

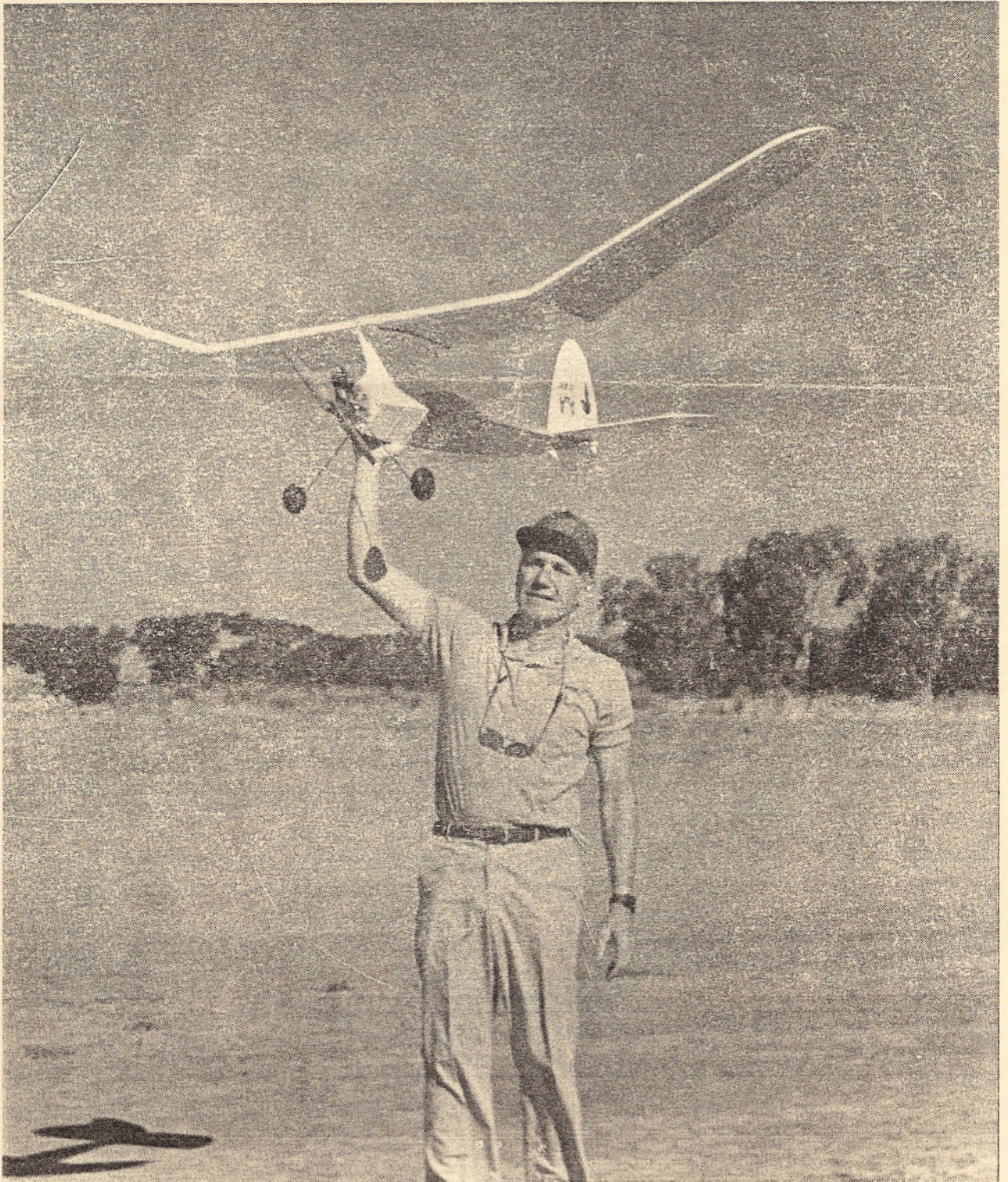


# ANTIQUE FLYER

AMA Chapter 108

"Dedicated to Old-Time Aeromodeling"

May-July 1989



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## GARFIELD



The next SAM 27 club meeting will be held at the Novato Fire Training facility (our usual location) Wednesday evening, the 20th of September.

