



Issue #279

Apr—Jun 2013

SOCIETY OF ANTIQUE MODELERS CHAPTER 27

ANTIQUE FLYER

Who is that Masked Man?



A fiery horse with the speed of light, a cloud of dust and a hearty "Hi-yo Silver"

Here at SAM 27 we are so fortunate with our beautiful Northern California weather and our fantastic flying field that is perfect for hand-launch, old-timers, and soaring, that it is easy to forget the hard work that goes into maintaining our site. With springtime, comes the growing season, and along with making it a challenge to find your plane in the high grass, we also need to get our field into ship-shape with mowing, weed-whacking, and general maintenance.

While there was little rain, this year still required a number of days of whacking, hacking, and afternoons spent pulling thistles and foxtails out of your socks. Fortunately, after the hard work, we are all able to enjoy the rewards of flying and one of the most scenic fields in the country.

Calendar

Date	Event	Location
Jul 18	Speed 400 Practice	Lakeville
Jul 24	SAM27 Meeting	Firehouse
Aug 1	SAM27 ALOT	Lakeville
Aug 21	SAM27 Meeting	Firehouse
Aug 22	Speed 400 Practice	Lakeville
Sep 3	Float Fly	Sal Lake
Sep 19	Speed 400 Practice	Lakeville
Sep 27-29	Crash & Bash	Elk Grove, CA
Oct 6 - 11	SAM Champs	Boulder City, NV
Oct 26-27	John Pond Commemorative	TBD
Oct 19	Speed 400 Contest	Lakeville

Presidents Message

Greetings from Your President

Andrew Tickle

Your Success is Guaranteed!



SAM 27 is the Old Timer club that many other clubs would like to be. Yet sometimes it stumbles when you would expect it to move ahead with confidence.

This is can happen in 'volunteer' organizations (i.e where no one gets paid).

There are two things that help a club move forward.

1) Monthly evening meetings

There will be a questionnaire circulated soon asking for ideas, and answers to specific questions concerning the content of the evening meetings. The general idea is more on flying in the summer, and more on building in the winter. The results will be published in the Antique Flyer.

2) Understanding the club and its activities

At the next evening meeting the main topic will be to rate the club's reputation and activities.

This gives members a chance to express their beliefs and preferences. And just as important -- to know how fellow club members feel.

This will establish a benchmark so that when we do this again we can see what direction we are going. Again, you will see the results right here.

Andrew

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GENERAL INSTRUCTIONS

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model airplanes—make the time count
LINE OF FLYING MODELS
E L A N D!

At The Field



This year we have seen a number of new and beautiful planes out at the field. Top left, Bob English is showing us his 1/2A Airborn. Karl is preparing his Airborn for launch. Jay with his beautifully marked Playboy Sr. Gary Fellers with his Airborn, and Gale Wagner brought out his rubber-powered WWII fighter,



Meeting Minutes

April 17th 2013

Novato Fire Station

Remembering Ed Solenberger

Members Andy Tickle, Robert Hixson, Fred Terzian, Don Bekins and Bob May gave their remembrances of Ed Solenberger and his expert knowledge of our hobby, his willingness to use it to help any and all. A moment of silence was held in his memory.

A discussion was held on how the club can help Ed's Daughter clear out all the accumulation of hobby stuff that he possessed. It was decided that nothing can be done till probate has been finished.

Old Business

A motion was made by Andy Tickle for the club to purchase a refurbished laptop computer to use by the clubs webmaster for the SAM 27 website. This laptop would be owned by the club and would pass from webmaster to webmaster. A second was made and the motion was passed with a limit of no more than \$300.00 to be spent.

There was a discussion on the “altitude limited old time” contests

New Business

Webmaster Andy Tickle announced the Sam 27 contest schedule for this flying season was posted on the web site.

Mike Sidwell reviewed the speed 400 contest schedule and took a count of the members that were planning to participate.

Ned Nevels suggested that the club have a project plane for this year. His suggestion was the “Benny Box-car”, an easy to build and great flying plane. The members responded well and he said he would check into plans and getting the wing ribs cut.

