

Issue # 273

October- December 2011



# *Antique Flyer*



 bringing modelers together  
Academy of Model Aeronautics

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## President's Comments

By Chip Buss



Greetings,

Happy New Year to you all! It's hard to believe that the holidays are over and a new year has begun. Many think this is the time to clean the garage, sort out the old clothes, and lose those extra holiday pounds. I personally think it's the time to start the winter build projects and repairs we've been putting off, which is a lot more fun. What ever you decide to do, I hope your new year will be happy and healthy.

Last month we had our annual Christmas party and as usual, it was a success thanks mostly to the efforts of our Sec.-Tres. Jay Beasley. Jay handled all the negotiations and arrangements etc. with minimal complaining.

Mike Clancy once again mastered the gift exchange which is always the fun part.

I especially enjoyed the very nicely wrapped bottle of Heinz Ketchup! Surprisingly, no one attempted to steal that gift.

Thanks to all the lads and ladies who volunteered, which enabled us to enjoy a great party.

Last weekend I attended the AMA Expo in Ontario, CA for the first time. WOW! My first clue came when I saw that the parking lot was full at 11 AM. The second clue was the block long line waiting to buy a ticket. Entering the hall was overwhelming. You name it, it was there. Everything from a tiny screw to a full size sailplane could be found. I would liked to have seen more balsa kits or short kits. My suggestions are to attend

if you can, avoid the busy Saturday, stay at a hotel within walking distance, do your homework to learn prices, buy tickets in advance, and leave your credit cards at home or set a spending limit.

This year we will have meeting room conflicts as we did in 2011. The third Wed. of Jan. and Feb. will require alternate arrangements. January's meeting will be held at the Hamilton History Museum. Jay will send out more info soon. Some months we may change the location, others we will change the date. Please be flexible and patient. Watch your email for changes.

Finally, I'd like to pass along a reminder that guests are allowed to fly at our field only if accompanied by a member. All guests must show a current AMA card and must follow all field safety rules. For your own safety and that of others, please fly behind the safety fence.

That's about all for now. Again, Happy New Year to all.

Chip Buss

SAM 27 President



Chip at the AMA Expo in Ontario...and a very large Cub.

## A Few Words from the Editor

By Jimmy Walker



Another year gone by and another year wiser, older and richer. Well...at least one out of three.

There were so many good days at the field this year and there were an equal amount of interesting and productive monthly meetings. Our president has done a great job along with his vice-president and of course we just couldn't do without, or even begin to replace, the best secretary/treasurer that any club could want.

It's been a good year for me with my business, but it has also meant that I am away from home much more often and hence have been unable to take pictures for the newsletter. I have had a few sent to me, but not enough so you might find this issue a bit scant when it comes to substance. I haven't really had much to put into Letters to the Editor section either.

Please send any articles or pictures to me so I can print them here. Try to keep them short to fit on two to three pages at the most. There are so many "experts" in our club I would expect that someone can come up with some technical articles or historical articles. When I get my Model Aviation every month I go directly to the pages that talk about the technicalities of our airplanes and the how-to sections. I remember asking Ed Solenberger to do an article on balsa once and *voila*...I had it within two weeks. He also did the same for an article on props. That's the kind of experts that a newsletter editor likes. It's your newsletter guys.

I finally broke down and bought a flight simulator. I liked the Phoenix package that comes with a DX-5e transmitter. I thought like most that this would help me brush up on my flying skills. When I started I immediately learned that it will help me actually learn to fly! The challenges are built in if you wish or you can go for the super beginner trainer model with super beginner training speed and response and you will probably still crash multiple times. It's taken a while to get around the pattern and land smoothly, but I think I can now do it OK. Now I'll add in a bit more complexity such as wind, gusts, speed, maybe some flaps, and slowly I will improve my skills. I like this particular version because you are standing in one spot as you would at the field (behind the flight lines of course) and watch the plane climb out and turn to come back in for a landing. The scenery is realistic and you can change flying sites or even fly off the water if you wish. Now we need to put Bob Rose's car alongside the runway so we can try to keep from hitting it.

