

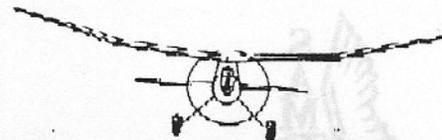


Antique Flyer

AMA CHAPTER #108

August 1997

Issue 180



July Chapter Meeting

by John Carlson

It is now July and we are back at the Novato Firehouse after June's special meeting in Napa. Total attendance was 18. A visitor was David Jetton, one of Rocco's young modeling crew. David is an AMA member and has two Waegell competitions under his belt having placed in HLG. He is enrolled in Rocco's 1997 Space Academy and we hope to see him again and some of his models produced in that program. Rocco also brought Stan Severi (stan892@aol.com) who joined at the last meeting.

ANNOUNCEMENTS

Jerry Rocha announced that all is GO for the July 27 Special Rubber Meet. He has the trophies, the preliminary staking of the parking area is done and he and Dick O'Brien will do some last minute mowing a few days ahead. All we need now is a continuation of the good weather the TOFFF Guys have enjoyed at recent sessions.

Prez John advised that he had received a letter from Jim Adams complementing SAM 27 on continuing the high quality of the Antique Flyer after Wes Funk had to give up this task. Jim's letter included some very interesting anecdotes about several well known modelers and engine manufacturers. John intends to include pertinent excerpts elsewhere in this August A-F.

Ed Hamler gave a Magnum of Domaine Chandon to Brian Ramsey for him to present to the crew constructing a replica Sikorsky S-38 Amphibian aircraft in Owatonna, Minnesota. Brian has a model of this aircraft under construction and has developed a great interest in its history. When he learned that a replica was underway he got in contact with the group involved and has had considerable correspondence and telephone conversations, particularly with the foreman, Dick Anderson. The project is being financed by the Johnson Wax Co. which used one of

these aircraft to conduct explorations in the Amazon River area of South America in searching for sources of materials for their products. Brian has always wanted to attend an EAA Fly-In in Oshkosh, WI and decided to combine that with a visit to the S-38 project. This trip will take place in August and we look forward to a report at the September meeting.

Ed Solenberger is an authorized SIG Dealer. Anyone considering purchasing SIG products may contact Ed.

Rod Persons announced the recent death of Lyman Armstrong, a long time free-flyer and the editor of the Stockton Gas Model Association (SGMA) Newsletter.

JR O/T REPORT

Rocco Ferrario advised that his four week summer Space Academy program is about to commence and he expects some of the attendees will develop an interest in SAM 27's Junior O/T Program. Those participating may attend any or all of the one week sessions. At present he expects about 20 participants each week. Rocco expects to bring several to the July 27 Rubber Meet and hopes that arrangements can result in temporary AMA memberships so they can compete. Rocco advised that he will not be teaching at Redwood Middle School the next school year. Instead he will be conducting science courses for teachers at Humboldt State College. This will involve commuting to the Eureka area on Tuesdays and returning on Fridays. He is stocking up on books on tape so as not to waste the long hours of driving.

TOFFF GUY REPORT

TOFFFmeister Dick O'Brien was unable to attend several of the most recent TOFFF sessions but hopes to change that situation starting now. Prez John then announced that Dick, as the founder of the TOFF Guys, needed the distinction of a special badge and proceeded to present Dick with a standard badge augmented with an additional ring containing the titles "TOFFFmeister" and "Cookieman". An

additional badge was presented for Roseline O'Brien with the titles "TOFFFLady" and "Cookie Meister."



John Hlebcar Photo

Other TOFFF guys reported that exceptionally good weather has blessed the most recent sessions and that attendance of six or eight is common.

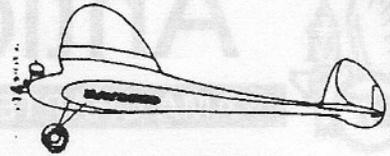


Dick O'Brien Photo

Bud Romak made his first appearance at a session to test glide several of his latest FF models. Bud was formally inducted into the TOFFF group but, being a FF'er, he was "dubbed" with a wing instead of the Tx antenna usually used in the ceremony. Because of several recent mishaps we are considering a "Boner" attachment to be suspended from the TOFFF badge. This would be in the shape of a bone and inscribed with the blunder involved. There are several "Boner" candidates who qualify for past blunders.

OLD BUSINESS

O&R Decals and T-Shirts The MECA advertisements still bring in a few orders. Because we are down to only two M size T-Shirts we will omit them from future advs.



Button Timers Brian Ramsey reported that he has only sold one timer by mail. Two were sold during the meeting. To date we have sold almost half of the 40 originally purchased.