Ed Hamler gave a report on Crash and Bash. Everything was progressing well.

Ed responded to question from the members on the progress of the ALOT rules. The committee in charge of developing the rules is still working on it using the Sky Limit unit.

Show and Tell

Fred Terzian brought in some old trophies to show with the background on them.

Meeting Minutes

May 15th 2013

Novato Fire Station

21 members present

Old Business

Ed Solenberger estate is still not settled. His son is coming out to next week so possibly we will know more by the next meeting.

Andy Tickle reported the computer for the web site had arrived but had crashed and will be exchanged for a replacement under warranty.

New Business

New member (rejoining) Frank Ketcham reintroduced himself.

The ALOT warm up contest was held and the results will be posted on the web site. A major problem was had with the local bee colony.

The 1/2A Texaco postal- waiting for communication from the club putting on the contest this year.

Noted: a change of SAM rules allowing a 2nd source of speed 400 motors.

President Andy Tickle stated his desire for more input for the web site and newsletter. Stories with photos would be appreciated. He also started discussion in the same vein about how to improve content of the meetings. He would like to get some presentations on a variety of subjects and will be sending out a list of possible interests on a questionnaire for the members make their interests known.

Mike Clancy reported on the upcoming SAM Champs. The schedule, forms to enter events and the information on lodging can be seen and down loaded from the national SAM web site.

Ed Hamler, President of national SAM gave a brief review of the special events, the SAM rules and the traditions of SAM.

A brief discussion was held concerning an event and possibly luncheon to be held at the TOFFF in memory of Ed Solenberger

Meeting was adjourned

No show and tell

June 19th 2013

Round Table Pizza

The meeting was called to order at 7:05 PM by Jim Temple after the club members present demolished several large pizzas.

There was one guest, Dick Woodsen.

The Treasurers report was mumbled through mouthfuls of pizza by our great Treasurer,

Meeting Minutes

Jay Beasley. We got money!

Mike Clancy gave a report on our upcoming 1/2A Texaco event.

It was voted to delay (by one week) the Speed 400 event so Mike Clancy could attend.

Mike is in negotiations trying to secure the field at 'The Marin Cheese Factory' for gliders and electric planes.

Mike Sidwell reported that someone stole all the metal objects at the field. Our poles, posts, and the metal storage tube are gone. There was a discussion of replacing these with items made from PVC as the crooks left all the PVC alone.

Ned Nevels reported on the club yearly project, the Benny Boxcar. Partial kits will be available from Bob Holman for around \$25. Plans for \$7.

Jay Beasley reported on helping clean out Ed Solenberger's model stuff. There will be an auction of some of Ed's stuff on July 6th at Jim Temple's business, Nave Motors. A barbeque and fun fly in remembrance of Ed will be held at the field later in the year.

Jim Temple was notified that Marty Couley, the editor of the English magazine Model Builder, had passed away.

The Oakland Cloud Dusters will have a special event held in conjunction with our club's small rubber event.

Mike Clancy and Aric Wilmunder went to a glider event at Dixon. The event got blown out so they went to the Shmidt Ranch to a SAM event and flew there. It was still windy so they used a lot of batteries for ballast.

Jim Temple will send a memo to the club members about the Benny Boxcar and the auction of Ed's stuff.

The meeting adjourned at 7:51 PM.

(following the regular meeting)

The drawing was won by Jim Bearham – a \$25 gift certificate from Elliott Hobbies in Petaluma. Loren Kramer won a multimeter (donated by Chip Buss).

Show and tell:

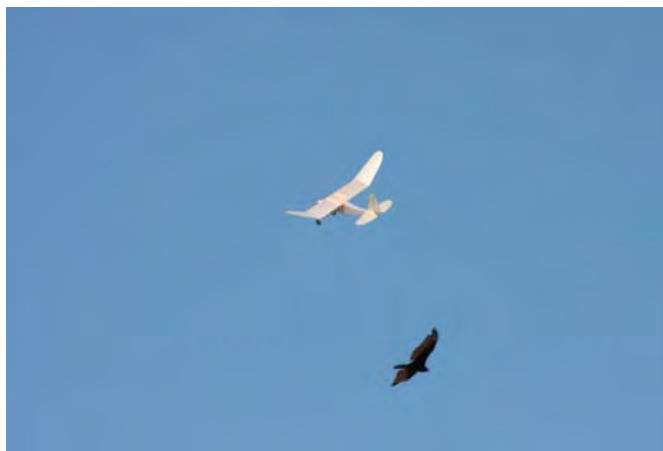
Dick Irwin showed his new project, a Pylon Buster. First flight will be at TOFFF.