I always thought that people who sat in front of a computer and played games were wasting a lot of time...but I need to change that conception now.

Several years ago my wife and I went to visit her mother who lived at the time in an assisted living facility near Rancho San Antonio in Cupertino. As some of you might know there is a large contingency of electric only flyers there (the park rules say no gas motors). As we were taking her for a nice drive on a sunny weekday she wanted to know what all those guys were doing there. I told her they were flying model airplanes. I wish you could have seen her face; she looked at me and said, "Don't any of them have jobs?" My reply was, as you would

guess, is that most of them were retired and it was their hobby and that they were having fun.

"Well then they are just a bunch of kooks and goofballs". For those of you that don't remember those old-time words it means "slackers".

Of course you can't change a persons mind when they are 95 years old so we just smiled and let it go at that. After the drive and on returning and going by the flying site again there was a low mumble that sounded something like "goofballs". Well...rest her soul now she has a chance to see kooks from above.

I'm sure this is how we are perceived by a large number of the population at large. I'm also sure that each of you has a story to tell about that same type of image that you felt from others. Send some letters to the editor and let me know what you've experienced.

But...we all know how sophisticated and erudite we have become since we became modelers and model flyers. Just rubbing shoulders with such an eclectic group will make us a better person. We all has something to add to our experiences together and I for one have taken away a lot of knowledge from our group of experts. Keep sharing your wisdom and your memories with us and please send lots of stuff to me for the next issue.

Thanks  
Jimmy

### On the Cover

Karl Tulp with his Flamingo. This 1938 model was kitted by Jasco and designed by Roger Hammer. Word was that John Pond considered this to be his favorite competition model.

See plans on page 15

## Monthly Club Meeting - October 2011

### Minutes of SAM 27 Meeting

The meeting was called to order at 7:01 PM by President Chip Buss. After several members meandered in late the final count was 26 members present.

Bob Rose handed out tickets for the meeting drawing and also handed out cards with the Lakeville flying site address in case anyone needs to call 911 in an emergency. (Is hitting Bob's car an emergency?)

Chip discussed the DVD that was made at Lakeville – more later ...

Chip read the minutes of the last meeting. Since our Secretary/Treasurer was out wandering somewhere in Europe there was no Secretary/Treasurer's report. But, Chip had the checkbook!

The December meeting was discussed and it was decided to have it on the 28<sup>th</sup> of December. A pizza meeting!

We discussed burying a box under one of the carpets at the field to contain a first aid kit. Only members will be told of its location. We tried leaving one out in the open but it was stolen (misplaced?). Mike Sidwell will look into getting a box.

Chip brought up the fact that it was election time and what did the membership want to do? This was met with an enthusiastic round of ... SILENCE! It was felt that, if anyone wanted to run for one of the club offices, they should submit their names to Jay so he can notify all the club members and have a vote. To be continued ...

The club watched a video for a while that Chip brought. We watched up until Frank Plexico



Paul Kramosil's Jimmy Allen Skokie. Paul has been flying RC for many years, but we rarely see him at the field in the RC area. He is hooked on small rubber powered planes and loves it. He said that he's having more fun now than he ever has. He does absolutely precision work. Paul is an aircraft mechanic by trade and he goes from large airplanes that you can fly in to small airplanes that you can hold in your hands. That's quite a range of talent.

went to speak. Why? The minutes recorder didn't record why.

The club discussed the Lakeville DVD and it was decided to give the lady that did the DVD \$200. It was also mentioned that in the future that the club should O.K. things like this before they are done.

Chip, Ed Hamler, and several other members talked about the 'Crash and Bash'. Lots of SAM 27 members attended and Ed thought it was the largest SAM 27 showing in years. The 'Crash and Bash' financial report showed income of \$1215, expenses of \$1457.41, for a slight loss of (\$242.41).