SAMSPAN Bulk Purchase The sale of the new shipment of SAMSPAN (to SAM 27 members only) is now proceeding. Mail orders plus material sold at the July meeting totaled 150 LF. A boxed advertisement appears elsewhere herein.

Crash & Bash Arrangements CD Ed Hamler passed around the Shilen Torp 29 replica purchased as the primary raffle prize. Ed Shilen sold this engine to us for half the normal \$225 price and, because Ed Hamler and Ned Nevels bought several other engines at the same time, the shipping was free. What a deal! Ed has the trophy and ribbon situation under control. Rocco will purchase the balsa for prizes. As previously reported, Miriam Schmidt (bless her!) will be purchasing all the food supplies. Considerable discussion was had of the need for volunteers for cleanup and other chores. A task list and the choice of a member to direct the volunteers will be taken up at the August meeting.

Newsletter Editor As an interim measure the duties involved with producing the monthly news letter have been assumed as follows: Editor/Photo scanning - John Hlebcar
Repro & mailing - John Carlson
Volunteers for any or all of these duties will be eagerly accepted. Please give serious consideration to relieving the workload of these interim volunteers. John Carlson made a pitch for a volunteer to handle the repro and mailing which only requires a few hours once a month. Ideally this person would be from the Napa area to save the time of mailing the master copy around. There were no volunteers at the meeting. Perhaps someone will reconsider. Our Prez John Hlebcar and interim editor, who a couple of months ago happily announced his retirement from his job, informed us that he recently accepted employment in his previous field for

three days a week working out of his home. This makes the interim editorship a greater burden. A volunteer for this position would be welcomed.

NEW BUSINESS

EAA Calendar for 1998 A sample calendar and order blank was received from the printing firm involved. The normal cost of individual calendars is about \$11. In quantities of 12 to 24 the price is just under \$7. In the past enough members ordered calendars to obtain the price break, however last year insufficient orders were received. It was proposed that a member volunteer to take orders and if a sufficient number were received to purchase the minimum batch, that volunteer could keep the sample calendar. If not, the sample would be included as one of the raffle prizes. Brian Ramsey volunteered and proceeded to pass the sample around for inspection. Those interested should contact Brian.

TECHNICAL REPORT

(The name drawn for next month was Pete Samuelson)

Charlie Banks picked the unusual topic of: Containers to discuss at this meeting. Modelers soon wind up with lots of gadgets, gidgets, miscellaneous hardware and whatever. Keeping track, sorting by category and protecting from various hazards requires containers. Charlie likes to recycle everyday food and beverage containers, usually involving some modification, into useful containers for his "stuff." A number of examples were displayed. Container transparency aids in identifying the contents, and Charlie favors plastic soft drink bottles cut down to the appropriate size. Soft drink or beer cans are useful after cutting them down to the desired size and folding inward the sharp cut edge. Metal tops from frozen juice containers are a perfect fit for the cut down cans. Tuna or pet food cans are great for, mixing liquids, sorting parts, etc. Charlie

protects his balsa strips and sheets with thinwall PVC pipe lengths fitted with standard end caps. To conveniently measure and dispense small amount of dope and thinner Charlie uses a standard plastic turkey baster. Charlie says all one has to do is use his/her imagination. Thanks Charlie.

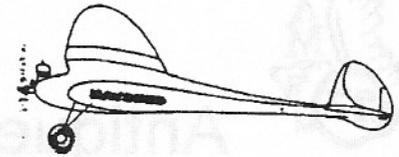
SHOW & TELL

More "First Flight" reports:

Joe Meere in 1949 was an USAF weather observer stationed at McGuire AFB in New Jersey. That winter he wanted a hop home to Bedford, Mass. so in February he boarded a B-17 which had no seats and from which the ball turret had been removed but the opening not covered. Standing all the way and freezing his butt off, Joe arrived home after a first flight he will never forget.

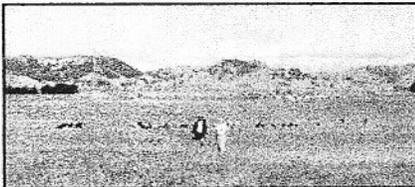
Regular S&T

Ray McGowan displayed the 14' wingspan Grand Esprit glider with which he recently qualified for the League of Silent Flyers Level 5, the highest. Attaining previous Levels involved amassing points for contest wins and flying slope for 8 hours continuously with no breaks and no assistance. The Level 5 required a XC flight of 12.4 mi. (10 km.) Ray and 8 other flyers went to California Valley which is semi-desert between US 101 and I-5, east of San Luis Obispo. This area generally has no inversion layer and usually produces good thermals. Of the 9 flyers, two qualified for Level 5 and 1 for Level 4. Ray's first attempt was only 9 miles and the model was damaged on landing. On the following day, using his son Bob's model, he tried again and qualified with a 12.8 mi. flight lasting 1 hr.-34 min. On the first day Ray was in a chair in the bed of a pickup truck with good visibility. On the second day he sat on the tailgate of a station wagon eating dust and trying to keep the model in sight. Launch was by winch with a 900' line. Finding thermals was aided with a "sniffer" which is a small transmitting