Ray Bzurto showed a wing from a Piercy??? that didn't quite come out right.

Bob Miller showed a fuselage from a Berryloyd Trophy Winner, a model in progress.

Mike Clancy then ran the auction trying to make enough money to cover the cost of the pizzas.

Photo Ops



Karl brought his new Air-born out to the field and it is a beauty. Chip helped out as co-pilot and from the photo in the upper-right it looks like Karl was giving that bird a few flying lessons.



During our A LOT practice in May, we got a demonstration of some raw vertical power as Gary launched his Dallaire skyward with an ascent angle that left little to the imagination.

Photo Ops



Our proud Speed 400 pilots take a moment for a photo op before our first practice flight. Once in the air, their postures might hint at their efforts to hit the required flight times.



Jim Temple donated a Voodoo U-Control combat kit to the winter club auction and Aric had a great time building it and converting it to electric. In this photo, Kevin is preparing to launch the plane for the first flight while Mike Clancy is at the controls.

Photo Ops



Kudos to everyone who helped out this year on the field maintenance days. Their hard work in the hot Sun is certainly recognized by everyone who comes out to our field.



Sam Champs Update—ALOT

From Bob Angel — SAM26, The Coastal Flyer

Electric soaring fliers have been enjoying a fairly new AMA event, #631, called ALES, or Altitude Limited Electric Soaring. It was made possible through electronic altitude sensors which can shut off an electric motor or a SAM RC engine at a predetermined altitude. SAM 27 has held trial contests and Bill Copeland and I have been running tests with one of the available units. We each chose the Sky Limit device from Winged Shadow systems as being probably the most versatile, and is the one chosen for the SAM Champs trial. Bill came up with a name for the event = A LOT, or Altitude Limited Old Timer soaring. I find the acronym easy to remember by just thinking “We like it A LOT”.

The small lightweight (4 grams) Sky Limit can be set to shut off an engine or electric motor at any pre set altitude. This allows just about any SAM eligible ship to start timed flight from the same altitude, regardless of the power plant used. That includes glows, spark ignition, diesel, or electric whether they are hot engines or wimpy ones. The only aircraft restriction is that shutoff by radio control is necessary, which rules out most 1/2A Texaco and 1/2A scale types. It'll be a nice alternative for those who are either put off by the high powered LER events, or whose eyesight is becoming a limiting factor. Those occasional aircraft losses to flyaway will be greatly reduced.

We'll set a reasonable altitude limit (maybe 700') for engine or motor shutdown that's lower than the eye straining heights now being achieved with the hotter engines.

It would be convenient, but not necessary that an entrant buy and install his own Sky Limit device, as contest management will have some spares. If you want to use a contest provided unit, here's how you'd set your ship up. The unit needs to be plugged in between the throttle channel on the receiver, and either the throttle servo, transistorized ignition unit, or ESC. It has a standard male servo connector on one end and a female on the other, just like an aileron extension cord. There's also a third wire exiting the unit to plug into the programmer. The programmer only needs to be plugged in temporarily on the ground. Once set the airborne unit retains its cutoff settings unless changed again.

It's not usually easy to unplug from the receiver in the field, so here's your best bet for using a loaner unit. Install an aileron extension cord between the RX throttle channel and its' servo, or other cutoff for normal flying. Then, to use the Sky Limit, just unplug the extension and plug the Sky Limit in between. Altitude is selected with a plug in programmer.

A side benefit for ignition engines is that the AL unit can be set to protect your coil from getting fried if you forget to switch off after engine cutoff. Once the unit shuts off at altitude, the coil can't be reenergized regardless of throttle stick position. Another interesting feature is that you can plug in the programmer after a flight and read the max altitude achieved after you caught some thermal action.