The SAM Champs was then talked about by several members who all had a very good time (except when John Trumbull's car got stuck in the mud). Mud on a dry lakebed?

Some highlights: Rich Minnick's Snow White won Best RC and Best in Show. Rich's name will be put on a trophy displayed at the AMA headquarters. SAM 27 members placed 1<sup>st</sup>, 2<sup>nd</sup>, and 4<sup>th</sup> in the Jimmy Allen event.

It was also brought up that Rich Minnick's Rocketeer placed second in the Model Aviation magazine voting.

## Monthly Club Meeting - October 2011

The Christmas party will be at Papa's Taverna on Lakeville Highway again on December 10<sup>th</sup>. Details are being worked out. (As soon as our wandering Secretary returns.)

The drawing for a \$30 gift certificate was won by Chip Buss who magnanimously declined so the next ticket drawn was Jimmy Walker's.

### Show and tell

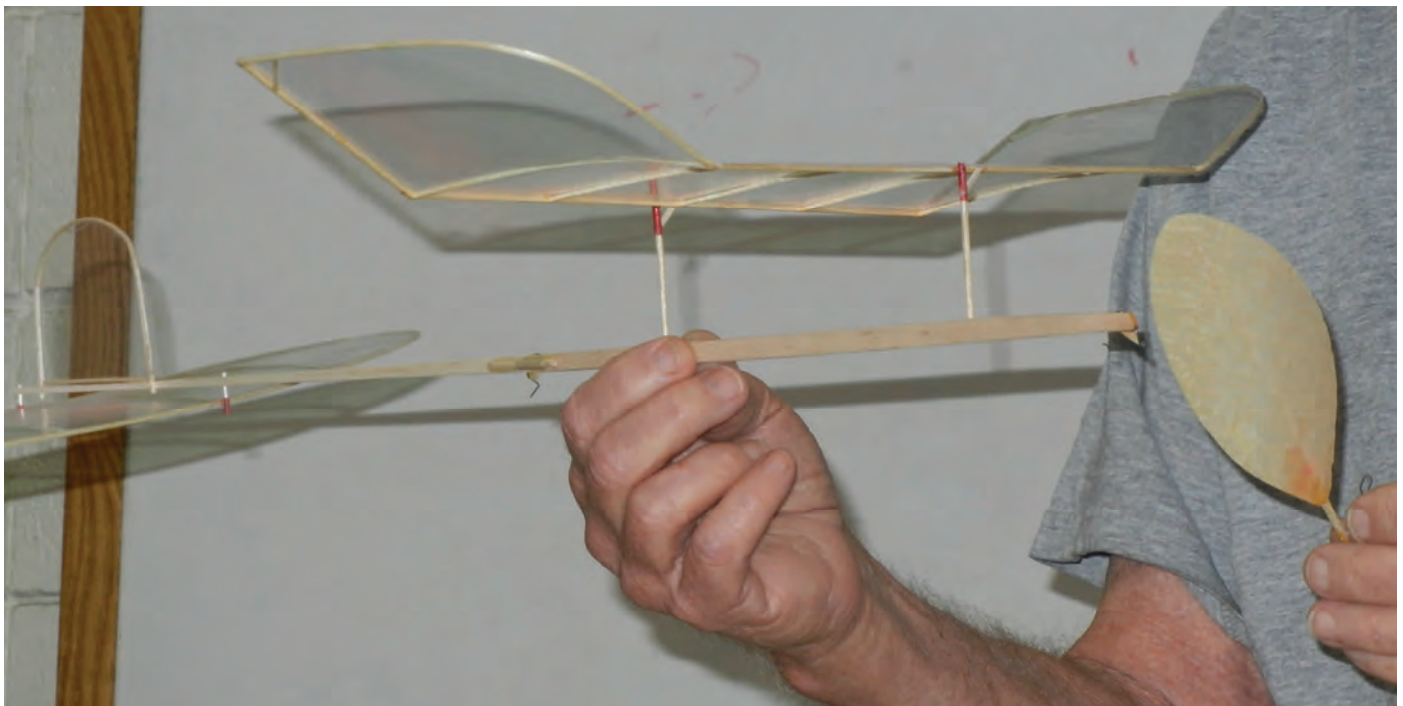
Paul Kramosil showed his Jimmie Allen Skokie.