We will again have door prizes and Show 'n Tell will be the highlight of the evening. Starts at 7:30 so be there or be square! Jobs for our Crash 'N Bash will be discussed.

# R/C Humor

*(The following definitions were lifted from The Flypaper newsletter from Butler N.J. courtesy of AMA's National Newsletter editor's newsletter edited by Jim McNeil. Editor's License to modify text has been taken. Some things are truly universal to this sport of ours)*

**Propeller:** a device made to measure the pain threshold of one's finger.

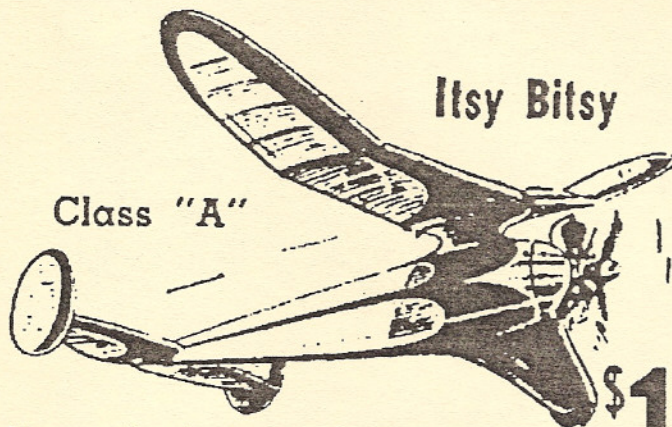
**Stall:** What happens when you delay monthly payments on your car, or your response when the credit card bill comes in with that radio you ordered from Tower on it.

**Pit Area:** Either the Center of a prune or the exact location of that sinking feeling you get when you move the stick right and the plane turns left.

**Pitch:** The line given to a modeler's Wife before buying a new ignition motor. See definition of "Stall" above for additional references.

**Washout/Washin:** Either a chinese laundry or a low-tech version of the old computer axiom: "Garbage in-Garbage Out."

**Ultralight:** A new 1-calorie beer. (also see definition for "Dreaming", "Wishful Thinking", and "Impossible Dream")



Years ahead. Monowheel model. Span 33 1/2". For Atom motor. (Flies rubber-powered too). Complete Kit GP-5016 (except power unit) only

# 1/2A Postal Meet -SAM 27 Sets Waegell Field

## SAM Chapters From Around the World Fly Against Each Other

by Ned Nevels

Sunday, August 20 was the designated date chosen by SAM 27 to fly the National 1/2A Texaco Postal Contest and Waegell Field, (which was coincidentally holding a Northern California Free-Flight Council meet that day) was chosen as the location.

Sam 51 had also indicated that their team would fly at the same site as had SAM 21.

( for those of you who don't know, the NCFFC sponsors Free-Flight meets at this site every month but December and January. Bill Bowen sponsors a low-key SAM competition at the same time with Texaco, 1/2A Texaco, Antique, Ohlsson Event, Electric LMR, and Classes A-B-C Combined LER offered. Prizes are awarded jointly with the Free-Flighters and consist of balsa, kits, dope etc. A genuinely low-key, fun fly contest with a great flying site to boot!)

We fielded an outstanding team consisting of new members, old members and fun-seekers who had a great day flying. ( my definition of a great day flying is: no major crashes, no prop/finger intercepts, and genial fellowship among friends)

Gino Ferrario, a new member of SAM 27 from Napa, (Rocco Ferrario's brother) ended up in first place in 1/2A Texaco flying brother Rocco's recently-completed Paul Plecan Simplex. Gino is a former high-point leader in glider competition and also flies pattern planes when he's not working at the Calistoga Gliding Center as Chief Mechanic.

Ron Keil came all the way from Lakeport and flew his venerable Wasp ( renowned as the "Canadian Zipper"). Ron retired last year from the SF Police Department, sold his house in Novato and moved to Lakeport where he has been building he and Hilde's dream home ever since. It was good to see Ron out and about and looking great. (He and Gino live only minutes away from each other so they may be flying together in the future)

Rocco and Gino brought their parents to Waegel with them to enjoy the weather and the flying. You have to understand that Father Ferrario got his boys into modeling at an early age, ostensibly to keep them occupied while waiting for Mondavi concerts to get started. They would build simple gliders and rubber-powered craft and fly them on the grass with great gusto.

