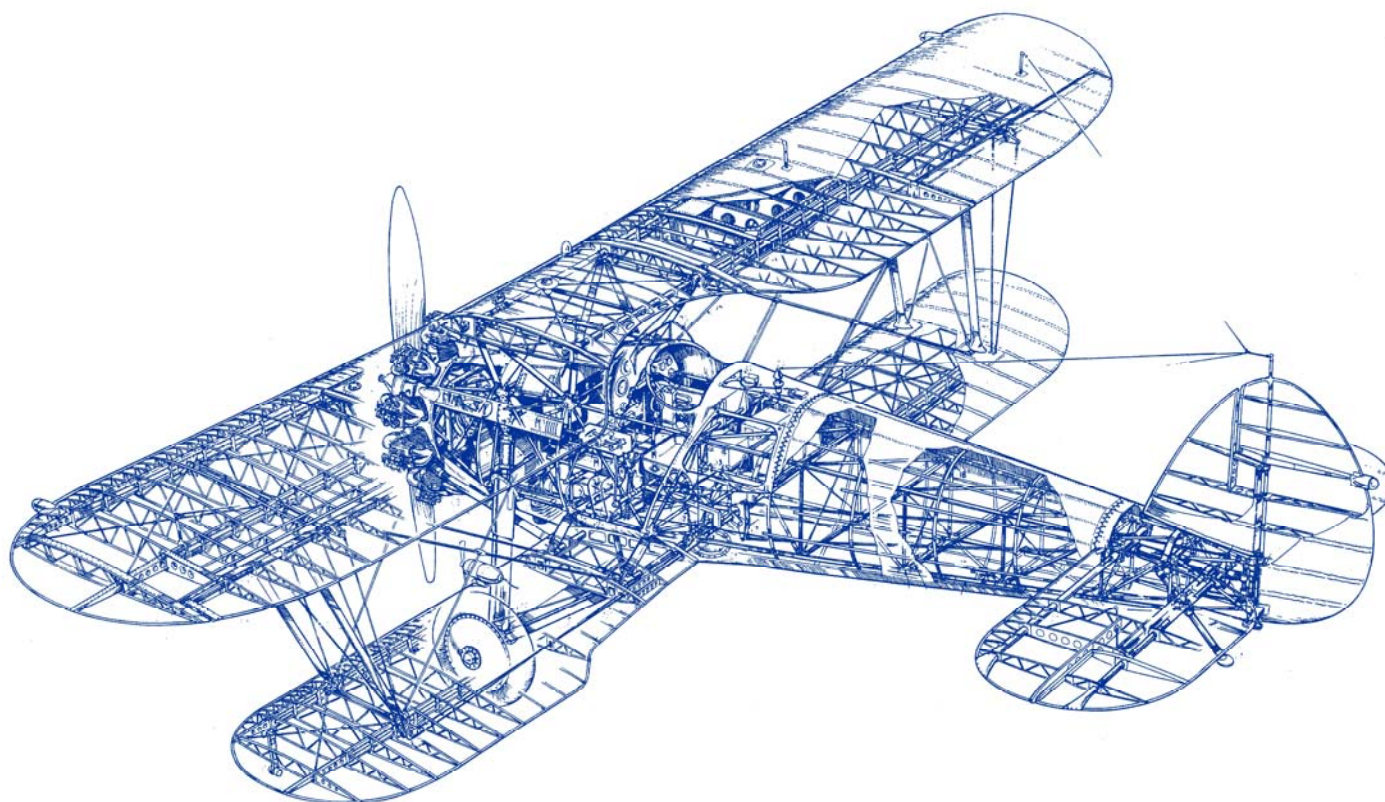
Last Month's Mystery Plane

The Bristol Bulldog

This is one of those beauties made in the inter-war era. More than 400 were produced and it became the pride of the RAF. It was armed with two Vickers machine guns and powered by a radial engine. The engine was also made by the Bristol company—the Bristol Jupiter.

Though it never saw combat with the RAF, the Bulldog saw action in the Spanish civil war and the Winter War between Finland and the Soviet Union.

It should make a nice RC scale airplane.



La Page Mystère



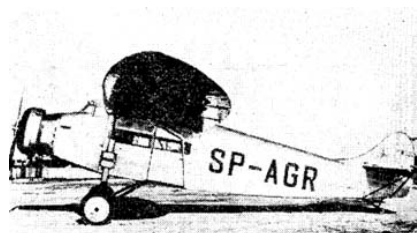
This single engined passenger aircraft held four passengers. It was built for three years and used by a well known airline.