Jerry Rocha showed the Jimmie Allen Postal Trophy plaque.

Ed Solenberger showed his Penny Plane 3.1 grams. He said it was made from wood scraps left over from a Kerswap kit.



Jerry Rocha proudly showing the Jimmie Allen Postal Trophy plaque. That last entry says: **2011 SAM 27 Napa CA**



Ed Solenberger's Penny Plane made from scrap wood that was left over from a Kerswap short kit from Bob Holman.

## Monthly Meeting November 2011

The November SAM 27 meeting was held on the 16th at the fire house. President (El Jefe) Chip Buss opened the meeting at 7:04 pm and spent about one minute with his usual rhetoric until Bob Rose kindly interrupted him with a loud sneeze.....and we liked it! Chip welcomed two guests--Rod Persons brought George Sackman, and Ed Hamler brought Larry Green. Twenty four regular members were in attendance.

Sec/Treas Jay Beasley reported that we currently have 144 members including 10 complimentary members--six in foreign lands, three juniors, and Miriam Schmidt. The treasury is in fine shape. Rather than publishing numbers to the cyber world, Beasley will give you details in person or by phone, if you are interested.

We discussed one r/c flying member who has represented that he is an AMA member and in fact is not. Beasley volunteered to be fired as secretary for not following up on his suspicions that this member was being less than truthful. We discussed the importance of AMA membership for liability insurance purposes. Rod Persons, who is in the insurance business, stressed that it is very important to have this coverage. Attempts are being made to contact the scalawag in question. Rod made a motion to make sure that even the members who fly nothing but small rubber have AMA membership.

V.P. Mike (The Enforcer) Sidwell had nothing to report, which was a good thing.

It looks like we will have about 70 people at the Christmas Party at Papa's on December 10th. We will have the usual schedule of events: mingling, eating, and gift

exchange raffle. The cost this year will be \$20 per person.

Chip conducted a discussion of flight line safety rules, which seems to be an ongoing project. Occasionally a member will launch his model from the runway side of the safety fence and take a little more time returning to the piloting area than some would like. Rather than using a less than subtle method, perhaps approaching said pilot and saying something like "Please, when you are ready, let's go back to the safety area." would be more effective. Friendly words normally work the best.

We all need to be cognizant of what is going on around us, whether we are flying or just observing. We need to know where other pilots are when we are on the flying line, whether there are models landing or taking off, and from which direction, and if there are any full scale aircraft in the area, among many safety con-

cerns. All of this requires us to not only visibly see the situation, but to listen to what's going on around us. This is called situational awareness, and it is one of the greatest factors in safety. We should avoid unnecessary conversation with pilots while they are flying, and make sure we never obstruct their view. This is all elementary, but sometimes we need a little reminding.

Chip took photographs of much of Tony Cincotta's models and equipment which we will be selling in the near future. Jim Temple has kindly let us store these items at his shop in Novato.

Ray McGowan's son Bob is on the 2012 F3J U. S. team going to the world championships in South Africa in 2012.

Aric Wilmunder won a recent contest at a Sacramento Valley Soaring Society contest in Davis



Rod Person's Red Buzzard. This was the commemorative model at the SAM champs this year. Rod's model has 14 loops of rubber that is wound 600 times.