Rocco and Gino both came back to modeling as adults and it looks like old-timers have caught their fancy. Rocco is a teacher at Napa Valley Unified School District's Redwood Middle School, teaching science. He uses models to get ideas across about physics and aerodynamics. He caters to the short attention span of eighth graders by dramatizing principles in terms that both attract their interest and hold it. Prior programs have utilized model rocketry and he has received acknowledgement for his innovative and dedicated programs through newspaper writeups and numerous kudos sent his way by parents and administrators. (It doesn't hurt that his principal, a friend of mine from Rotary, is also one of Northern California's leading experts on the Wright Brothers!)

Karl Rhigetti brought his entire family with him and he flew his new airplane built from plans drawn from the Frank Zaic yearbooks.

Don Bekins came and flew his recently-completed "Scientific Enseign," for Ohlsson 23 and Class B events. This beauty flew as well as it looked and seems to be a fine addition to Don's stable of great flyers.

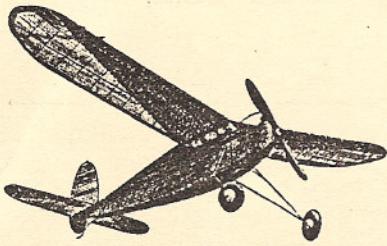
The weather conditions at Waegell were unstable, moist air, warm to hot temperatures and light to moderate breezes and thunderous lift surrounded by crashing sink. In short, it was feast or famine but everyone did well enough. Speed Hughes, SAM 30 and SAM 27 flew for us and did well as did Ed Hamler with his Quaker Flash. I don't think that SAM 27's team scores will be high enough to win but certainly high enough to be respectable.

In the Waegell Old-Timer contest conducted that day (you forgot that there was a regular contest there, didn't you?) Don Bekins took first in Antique and SAM27 swept the LER event with a 1-2-3 finish by Karl Rhigetti, Ed Hamler and yours truly. I missed the finish of the other events so some placings may have gone to SAM 27 members that I missed but everyone had an enjoyable day of flying.

### *Words of Wisdom(?)*

#### Ralph's Observation:

It's a mistake to allow any mechanical object to realize that you are in a hurry.



# Propwash

By Ned Nevels

"It's very difficult to detect good luck. It looks so very much like something you've worked hard for and earned!"

The above line was lifted from Ron Buchanan's excellent column called "In the Beginning" in "R/C Report" newsmagazine for May 1989. (an excellent publication, incidentally.) It accurately describes "luck" for me.

Good fortune has a way of shining on the hard-working and well-prepared a heck of a lot more often than on the slothful and untrained. Which leads me into a discussion of competition and what produces winners.

The late unlamented "Rules Wars" produced a lot of debate, most of it beside the point. One aspect of that debate was the charge that several or all of the proposed rules were aimed at a specific modeler because the rules proposer's wanted to keep him from winning. (and of course, make things easier for the proposer's to win)

The corollary to this comes of course that now, when most of the rules have been passed, this same modeler continues to win in spite of the rules changes (supposedly) aimed at him! (or so the debate goes)

I think these kinds of statements are, not only beside the point, but reflect some fuzzy thinking as well. I also think that whether a modeler wins consistently over time has more to do with the statements quoted at the top of this column than anything else you might read or

hear.

I would go even farther and say that if you attend contests regularly, pay attention to what other flyers who win are doing (and not doing) and fly regularly yourself, you will begin winning or placing regularly at contests. It is that simple, and that complex at the same time!

I've spent a few years going to contests all over California and I've had the great good fortune to observe some of America's finest R/C Assist Old Timer Flyers in action as well as fly with them in competition. I've learned a lot of valuable lessons for free (and paid dearly for some I couldn't learn fast enough) while in the process. I submit to you that the rules as passed were never intended to eliminate anyone from winning, but were designed to provide a "level playing field" so that

everyone would enjoy a roughly equal task in competing.