device in the model sending a tone to the receiver monitored by the pilot. The tone raises or lowers in pitch as the model is climbing or descending. The model dates back to 1977 and was constructed of balsa and spruce and covered in the conventional manner. Most modern gliders use foam, Kevlar and carbon fiber prompting someone to report Ray's achievement on an internet web page as using an "old wood model." Congratulations Ray!

Buzz Passarino brought a photo album to show why his O/T model building activities have come to a halt. The album was a 5 year collection of progress photos of his Model A Ford roadster hot-rod project. Buzz is a perfectionist as shown by the detail in the photos.



Dick O'Brien Photo

Dick O'Brien showed photos of Pete Samuelsen's long walk, including the accompanying herd of cows, to retrieve his errant model as reported in last month's A-F.

Rocco Ferrario assisted by David Jetton showed several hand launched gliders that Rocco had made for end-product examples to show students in his Space Academy classes. David displayed his HLG with which he got a third place at a recent Waegell Field contest. Good work David.

Steve Remington brought a Peanut sized clipped wing J-3 Cub he had built from a Peck-Polymers kit. Steve finished it in the colors and N-number of the Cub in which he soloed at the U of Minn. a number of years ago. Steve also showed the fuselage of a larger model, his first R/C assist O/T model. The oval cross sectioned fuselage is fully balsa sheathed. Interior space for the ignition equipment, Rx, servos and batteries is extremely limited. Subsequent access to some of these

items, according to Steve, is by X-acto knife. Power is an Ohlsson 23.

John Hlebcar showed his recently completed OS2U Kingfisher rubber model made from an old Joe Ott kit dating back to the days when quality balsa was scarce. John replaced all the heavy hard stick wood but did use the cardboard fuselage formers and wing tips. This model has a 27" wingspan and a wheeled landing gear instead of the better known float configuration. John did a beautiful job on the blue and white covering and the large canopy. Panel markings were made with a fine tip Sharpie pen. The fuselage required many small pieces to smoothly cover the compound curves. Seams of these pieces were fastened with a UHU Office Pen glue applicator to which John had affixed a small steel tube to control the flow. Elsewhere John used a UHU glue stick to adhere the tissue. John is very enthusiastic about the glue stick in that the application of a little isopropyl alcohol permits precise positioning of the tissue. Rocco commented that spit works just as well but did not state whether an alcoholic beverage was required to help in the spit production. Anyway, John's modeling skills are impressive. (Post Note: The following day John took the model out to the TOFFF session to do glide tests and trimming. Following adjustments and with an undersized rubber motor a short powered flight indicates promise.)

Rod Persons had something he wanted to show Bud Romak if he showed up (he didn't.) It was to be a demonstration of his progress on a Go-Getter model and consisted of a bag of rocks and a pine plank, demonstrating that Rod has not had the time to build for the past year. Rod intends to correct that situation. Rod also reported that in watching his grandson play with Lego blocks he suddenly realized that the perfect right angles and locking features could produce fixtures useful in holding and aligning model structures. Rod says: "Check it out."

RAFFLE

Raffle Prize	Donor	Winner
First Aid Kit	SAM 27	John Hlebcar
Cam Action Clamps (pr.)	SAM 27	Bert Flack
AME .049 Engine	SAM 27	Steve Remington
Fuel Shut Off Valve	SAM 27	???????????
Champagne Bucket	Ed Hamler	Ray McGowan
SAMSPAN (10')	SAM 27	Rod Persons
Domaine Chandon		
Champagne	Ed Hamler	Charlie Banks
SAM 27 Costs: \$82		Collected: \$52

SAMSPAN

Is again available to SAM 27 Members

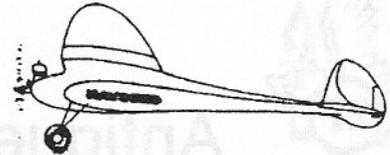
1 meter wide - Packaged Folded
10' lengths - \$10
20' lengths - \$20

Packages will be available at meetings or by mail. Add \$3 for Mail (USPS Priority) Other quantities or special packaging by prior arrangement Mail Orders to:

Steve Remington
CollectAir
2555 Robert Fowler Way #A
San Jose, CA 95148
(FAX (408) 259-4223)
(e-mail: 72245.747@compuserve.com)

or

John Carlson
353 Las Casitas Ct
Sonoma, CA 95476
(Phone (707) 996-8820)
(e-mail: JohnC914@aol.com)



JACK'S BASEMENT

The Antique Flyer is mailed to other people besides members. Complimentary copies are mailed to other newsletter editors in exchange for copies of their publications. After last month's issue John Carlson and I received a very nice letter from Jim Adams, editor of "Gas Lines", the newsletter for the Southern California Antique Model Plane Society (SCAMPS), SAM Chapter 13.