## Monthly Meeting November 2011

Andrew Tickle talked about altitude and/or time limiting devices being used by some electric powered gilder pilots. Designed to cut power to the motor at 200 meters, or lower, this has enabled some mass launched competitions between models with different power setups. Only the glide is timed, and everybody (theoretically) starts at the same altitude. Aric Wilmunder has some experience with these devices and offered his input. Several members expressed some interest in possibly acquiring one of these devices, and others had valid questions about their utility. More research and discussions will take place before any mass order is placed. Some information about these devices

can be found at [soaringcircuits.com](http://soaringcircuits.com).

Rod Persons won the \$30 raffle gift card and promised not to spend it on fuel or batteries--Rod is a rubber guy.

### Show and Tell:

Rod Persons showed a Red Buz-zard, which was the commemorative model at SAM Champs this year. It's from a Holman/O'Reilly kit. His rubber motor featured 14 loops and he puts 600 winds in it. Ed Solenberger showed some hand carved propellers and discussed the nuances of the carving process.

Paul Masterman showed a 44 gm

Jimmie Allen Skokie and also a laminated prop he had carved featuring hardwood leading and trailing edges. It weighed 4.4 grams! If you think you know something about building and flying r/c models, just talk to and observe some of our rubber (not to slight the gas powered) free flight guys. It's a whole different game, and the technical knowledge and artistic talents required are amazing.

Our next meeting will be our quarterly pizza and auction extravaganza at Round Table in Novato on Dec. 28.

Thus endeth the minutes.



Ed Solenberger shows us the intricacies of carving a prop.

**Monthly Meeting December 2011****SAM 27 Meeting Minutes  
Round Table Pizza, Novato  
12/27/2011****Aric Wilmunder  
Acting Secretary****7:00 Call to Order**

Chip - Changing the order of the meeting with drawings first since Bob Rose needed to leave early. He also indicated that there were three boxes of miscellaneous items and if you found an item of interest, to make a donation. Anything of value left would be donated.

**Raffle Drawings:**

Ned Nevels.... Mints

Charles Clem?... Mints

Ed... Mints

Jim Bearham won a \$30 Gift Certificate for Jakes

Chip handing out more raffle tickets to non-Big SAM members and Emile Carles won a Big SAM membership

Chip – Recap of the holiday party... Chicken was not very good. It was undercooked and too much fat. The other selections were quite good.

**Old business... None****New Business**

Ed Hamler... In August Dick Griswald, VP of Western Region of Big SAM passed. Mike Clancy has agreed to fill the term as Vice President, and his name will be on the ballot to serve for 2 additional years. Ed extended an invitation for all attendees to join Big Sam.

Victor – proposed a motion to recognize our great club leadership. Seconded and passed by all present by acclamation.

Jay Beasley wishes to thank Victor for singlehandedly subsidizing the club and the auctions.

Chip – In January, we will be unable to use our regular club meeting room at the fire station due to training. Instead, on Wednesday the 18<sup>th</sup> of January we will meet at the Hamilton Museum at 7pm. Go down to Hangar row and turn right all the way to the East. Jay will send a map (only building at an angle). John Trumbull helped put the Hamilton museum together and the aircraft models represent the various planes that flew from the airfield.

Jay - 2012 Dues are due.... See Jay. 27 members are paid, 4 more paid tonight. Insure that your AMA is up to date

Chip - In January, the club will be bidding on Tony Cincotta's gift to us. Tony was getting out of the business and was very gracious to donate a number of items to the club. Chip shared pictures of the items including approximate values and an email with photos will also be sent out. There will be a silent auction starting January 1<sup>st</sup> and the auction will close on January 31<sup>st</sup>.

Bill Vanderbeek from the South Bay was recognized for being in attendance.

Jay – Read the secretary notes

Holiday party lost about \$140 because the price was fixed based on 70 attendees. Club recognized Jay's hard work putting the event together

Recommendation made for club

members to get a flu shot.

Chip's resolution is to lose 25 pounds this coming year.