How that task is achieved is where the differences between competitors surface.

I've broken the factors for winning performances down, in my opinion, to the following:

1. Model Design
2. Engine performance
3. Frequency Flexibility
4. Flight experience w/model/Recent Stick Time
5. Field knowledge
6. Preparation

I'll go over my ideas about each of these factors. This might be a good time for you to consider what parts of these opinions you agree with or don't. I offer them as my observations.

## MODEL DESIGN:

This is the most often debated aspect of competition and really folks, wasn't this always the case, even back in the 30s? The theoretical advantage of one design over another has produced more hot air over the years than the Rancho Seco Nuclear plant. I enjoy debating the relative merits of designs as well as anyone and I guess this keeps the past alive for many obscure designs.

Fact is though, some designs consistently win in competition. (witness the Lanzo Bomber-John Pond's taken to calling them "those damned Bombers!") And modelers seem to gravitate to one design or another based on their perceptions of how they fly. If the "Jones Puss-Moth" starts appearing in the winner's circle

regularly, you'll start seeing more people building them.

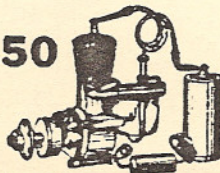
For my money, what matters is the design's inherent basic characteristics: Relation of wing area to stabilizer area, lifting stab versus non-lifting, tail moment-arm, air-foil type and position of the wing relative to the fuselage, fuselage side-area, and most importantly, structural design. In the end, after all these considerations, **build a Bomber.**

All seriousness aside here, there are other good designs that would enable you to succeed beside the bomber: Playboy Senior, Playboy Junior, Anderson Pylon, Gas Bird, Zipper, Viking, Kerswap, Clipper Mk I, Interceptor, and I could go on but you get the drift.

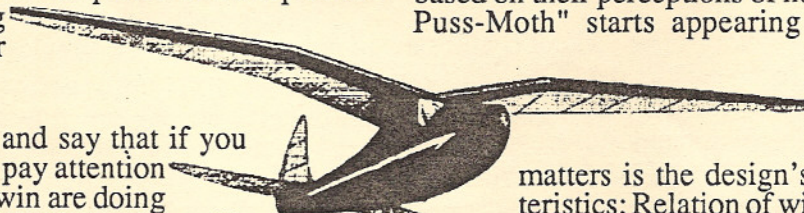
My advice is to look for a model that can be built lightly without major re-engineering of its structure. Some

## OHLSSON "23"

\$16.50



The companion Motor for best performance of the "Champion," the Fleetster, Playboy or the Cloudster.



designs are "wood-heavy" in that they use a lot of wood to build. These designs seldom succeed in R/C Assist. My choice for a little-used design that can be built very light is the Cleveland Viking.

The Viking is basically a cabin Playboy Senior with minor differences. It has a simple fuse structure and uses the same airfoil as the Playboy Senior. The force layout is identical and the side area makes for a plane that thermals almost as well as the pylon Playboy but will handle the wind better. (note, build the wing polyhedral, not with straight dihedral. I've watched the straight-winged Astro kits extensively and I fly a poly 1/2A Texaco version. The straight winged version will fall off in a tight turn and will be less capable in a thermal. The poly version flies tight turns and flat with little extra control input)

#### ENGINE PERFORMANCE:

With Old-Timers, this not only means finding a good running spark ignition motor, but actually running it extensively on the bench to regulate its performance and be aware of its quirks. It also means running these motors regularly before a contest. Motors run regularly start reliably and usually run well. When you're in a contest where lift is popping and you've got the pin, this is not the place to discover that you should have fine-tuned that motor! Not only that; you must know what prop combinations will give you what you need in thrust for the conditions in which you're flying.

In addition, only experience with a motor will tell you if the needle valve and points are set for an optimum performance after release. How many flights have been "Attempts" and good air missed when a little more experience would have given you the right setting and a better chance at a max flight?