Jim's letter was very complimentary and we thank him for that. John Carlson has been at this a lot longer than I have and is responsible for the accurate and colorful reporting of what goes on at our meetings. I am a newcomer to the Flyer and must pass the compliments on to those who preceded me as I am just copying the layout and style they developed in the past. The toughest part from my perspective is coming up with the filler to round out these ten pages after all of the stories for the month and wrestling with the computer - which gets a little easier with each issue. All of us thank you for the good words Jim.

The following material was so interesting, I lifted it from Jim's letter for your reading enjoyment:

.....I have just recently returned to building R/C models. I strayed away for several years because it is too time consuming to "crossover" and fly in both R/C and F/F. I just built Maxwell Bassett's Miss Philly 4 and his Miss Philly 6. I powered the six with a Whal Brown Junior special and the Philly 4 was powered by a Drone Diesel. Both turned out to be excellent flyers, not in the screaming climb category, but as gliding machines they can't be beaten.

I built the two models to attend SAM 100's contest in Denver, Pennsylvania on June 27,28,29. The meet was very ably run by John Delagrance. Bill Brown was not able to attend because he had suffered a stroke recently. The good news is that he is

recovering. Maxwell Bassett and Bob Scarsdale, good friend of Maxwell and Bill Brown, was there and told many interesting stories about how he was taught by Bill Brown to lap piston and cylinders on Brown Juniors. The most interesting fact that he disclosed was that although all the Brown engines were made in Bill Brown's father's shop, all of the piston/cylinders were lapped and fitted in Bill Brown's basement. Bob said that each night after work at the shop, a small batch of pistons and cylinders was carried home to Bill's basement and the lapping and honing was done there. Fitting the Brown engines was a secret process that only Bill Brown and Bob Scarsdale knew.

There was one exception to this. Bob tells the story that one evening Bill Brown brought a stranger down to the basement and had Bob show the man all of the techniques of lapping Brown engines. Some time later he learned the man's name; he was Ben Shereshaw who later produced the fabulous Bantam engine. Bob also showed us Bill's original engine that he built for Maxwell Bassett. The first engine was a 5/8" diameter bore and was not powerful enough to lift Maxwell's large models. Maxwell also showed us photos of a smaller model that he built for Megow to kit, it was called the Cardinal. I remember the ads in M.A.N. It was powered by the smaller engine.

Someone at the Saturday night banquet, during the question and answer period, asked Maxwell the question, how he and Bill decided on the size of the engine and the models. His answer was about what you would suspect: today we call it trial and error. This is not to say that Maxwell was not a very intelligent engineer candidate. He told about how they determined the RPM of their engines by holding the running engine next to his mother's piano and striking notes until they found one that was in resonance. From this, Bassett calculated the RPM. I asked what the RPM was, his answer was 12,000 RPM. My next question was why doesn't my Brown turn that

speed. The answer was, theirs ran without a prop!

Maxwell Bassett built his first competition models in 1933, using Bill Brown's engines. Shortly after he won every important contest the N.A.A. changed the rules removing gas powered models from the previously all rubber powered events. I has forgotten and had to be reminded that he won the Wm. R. Moffet trophy, Mulvihill trophy, and the N.A.A. Annual trophy, all in the same year. Bassett left modeling when he became college age and never returned. He had an interesting career in aviation and electronics. He was chief engineer when he was at Martin Aviation and was responsible for the Martin 202 airliner. He later ran Commodore computer company and only retired from industry very recently...

RESUMES

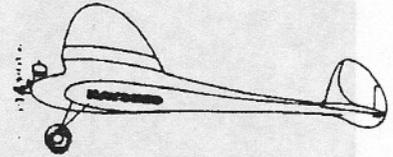
Last month it was suggested that members might submit resumes of their modeling background to share with all. The following entry is quite refreshing and an excellent one to get the ball rolling.

MY FIRST MODEL AIRPLANE

Mrs. Raymond (Texie Ruth) McGowan

In our family my husband Ray is the model airplane builder and flying expert. However, I have long shared his love of flying machines and models.