Another possible benefit for those who suffer mental anguish about Lanzo Bombers is that pylon

Sam Champs Update—ALOT

ships will probably be underrepresented due to their more limited access for installing the cutoff unit.

Here's a preliminary set of rules, subject to minor adjustments for the SAM Champs.

ALOT rules:

1. Basic SAM rules for LER type events will be followed, to include the 10 Oz. wing loading, the 225 sq. in. power loading, construction and propeller specifications, design dates, engine and fuel specifications, one entry per flier, one flier per airplane, etc. Only S400 and E replicas will be exempt from the 10 oz. rule, so some electrics may require ballast.
2. Two classes, large and small are defined by maximum plan-form wingspan limitations of 96" and 60" respectively. Scaling is allowed.
3. Any SAM legal engine or electric motor may be used.
4. All ships will use the Winged Shadow Sky Limit device which will be either programmed or have programming verified by contest management prior to first flight. A suggested altitude cutoff limit is 700', but may be altered by the Event Director prior to launch of the first official flight, as experience or field conditions may dictate.
5. A time limit (probably 3 minutes) to gain cutoff altitude will be imposed to prevent excess thermal hunting during climb and to move the contest along. Flight time commences at engine or motor shutoff. Flier must insure engine/motor has cutoff by moving the transmitter stick to the off position, at which time the timer will start the watch.
6. Electric motors must use a brake or other means so the prop does not windmill after cutoff.
7. A total of the best two of four allowed flights will be scored. Max flight time is 10 minutes.

SKY LIMIT altitude cutoff units are available from Winged Shadow Systems at:

PO Box 432

Streamwood IL 60107

Phone 630-837-6553

Or www.WingedShadow.com

Current price is \$39.90 for the airborne units and \$24.90 for the Programmer, or \$54.90 for the combination. At an A LOT event, as little as one programmer would be needed, because once programmed on the ground, the units remember the settings until changed again.

Nuts & Bolts

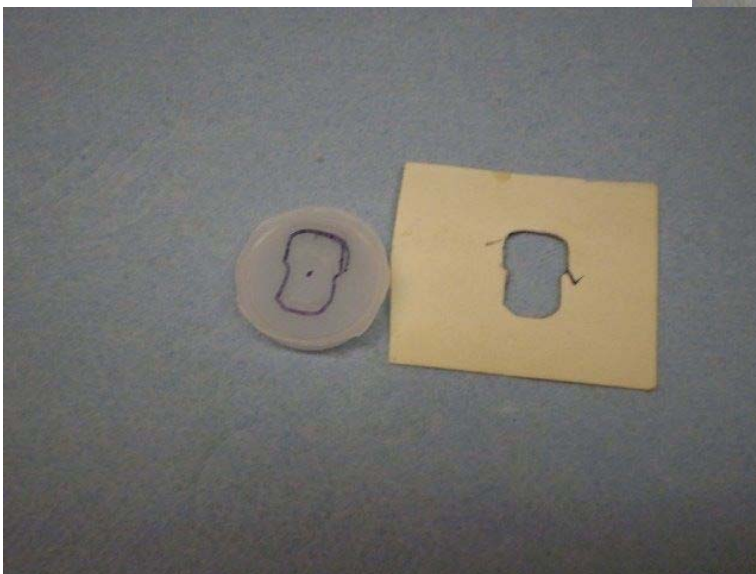
Battery Quick Disconnect by Jim Temple

I installed one of these from a commercial source in my electric conversion 85 inch Playboy. After installing I decided it would be fun to build one. So I did for my new Trenton Terror. This set up using T pole connectors, will handle quite a lot of watts. How much, I don't intend to test. But it should be equal to the value of the T connector.

So what we would start with is a male/female T pole connector, a cap from a water bottle (.5 liter) a small piece of wire, epoxy, micro balloons, a length of wire (suitable for your amperage) and some heat shrink tubing.