To some extent, you must also match the motor to the airplane by not trying to fly too large a ship with too small a motor. Ohlsson 60s seem to work well in an LER mode with 750-850 square inch designs now that we have 10-ounce wing loadings. This also means thinking about the wing and airfoil designs. I've seen our own Ron Keil with a hot-running Ohlsson 60 inside a 3.5 lb. Clipper MkI that would simply scream up and fly well. SAM 21's Neil Kaminar also built a Clipper Mk I specifically for the Ohlsson-LER type events and he's been very successful with it. SAM 27's own Don Bekins has won more SAM Champs Sweepstakes trophies than anyone else I can think of and he's had great success with a cabin Playboy Senior at full size with a good running Ohlsson 60 recently. The point, again, is to think absolute weight, not wing loading, when judging flight performance in climb. Nothing in the world beats excess thrust for getting on top.

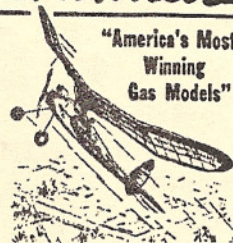
#### Frequency Flexibility:

Ever notice that consistent winners seldom have to wait long for the frequency pin? That's no accident folks.

If you're competing for a Sweepstakes trophy you need to fly a number of events and waiting for the pin at the bottom of a five-flyer stack won't cut it.

## Cleveland Models

The Amazing  
Supercharged  
CLEVELAND  
PLAY  
BOYS



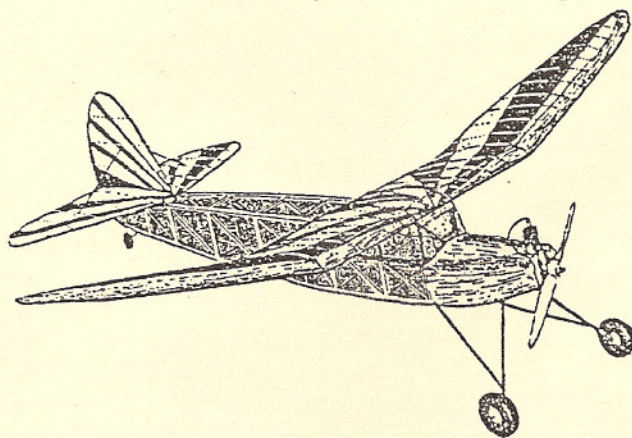
The only way I know to accomplish this flexibility is to have receivers and transmitters on several frequencies and have the ability to change frequencies quickly when a logjam develops. (as an example, in 1987 at the SAM 49 contests, and a couple of others, I was almost alone on channel 52.

Last Fall I was one of twelve people on that frequency. My buddy Ed Hamler took my full-size Lanzo Bomber down to Taft for SAM 49't spring contest April 22-23 and reports that the channel 52 pileup is still going strong. Everyone took note in 1987 of that open frequency and all bought channel 52 outfits!)

I've been using both Futaba and Airtronics equipment these past few years and I think I've found one relatively inexpensive solution. Within a couple of channels either way, you can swap crystals on your receiver and transmitter and have a perfectly acceptable solution.

I know, I know, the "techie" out there will tell you that you must have the receiver and transmitter "tuned" to each other. The fact is, this works. You must carefully range check with your transmitter though, because not every combination will work.

I have a pair of gorgeous Airtronics 6-channel AM transmitters, one on channel 56, one on channel 52. The transmitter crystal is easily changed and they even give you a button tab to pull.



I use Futaba RH4 micro receivers and have found that Airtronics' transmitters work just fine with them.

Let's confirm a proper range-check procedure first.

With your transmitter antenna collapsed, walk in a straight line, without ground obstacles, moving your con-

trols with someone there to observe. Stop walking when that person signals that the controls are not responding. Walk back slightly until control is resumed. Mark the exact distance where control is steady until moved slightly farther away and becomes intermittent. Measure the distance accurately to your model. Actually go out and measure your average pace over a known distance so you can accurately estimate the distance. Then check with your equipment manual to see how much distance a "good" range test requires.

I use 50-90 feet for the Airtronics transmitters and I want them to test in the middle or outer edge of that range. Surprisingly, I'm able to test down to channel 48 on my channel 52 transmitter and up to 56 by switching transmitter crystals.