Club had a good showing at the ALES contest in Newark. Bob Film took 5<sup>th</sup> and Aric took 3<sup>rd</sup>.

Chip – At last week's club meeting a plane was driven over by another pilot. Members are reminded to be cautious with their planes and be careful when driving at the field.

Bob Film discussed his visit to the SBSS ALES event and how fortunate we are to have our own flying site since SBSS flyers were flying from a schoolyard.

Bob also told how his plane that was lost about a month ago in a flyaway was found about 7 miles from the field with only minor damage.

Chip asked Bob to tell the story of the ladder... Bob declined, but then relented. Story was received with applause.

Mike Clancy would like to expand the participation in 1/2A Texaco. He has tried offering free kits to participants with little success. He is now considering letting others fly existing planes.

Chip – motion that meeting adjourned.

**Start of Auction**

Mike Clancy did an excellent job running the auction and asked that I note that Bill Langenberg donated a very nice 2-meter ElectricFly Spectra powered glider.



## SAM 27 Gallery



Photo by Ned Nevels © 2011

Rich Minnick retrieves his Concourse D'Elegance winning "Snow White" model after a flight test for the cameras on Friday October 7th at the El Dorado Dry Lake flying site in Boulder City, Nevada near Las Vegas. Chip Buss (right) the SAM 27 president was the test pilot



Photo by Ned Nevels © 2011



Photo by Ned Nevels © 2011

# The SAM 27 Christmas Party



Ned Nevels Photo



Ned Nevels Photo



Ned Nevels Photo

### The SAM 27 Christmas Party



Ned Nevels Photo



Ned Nevels Photo



Ned Nevels Photo

## The SAM 27 Christmas Party



Ned Nevels Photo



Ned Nevels Photo



Ned Nevels Photo



Ned Nevels Photo

## Last Month's Mystery Plane was...

### The Kaiser-Fleetwings XBTK



A replacement by the US Navy for the Curtis Helldiver and the Grumman Avenger was in the works in 1942 with the hopes of a lighter and faster dive bomber. Since the workloads at all manufacturers was quite heavy at the time the Navy assigned the design to companies without a lot of wartime production. They selected the Fleetwings company at Bristol, Pennsylvania which was shortly acquired by Henry J. Kaiser in 1943. Production of a prototype was started in 1944. Changes in dive bomber designs

included external storage of ordnance, radar to be stored under the left wing, with dive brakes both upper and lower at the inboard trailing edge of the wings. The tail fin was raised off the fuselage and placed on the horizontal stabilizer avoiding buffeting when dive brakes were deployed. An unusual feature was the exhaust placement aft of the cockpit. This caused a problem with overheating of the cockpit and getting out of the airplane with a hot exhaust. The wings had leading edge slats.

As with most prototypes there were problems. Inadequate engine cooling and major fuselage vibration. Flight testing continued at the Patuxent River NAS in Maryland. The Navy ordered only 10. It was fitted with a R-2800 engine. By 1946 the role was being filled by the Douglas Skyraider and the Martin Mauler. After the contract was terminated all five prototypes were scrapped. Henry J. Kaiser went on to create cars and a great Health Care organization—Kaiser Permanente.