My first experience with things that fly came at a very early age. My cousin Bill, who was a little older and more experienced than I, would make kites of all kinds, beginning with the old fashioned ones, made with wooden sticks and covered with old news paper, to box kites, and even to one which was shaped like a red airplane. Of course it always took a lot of adjusting of the "tail" to get them flying just right, and we needed lots of string to assure that they would go up as high as possible.



Soon my cousin Bill progressed to building a balsa model airplane, but he never completed one. I never knew if he lost interest in the project or if it was too hard for him at that young age. I determined that someday I would build a model plane on my own.

Time passed, and when I was a little older, ten or twelve, I think, but I can't say for sure, I talked my mother into buying a model kit and a tube of testors glue for me. It was a small Piper Cub, with a rubber band motor. She gave it to me, even though she thought that I never would be able to build it. I have to admit, the plans did look pretty complicated.

I spread the plans out on the floor and began. I worked on the model after school, weekends, and any other time that I could find. I had a younger brother who was very interested in my project. Leo was always there, right beside me, wanting to help, but there wasn't much that I could let him do. I assured him that he could help when the plane was ready to fly.

Finally everything was glued, the paper was on and shrunk, the rubber bands were ready to be wound up.

Leo and I went outside and prepared for our first test flight. Carefully I turned the propeller until the rubber was tight, set the model on the sidewalk, and released it. Wonder of wonders, it rolled along the cement and lifted off to a height of three or four feet, then settled back to earth without breaking!

We were ready for another try, with the rubber wound a little tighter, when mother came out the front door. I had to hurry to the grocery store to buy a bottle of milk for supper, and no amount of pleading could win a delay of my trip.

Regretfully, My Piper Cub was returned to its spot on top of my chest of drawers.

When I returned with the milk, I found that Leo had taken the Cub for another flight, and there had been a tragic accident. My Plane had crashed! All that remained of it was a heap of jumbled pieces.

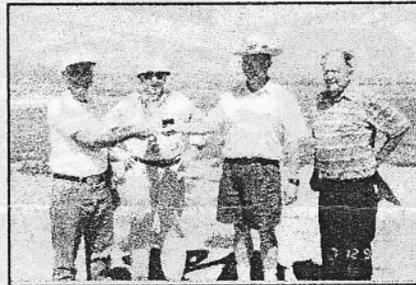
I decided that it would be impossible to rebuild the plane, and didn't want to begin another, since that

one had taken so much time and effort. And besides. I had built the model, and it had flown, if only for a few feet.

Apart from my ownership of a Flying Boxcar when Ray and I were first married, my flying career was over. Now I am content to cheer Ray on as he goes for his L.S.F. level 5 (which he achieved in July), flies Sailplanes, and enters old timers contests.

Thanks Texie. Many of us can relate to some of the events in your story.