Though it had limited capacity the airline company used this as their only domestic designed aircraft.

The prototype flew first in 1931 and it won a contest against another design to replace one of the airplanes used by the airlines.

An order from the country's Minister of Communication gave the factory a chance to build five aircraft.

The original prototype was fitted with a French engine and a later model was fitted with an American radial. Five more of this later model were made with the American radial.



prototype

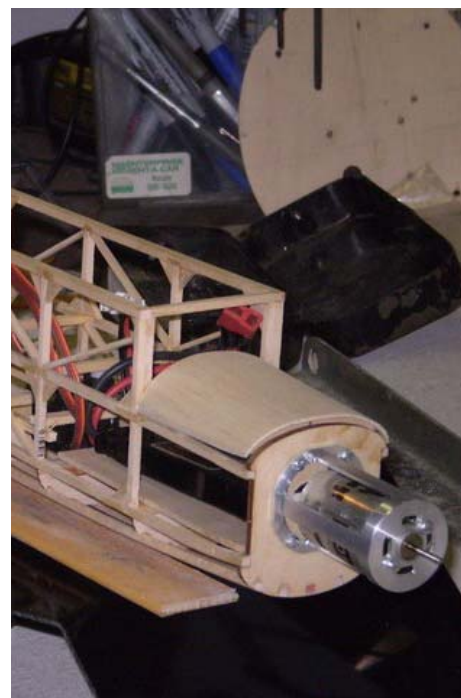
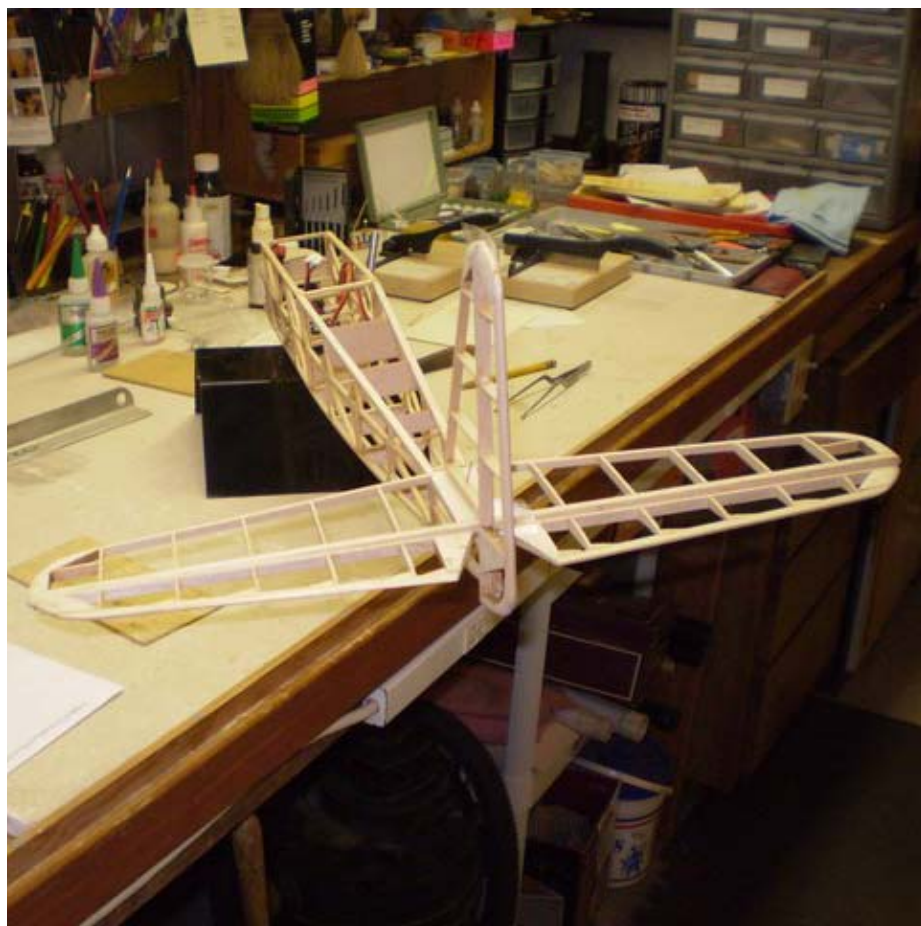
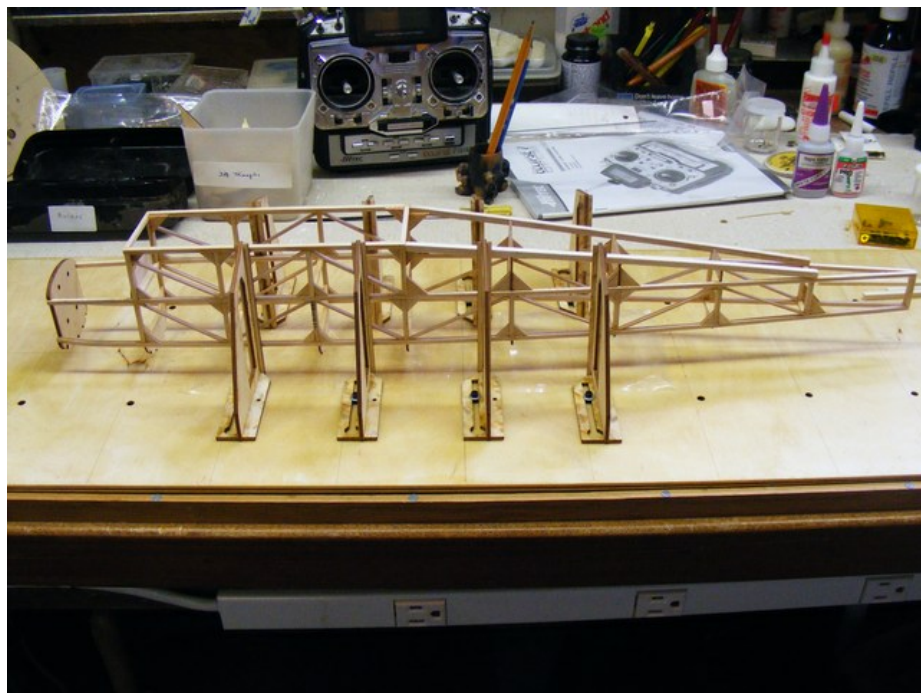