# La Page Mystère

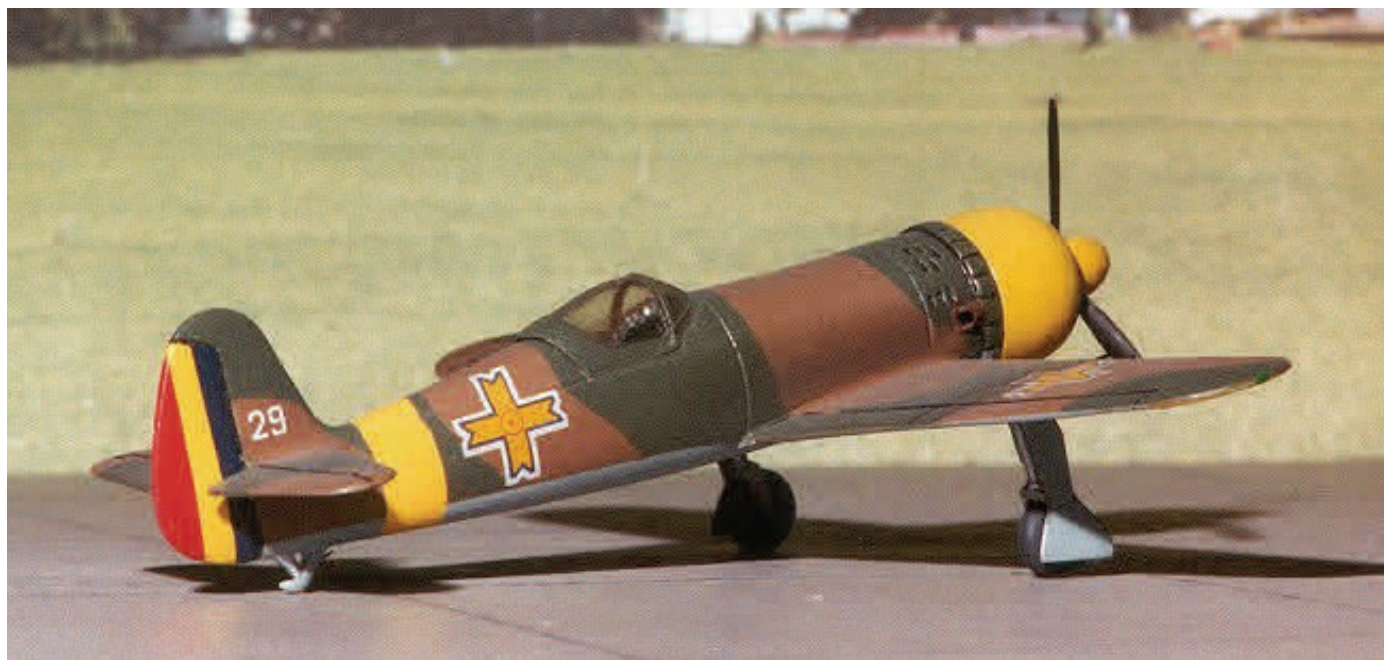


First flown in April of 1939 it went into operation in its home country's Royal air force.

First fitted with a 900 HP air-cooled radial it eventually was upgraded to a 1025 HP radial.

Wingspan was a little over 36 feet with a maximum speed of 342 miles per hour.

This all metal fighter and ground attack airplane was comparable to its contemporary Bf 109, Hurricane, and Spitfire. Production problems and lack of available armament delayed its entry into service. It remained in front line use until 1944 and could still compete with aircraft such as the P38.



# Letters to the Editor

**DUES ARE DUE!!**

Gents, those of you who have already paid dues for 2012 can stop reading right here. For everybody else, dues are the same as last year--\$25 for flying privileges at Lakeville, and \$15 for an associate membership.