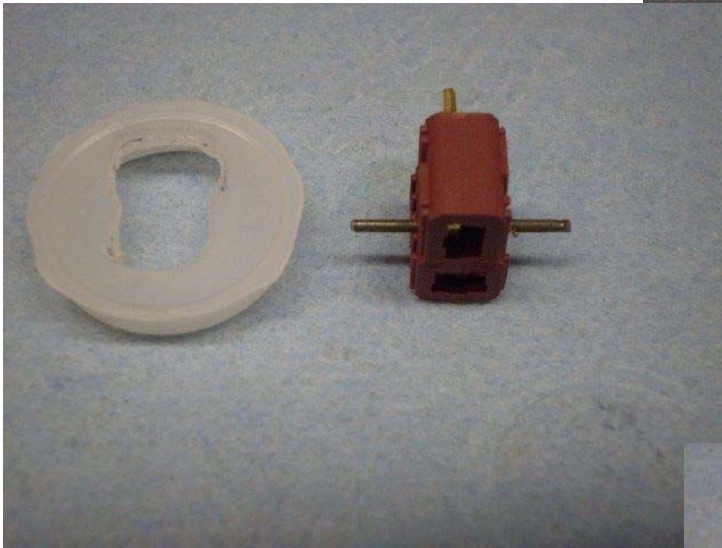
Photo at left shows the cap before and after cutting it. Photo below shows cutting just inside of the outer rim leaving a bit of flange outside of the inner rim.



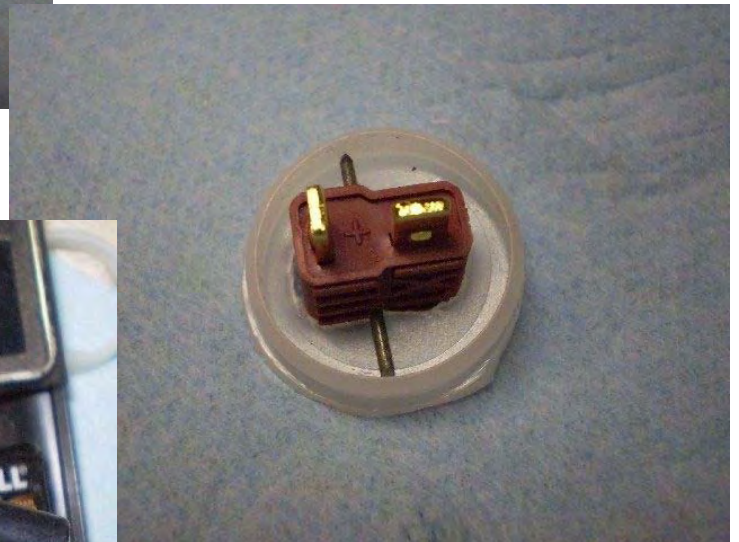
Then make a template of the female side of the connector on some stiff paper and cut out. Transfer that outline to the top of the remaining cap

Nuts & Bolts (continued)

Take the female side of the connector and a small bit in a pin vice, locate the space between the metal poles and drill through the body of the connector about 1/3 of the way back. Be careful not to hit either of the poles.



Then cut out the outline of the connector in the cap. Fit the connector into the cap and cut the wire to clear the rim.



At this point test the wire and the poles to make sure you do not have continuity through any of the poles or the wire.

Nuts & Bolts

Next solder the length of wire to the poles.