Another good way is one used by Don Bekins of SAM 27. He uses Airtronics mini 4-channel FM receivers and has frequency crystals made for all the new frequencies and old frequencies. With his Kraft "dial-a-crash" system he can then change at will.

In any event, you can do yourself a favor by building your next airplane with access to your receiver so you can make changes if need be. You'd be surprised how many people don't

plan to get at their receivers and build themselves into a corner. In any event, I think it would help if a frequency matrix could be assembled for each contest to tell you not only how many entries actually flew on each frequency, but break it down by event. I will attempt to gather this information wherever I go and will publish it here.

#### Flight Experience With the Model/ Recent Stick Time:

This should almost be self-explanatory but it isn't. I am really familiar with the characteristics of several designs but the one I have flown the most is the Playboy Senior. What you do relative to contest flying is what you know. When you sport fly, do you make a leisurely take-off and climb and then just doodle around? So do I.

I also attempt to make several timed all-out climbs and keep a watch on those flights and fly them as I would in a contest. My problem, like so many of us, is that my practice opportunities have been limited and **nothing replaces practice time except contest time** in determining winners.

Winners try different props and fuels and find the optimum combination for all conditions. They fiddle with the trim of their ship until they can literally fly the whole profile with trim alone!

Winners are persistent. They overcome, improvise and adapt until they put in their flights. They take nothing for granted.

I had the good fortune to place third in the first event I ever entered, down at Taft. I was flying a Leisure Bomber built by someone else, powered with an Enya .19. The plane had full-size servos and 500Mah battery pack and weighed in at 43 ounces! At the time, the max weight for that plane was 32 ounces.(under current rules it is 40 ounces) The maximum displacement glow engine under those and current rules is .26.

Without belaboring the point, the plane flew just fine but was grossly underpowered for its weight. Under ideal conditions, after the 25-second motor run I had maybe two full turns to find lift or set up to land. Neutral air times were consistently 2 minutes if I flew well. I

had practiced take-offs and landings on Saturday with Andy Andrews and Don Bekins giving instructions and I felt comfortable with the routine. I timed for Don and Andy on Sunday until late and then Andy said "let's go put in your flights."

I got a little lift on one flight only and managed a 4:15. The other two flights were 2:00 each.

It would have been easy to get discouraged and quit without making all those flights. I wanted the experience though and one thing both Andy and Don had drilled into me was: "Always get in all your flights no matter where the standings are. You can't predict what will happen."

As it happened, several Class A competitors had bad luck with motors, crashes, bad air and some simply DNF all their flights. The net result was that I placed third in my first contest. I think Andy and Don were prouder of it than I was and I know I was stunned. "Always put in all of your flights."

**Field Knowledge:** This is one of those factors that seem self-evident. The more you fly at a given field, the more you will be aware of its quirks and hazards. Being able to recognize lift conditions can many times be a factor of your past experiences at that field as well as the external, visible signs.

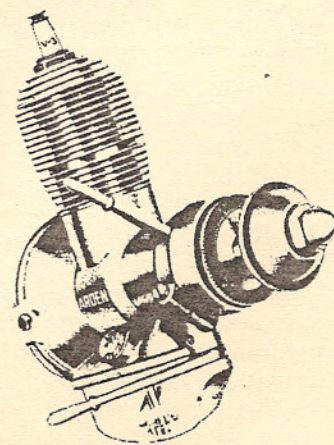
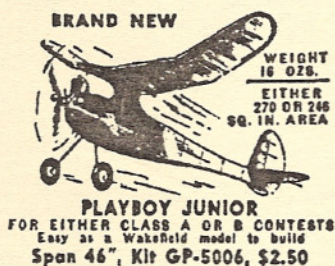
The field conditions that prompt bubbles of air to break free are usually repeatable phenomenon. That means, if you found good lift over a certain portion of the field in the past, given similar weather conditions, you should be able to find good lift again. Knowing what time of day is good for some portions of the field and whether wind conditions can be expected to improve or worsen later in the day can determine when you fly and how well you fly.