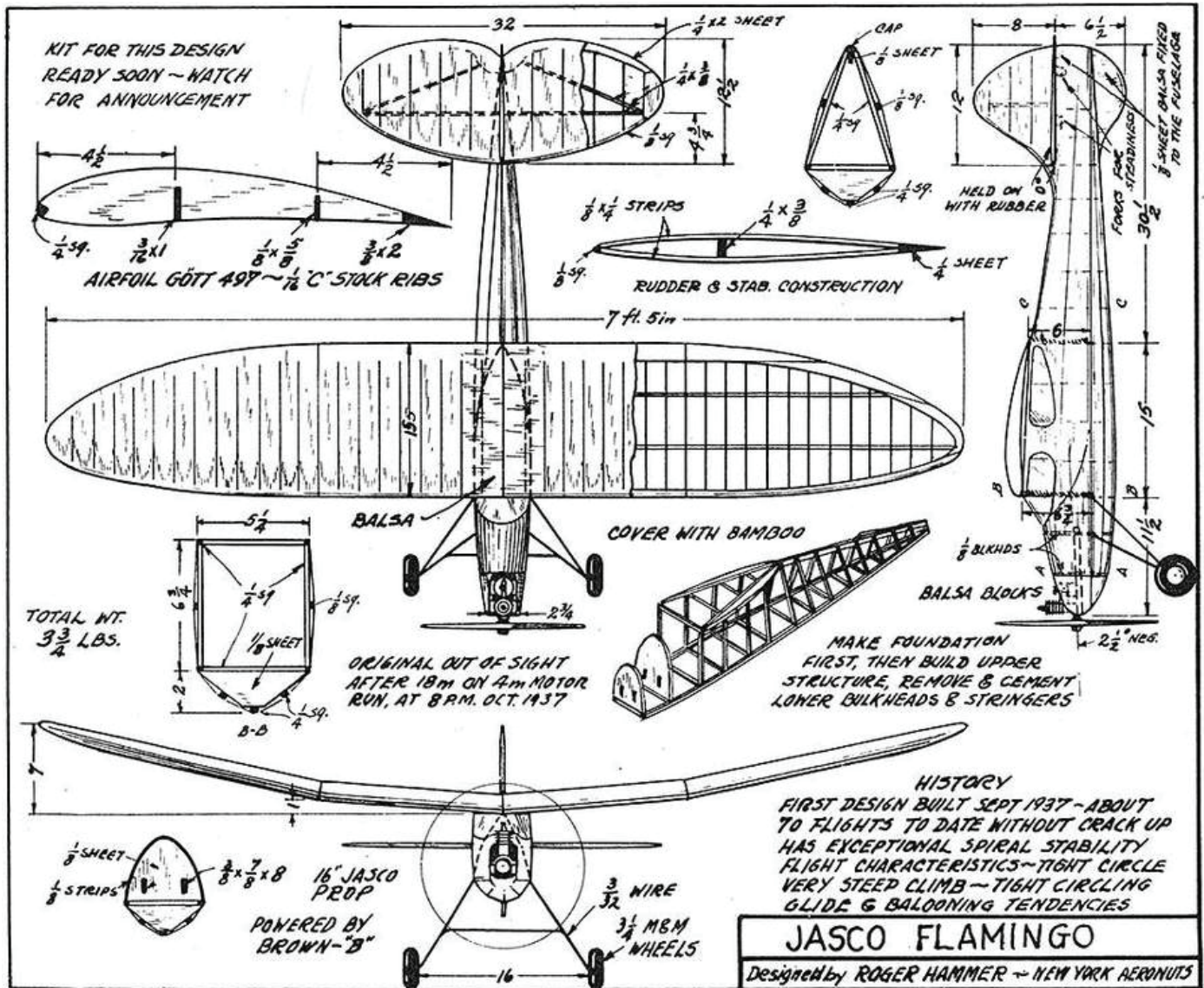
The main reason I am writing this is to ask you to **make your check payable to Jay Beasley - SAM 27**, instead of just SAM 27,

as in the past. This is because we are not incorporated and have been using my social security number with the name on the account as SAM 27. Well, the IRS has told the bank that this has to change. So we are using my name, and also Chip's, on the account. As long as the name comes before SAM 27 the ladies at the bank won't make a big deal out of it. And as a reminder, make sure

your AMA membership is current if you are going to fly at Lakeville, or for that matter, anywhere else. Thank You

Jay Beasley

## Jasco Flamingo as seen on this months cover



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### Club Meetings

Monthly Meetings are normally 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 dates may vary; a reminder is always sent out before each meeting. The training room is located behind the fire station. Ample parking is available. Occasionally a meeting is held at Round Table Pizza in Novato 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 if you fly at Lakeville.