Hint:

The air force of this country uses the above markings



Letters to the Editor and Miscellaneous

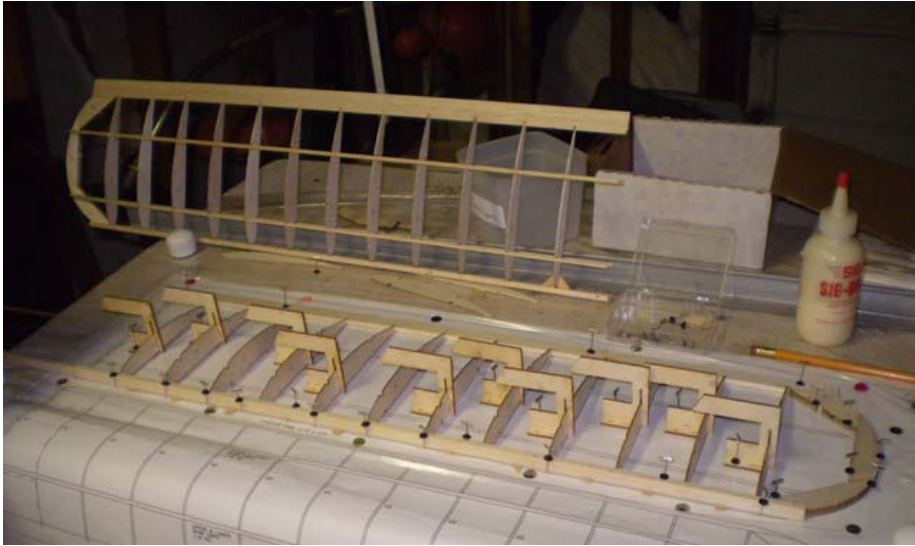


On the cover is a picture of Jim Temple's Dallaire 300 from a Bob Holman short kit. Jim sent in some nice photographs of his work

in progress. You might note the Bob Holman fuselage jigs that Jim used to frame it up. On the right is a shot of the front end us-

ing Loren Kramer's engine mount that allows the use of a Speed 400 or a quick conversion to 1/2 a gas. The next few pages are a collage of photos taken during the building process. Thanks to Jim Temple for his contribution to the Antique Flyer Newsletter.

Letters to the Editor and Miscellaneous



A balsa plug is made for the cowl and then a balloon is stretched over that



Letters to the Editor and Miscellaneous



Here's the real Lockheed test pilot sitting in the cockpit of a P-38 and on the right is a shot of him standing in front of the same. For some reason that face looks familiar...I think we have a guy in our club that looks a bit like that.