#### Preparation:

Do you check over your models for hidden damage and potential weak spots in the comfort of your workshop prior to your next contest? Any inspection done at the flying field can be expected to miss some things in your desire to get packed up and headed out for home. Additionally, some minor damage occurs on the way home that could prove significant.

It's always better to take some time to thoroughly postflight check your aircraft and repair and refit to get them functioning well for the next event.

Do you have a checklist of field items to bring to your contest? Sounds really simple but you'd be surprised how many of us goofs have driven 400 miles only to discover that we left a transmitter for a key aircraft at home. (right Ken Meyers?) Having a simple checklist and actually marking items off as they are packed sounds so basic as to be insulting but it isn't. If you have more



# CONTEST NEWS

## 1989 Contest Schedule

**9 July-NCFFC Stockton Summer Bash-**Northern California Free Flight Council Event at Waegell Field, Sacramento California. Events flown are: Texaco,1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

**20 August-NCFFC-Northern California Free Flight Council Event** at Waegell Field, Sacramento California. Events flown are: Texaco,1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

**9-10 September-SAM 26 John Pond Commemorative-** At Condor Field, Taft Ca. Contest Director:Bob Angel, 1001 Patterson Road, Santa Maria, Ca. 93455, (805) 937-5145.

**10 September-NCFFC-Northern California Free Flight Council Event** at Waegell Field, Sacramento California. Events flown are: Texaco,1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

**23-24 September SAM 27 Fall Annual-** Full slate of O/T R/C Assist events Plus, all three electric events, Ohlsson 23 Event, Ohlsson Sideport Event. Don

Bekins,85 Bellevue Ave., Belvedere, Ca. 94520,(415)435-1535.

**8 October-MECA Collectogether-** At the Goldstrike Casino Inn at Jean, NV, 35 miles from Las Vegas, just prior to the World SAM Champs to start the next day at the same site.

**9-13 October-International SAM Champs-** At Jean, Nevada, near Las Vegas. Larry Jenno is Contest Manager, Assistant is Phil McCary of SAM 7-11, R/C CD is Don Bekins, FF CD is Jim Persson. The full slate of events is scheduled and the headquarters hotel/casino is offering double-occupancy rooms at \$16 a night! A Must-Go for every old-time modeler on the West Coast!

**28-29-October- SAM 30 Fall Annual O/T R/C Assist-**Should be scheduled for Loren Schmidt's Ranch but watch for any changes. Hayshaker's Fall event is great fun . Full Schedule of events with Sunday reserved for "Let 'Er Rip" day (as Kincy is fond of saying.)

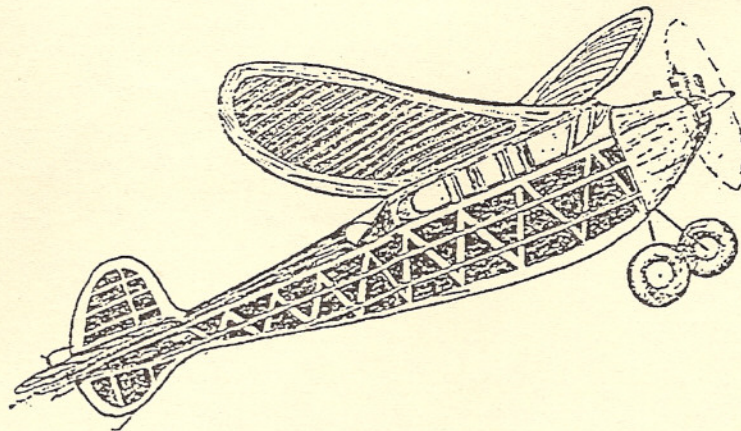
**29 October NCFFC #6-Northern California Free Flight Council Event** at Waegell Field, Sacramento California. Events flown are: Texaco,1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

## Propwash- Continued from Page 6

than a couple of planes, you have too many items to pack to leave it to a mental checklist.

Do you carry spare parts for your motors, servos, batteries, etc? It sounds a little paranoid but try to fly with a broken needle valve after driving 300 miles to a contest. Having the right combination of overnight and quick battery chargers to keep all your nicads in good working order is what I mean by careful preparation.