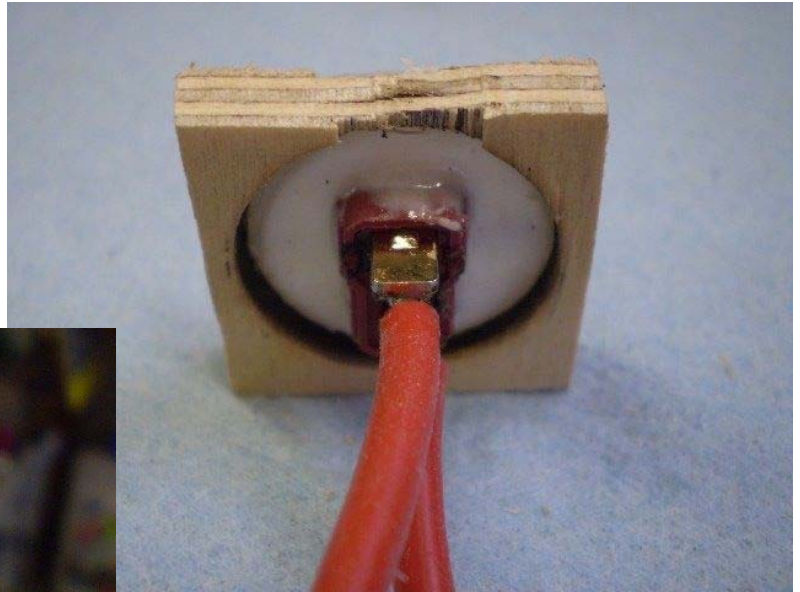


Now we make the body. Insert the female plug through the back of the cap, bottom out the wire against the cap and pull back a small amount. Mix up some epoxy, add micro balloons to thicken up and fill the back side of the cap level to the rim.



Nuts & Bolts

I used a square piece of 1/4 inch plywood to anchor the body too. Drilled a 3/4 inch hole and cut my square to the size I wanted. There are any number of ways to secure it to the model.

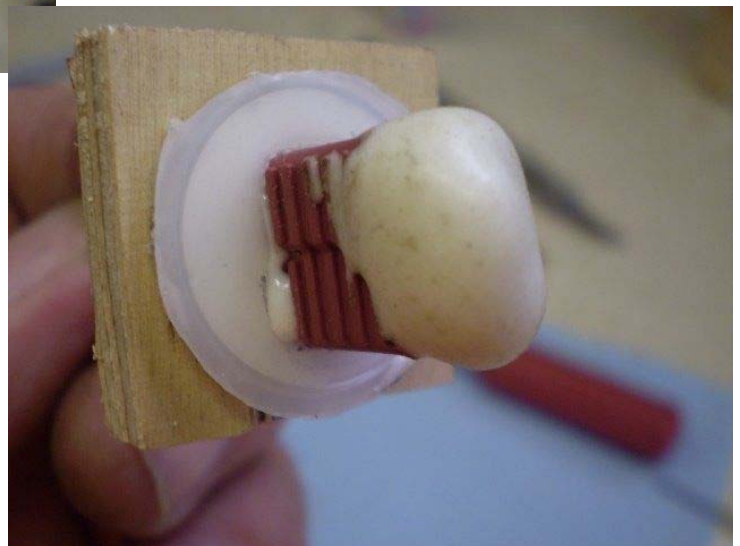


Last is the contact plug. Take the male connector and solder a healthy short piece of wire across the back poles.



Again mix up some epoxy add micro balloons to thicken. Add the mixture to thoroughly cover the just soldered male connector. As it hardens you will be able to mold it to the correct shape to enhance the grip.

This is what my end product looks like. After the wire is cut the heat shrink would be applied to the soldered ends. The wire would go between matching poles of another set of connectors that would connect the battery and the ESC.



To make it easier to insert and remove the plug I use some electrical lube and corrosion preventer plus a slight crimping of the connector.

Jim

Last Month's Mystery Plane



Last month's Mystery Plane was a bit of a curve ball. While the inventor of the Ader Avion III claims that it flew, the trials at the Satory army base near Versailles in October of 1897 didn't go so well, with the aircraft crashing shortly after a number of taxiing runs. The French military was unimpressed and cancelled all future funding.

The aircraft was restored in 1980 and can be viewed at the *Musée des Arts et Métiers* in Paris. It is hanging above a staircase along with one of the steam engines and from personal experience it is quite a sight to see.