LATE NEWS

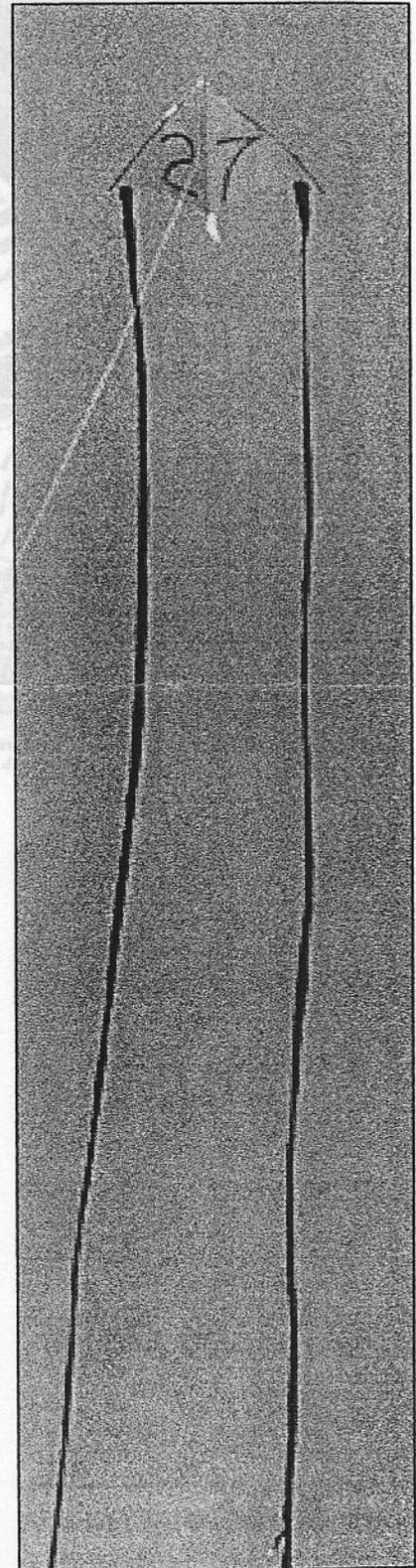


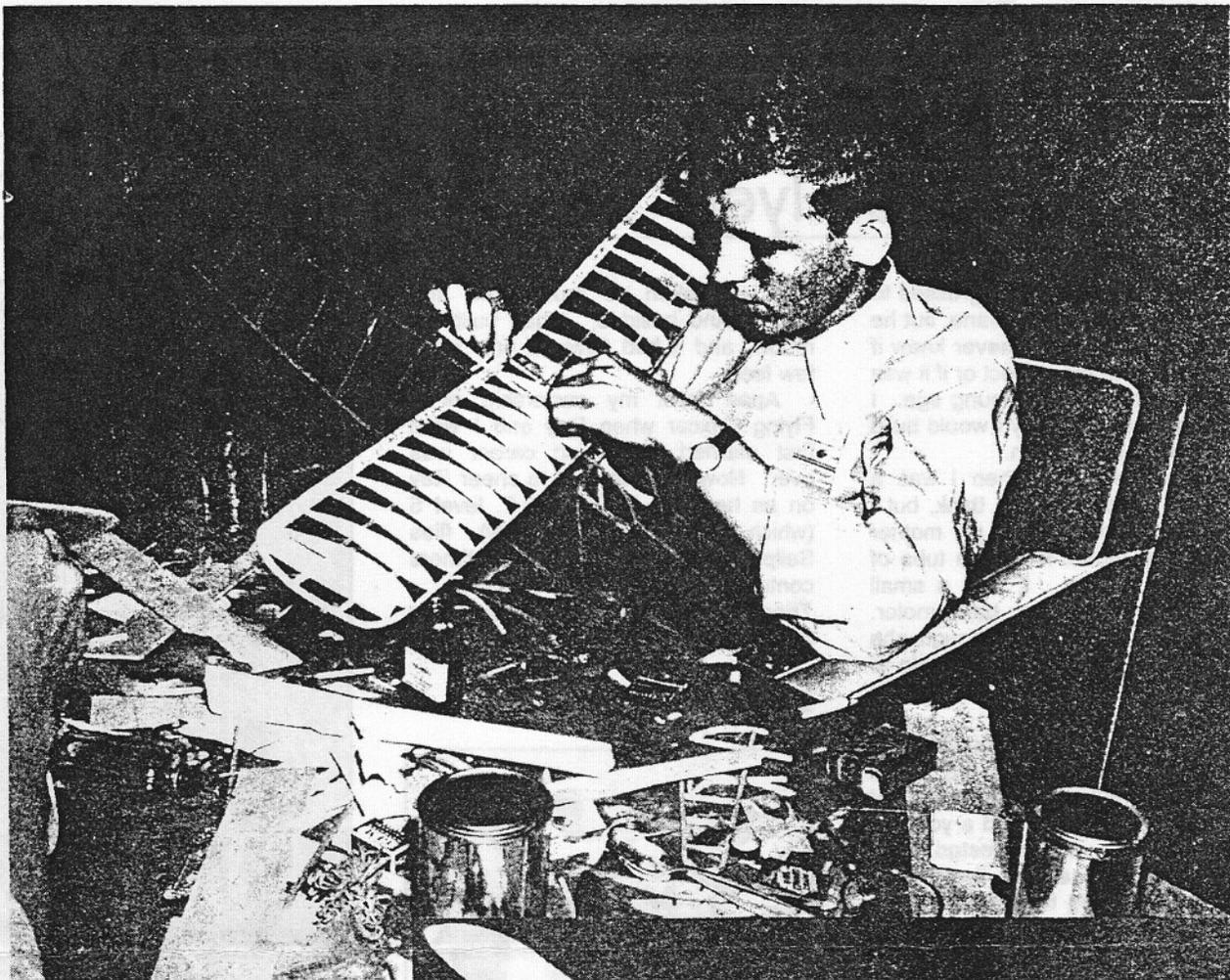
*John Hlebcar Photo
Jerry Rocha receives the SAM 27 perpetual trophy from last year's winner of the 1/2 A Scale Duration Postal which we flew on 12 July. Scores are posted below.*

Jerry Rocha	21:38
Ray McGowan	18:41
John Hlebcar	14:26
Pete Samuelson	5:38
Total	3285 sec

Those who have seen my old 23 plus oz. Flyline Monocoupe D-145 struggle into the air would not believe the performance it gave this day. It nearly went OOS! Of course when it fell out of that hat-sucker, that was all she wrote...(ed).