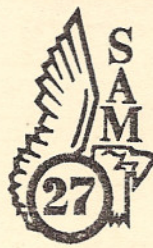
By definition, a good flying field has no trees, ergo, no shade. That makes a tentfly a modest investment in comfort and safety for you and your models. Speaking of comfort and safety, how many of you take insulated jugs of Ice Water to the field along with the cokes and beer? The only thing better would be Gator Aid and I think you're better off with cold ice



water. Dehydration is the greatest health danger we face (after whirling prop blades of course) and the one most people don't prepare properly for.

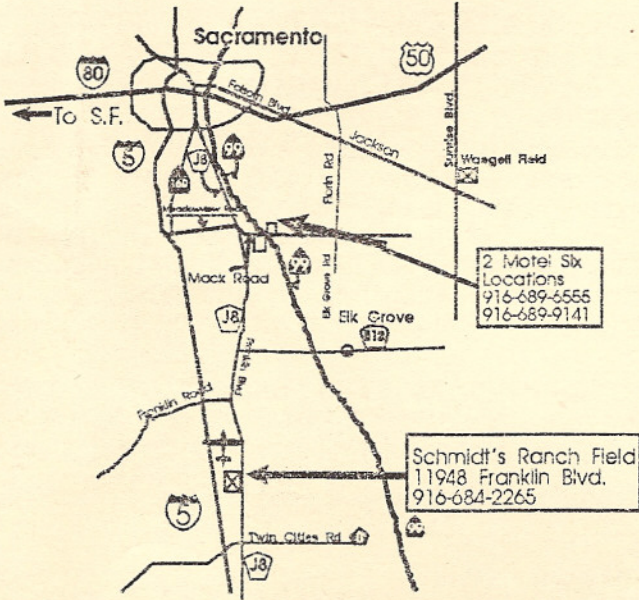
By carefully reviewing the weak links in your models and equipment you can beef up your spare parts larder over time (unless you want to take out a second mortgage) to where you can prevail through almost any untimely malfunction short of the old Figure Nine maneuver.

There is much more, of course. But this has gone on so long I'm afraid it has gotten too long. I would welcome ideas and comments from everyone on these ideas and will gratefully publish them. I intend these suggestions as a starting point to get you thinking. I've found that sometimes these sorts of things can be a springboard for far better ideas and I hope that is the result from this effort.



12<sup>th</sup> Annual

# Crash & Bash



### De La Casira's Law:

After the last of 16 mounting screws has been removed from an access cover, it will be discovered that the wrong access cover has been removed.

### Additional Contest News!

Another Motel for the Contest: Overnighter Lodge, 1040 Lincoln Way, Galt, CA. (south of Loren's place and closer than Motel 6) They advertise \$19.95/day for two people in one bed, \$25.95 for twin beds.

Call them at:

(209) 745-9181



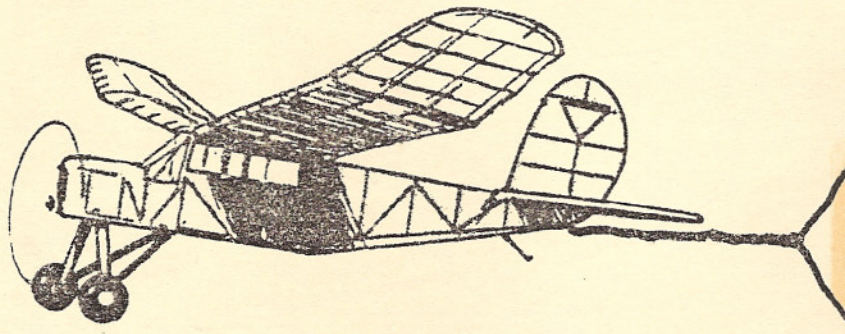
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Napa, Ca. 94558

### Hot News Box

Crash & Bash Is Coming!  
Everyone is needed to help at our annual Contest September 23-24 at Loren Schmidt's Ranch in Elk Grove



First Class



First Class