L'Avion Mystere



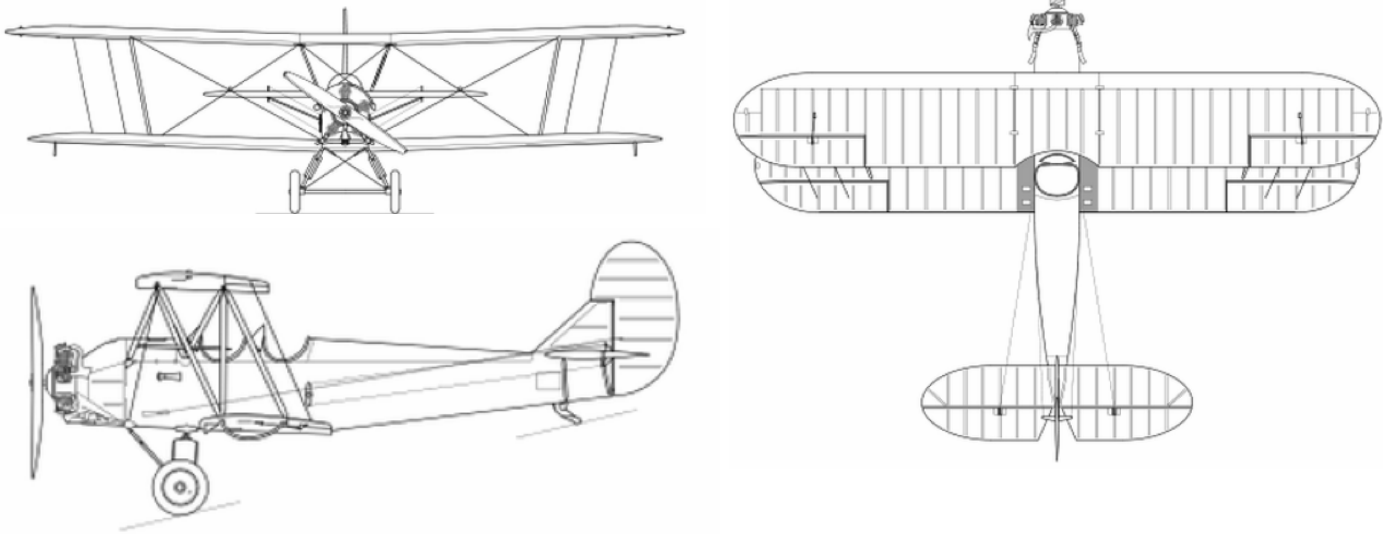
This uncomplicated and very reliable airplane served many roles. It was one of the most produced aircraft in history with over 40,000 built between 1928 and 1953. Though an original Russian design, the production continued under license in Poland until 1959. Most were factory produced, but many were produced in small AeroFlot repair shops and hand-built by flying clubs.

Power was provided by a five cylinder air-cooled radical engine.

This was the basic Soviet civil and military trainer. Throughout its history it was used as a liaison aircraft, a crop duster and an ambulance. It served extensively on the eastern front in World War II and often used as a light bomber. The Germans called it the "Sewing Machine" for its rattling sound and the Finish troops called it the "Nerve Saw" since it had a very nerve wracking sound. It was a very effective combat aircraft and it had a very strong psychological effect on the German troops; it attacked at night and cut the power in a dive then released its bombs at very low altitude. The only sounds heard were the whistle of the wind over the wings and the bracing wires. This caused many a sleepless nights.



L'Avion Mystere (continued)



Luftwaffe pilots were given specific instructions to engage them. Called by Messerschmidt and Focke-Wulf pilot “Russian Plywood”, they could take a tremendous amount of damage and they flew at tree-top levels making it hard for faster airplanes to keep them in weapons range for an adequate period of time. There was a well-known squadron of all-female pilots called “The Night Witches”. The Germans enlisted their Gotha 145 biplane for the same purpose.

The troops in the Korean conflict called them 'bedcheck charlie' since the North Koreans used the same tactics.

Many countries used this aircraft; Mongolia, China, Finland, France, Laos, Turkey to name a few.

Maximum speed was about 95 mph and cruise was around 70 mph. The range was about 400 miles and the observer had a machine gun. It also could carry six 50Kg (110 lbs) bombs.

There are still many in museums throughout the world.

For those interested I have a nice set of drawings in large blueprint format. Contact Jimmy Walker if you want to make a copy.



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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 there is 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 \$50 the first year, and \$25 for subsequent years.

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.