Right - What Pete does when its too windy to fly - John Hlebcar Photo

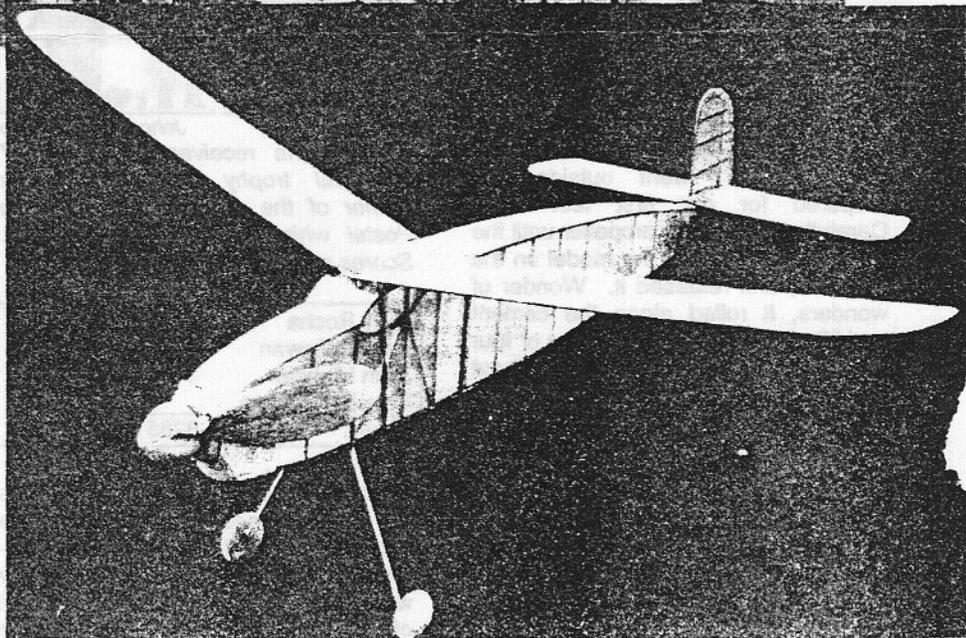




The author burning the midnight oil before the Moffett finals to replace lost Stout job.

STOUT TROPHY WINNER

BY CALDWELL
JOHNSON



Johnson and Codesigner Dick Everett both work with N.A.C.A.; claim squared wing and stab tips best.

It's easy to build and a consistent flier besides. Altogether six ships of this design were lost, out of sight.

WE, that is Dick Everett and myself, hoped to prove—and disprove, too—a number of things when we worked out the Stout winner.

We doubted polyhedral was superior, that nifty wing-and-tail plan forms, with their elaborate curves and difficult construction, were superior. Our talks with engineers at the N. A. C. A. checked our suspicion that V dihedral and square wing and stabilizer tips should be more effective. After all, Messerschmitt designs, the Grumman fighter and others are pioneering a trend to squarish tips.

Besides, we wanted this design to look something like an airplane, which accounts for its "inline" type nose. To make a long story short, the design was a success from the start. The 1940 Nationals climaxed a long string of wins.

At the Nationals this design won the Stout Trophy, the Chicago Times Trophy, and placed on the Moffett team with an out-of-sight flight of approximately twenty minutes. Five earlier models were lost out of sight in previous contests and one held a Class C record through the 1939 season.