And here's a Lockheed test pilot "wanna-be". Just sitting in the cockpit getting his picture taken. Now this guy does look familiar—just add a few years and change the hair color and you might recognize him as Jay Beasley. They guy at the top is Jay's father.

If you have some old pictures of yourself with real or model airplanes, please send them in to me so I can add them to future editions of the Antique Flyer. Many of use have pictures when we were younger either sitting in an airplane or flying our own. Let's add some of this to the newsletter. There are a few members that have pictures from the 40's and 50's which would make for some real nice images here. If you wish I can scan them and touch them up to eliminate scratches and specks so don't worry about the quality.

Thanks to Jay Beasley for sending me these pictures. I'm sure that they are a real treasure and a keepsake for him and we appreciate his sharing of them with us.

editor

Profile of a great modeler

Even though this person was not a member of our club he was at the top in the modeling world. This article from the Wall Street Journal tells about his contribution to our hobby. I knew the readers of The Antique Flyer would enjoy reading this so I added it to this issue.

editor

On a clear Saturday evening in early August of 2003, Maynard Hill stood on a hillside on Cape Spear, Newfoundland, started the motor on his model airplane and heaved it into a light wind.

Thirty-eight hours and nearly 1,900 miles later, the 11-pound plane with a six-foot wingspan landed in Ireland, the first radio-controlled model to make a trans-Atlantic crossing.

Mr. Hill, who died Tuesday at 85, was the dean of model airplane hobbyists and spent decades setting records for altitude, duration, speed and distance. His planes outflew those of the Soviets in competitions during the Cold War.

During the 1980s and 1990s, he developed unmanned aircraft for the armed forces, expendable models carrying radar-jamming equipment, cameras and antitank weaponry.

But despite decades spent convincing Pentagon brass to embrace his ideas, Mr. Hill was a poor fit with the gold-plated contractor's culture and dropped out of defense work.

"He didn't believe his planes should be used for war," said his wife, Gay Hill.

Some time in the mid-1990s, Mr. Hill conceived of conquering the Atlantic, much as his boyhood hero, Charles Lindbergh, had done in 1927.

"Everybody thought Maynard was nuttier than a fruitcake when he first started talking about crossing the ocean in a model plane," said Dave Brown, a past president

of Academy of Model Aeronautics. Developing the perfect plane took several years. Mr. Hill went through dozens of designs, each painstakingly constructed from balsa wood and translucent red mylar. Challenges included developing a light four-cycle engine and an autopilot calibrated by GPS. Flying on off-the-shelf Coleman stove fuel plus a high-tech lubricant, the plane needed less than a gallon for the entire trip.

Mr. Hill's first few attempts in 2002 ended up in lost or crashed planes. He and his team went back to the drawing board, and in 2003 finally succeeded. Mr. Brown was waiting to meet the plane in Ireland and guided it to a manual landing. When he heard that it had arrived, Mr. Hill wept.

He grew up in what he called "The golden age of aviation," when heroes like Jimmy Doolittle and Amelia Earhart set the kinds of records Mr. Hill would recreate in miniature. "By age 9, I had acquired a fairly serious addiction to balsa wood and glue," he wrote in an autobiographical sketch. His early models were powered by rubber bands.

While studying engineering at Penn State, Mr. Hill befriended Walter Good, credited by many as

the first to put a tube radio set in a model plane for remote control. Mr. Hill entered his planes in national competitions, and in 1962 was a judge at the World Championships for Aerobatics in England. He was shocked at how primitive the record-setting Soviet entries were.

"Communism was very bad!" Mr. Hill wrote. "No balsa wood!"

The following year, Mr. Hill set the altitude record of 12,960 feet, nearly double the old record held by the Soviets. It was the first of 25 world records he would eventually set, each marked by a propeller nailed to the door of his Silver Spring, Md., workshop.

When not flying his models, Mr. Hill was a metallurgist at the Johns Hopkins Applied Physics Lab, where some of his work was funded by Pentagon grants.

He was legally blind when he masterminded the trans-Atlantic flight and relied on his wife to ferry him to Newfoundland. Their lives revolved around his hobby since before they were married. Even on his honeymoon, he told *The Wall Street Journal* in 1989, "I just had to go out and get some balsa and glue."

*By Stephen Miller
The Wall Street Journal
June 11th 2011*



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Club Meetings

Monthly Meetings are held on the *third or fourth 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.

*Occasionally a meeting is held at Round Table Pizza in Novato or the date might change for the regular meeting at the fire-house, so please contact someone above if you have a question about the venue for that month.

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.