CONSTRUCTION

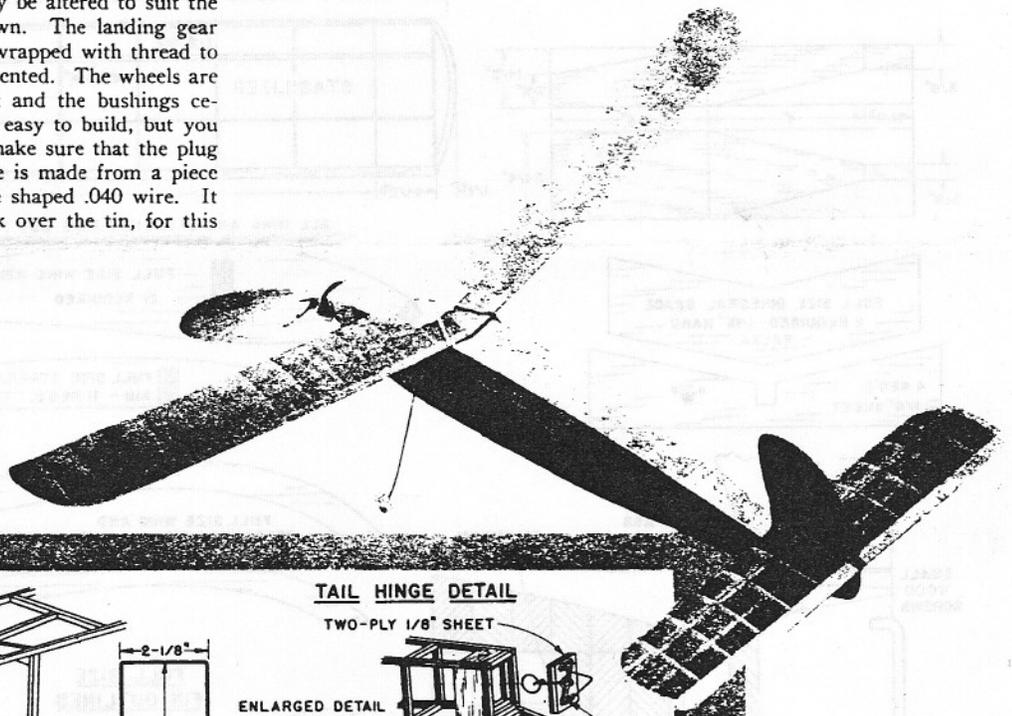
Note that the fuselage plans are one-quarter size, so if you want any dimension that isn't given, just measure the part on plan and multiply by four. The fuselage is easy, and as usual you have to do two sides first. After these have been built they are joined together and the nose block built up as indicated on the plans. The nose block is then cemented to the fuselage and shaped. The shape of the nose may be altered to suit the builder but keep the thrust line as shown. The landing gear is bent from a single piece of wire and wrapped with thread to the uprights and longerons and then cemented. The wheels are built up from two pieces of $\frac{1}{16}$ " sheet and the bushings cemented in place. The tail plug is very easy to build, but you will have to take your time and really make sure that the plug and the hook adhere solidly. The hinge is made from a piece of tin or aluminum wrapped around the shaped .040 wire. It is a good idea to cement a piece of silk over the tin, for this

has a habit of working loose after a lot of wear. The hooks are bent from pins and cemented to the longerons. The entire fuselage is then given a thorough sanding to make sure there are no sharp corners to mar the covering. The fuselage is then covered with blue silkspan.

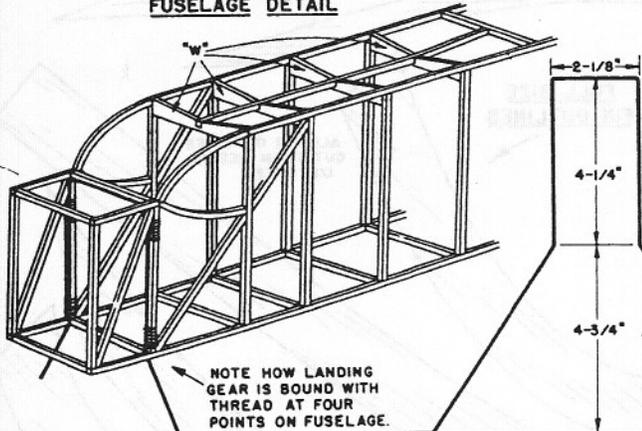
Comes the wing. First of all the ribs are made from $\frac{1}{16}$ " sheet and all are sanded to shape. The trailing edge is then cut to shape and pinned to the board, making sure that it follows the contour of the rib; the leading edge and tips are then cut and cemented to the ribs. After this is dry the wing is lifted and the spars installed, keeping the spars even with the bottom of the ribs. After all the framework is dry the wing is given a good sanding to make sure that the leading edge tips et cetera make a smooth contour for the air to flow over. The wing is then broken in the center and the dihedral of $4\frac{1}{2}$ " is put into each side; the wing is given two coats of cement at the dihedral break.

The stabilizer is constructed in very much the same manner as the wing except that the bottom is flat. The rudder outline is cut from $\frac{1}{8}$ " sheet and the $\frac{1}{8}$ " square ribs are cut to fit. The stab and rudder are sanded smooth and the stab covered with yellow silkspan, the rudder with blue, the wing with yellow. After all parts are dry they are first sprayed with water and when dry given two coats of thin dope. When cementing the stab to the body make sure that it lines up with the wing and the rudder is perpendicular to the stab.

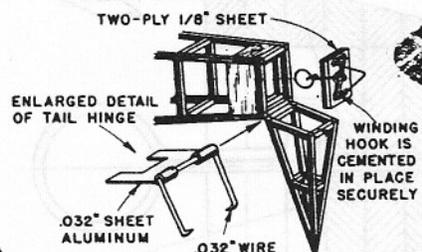
PLANS BY PAUL PLECAN



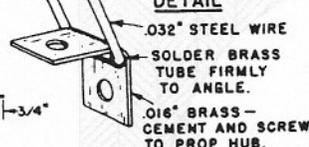
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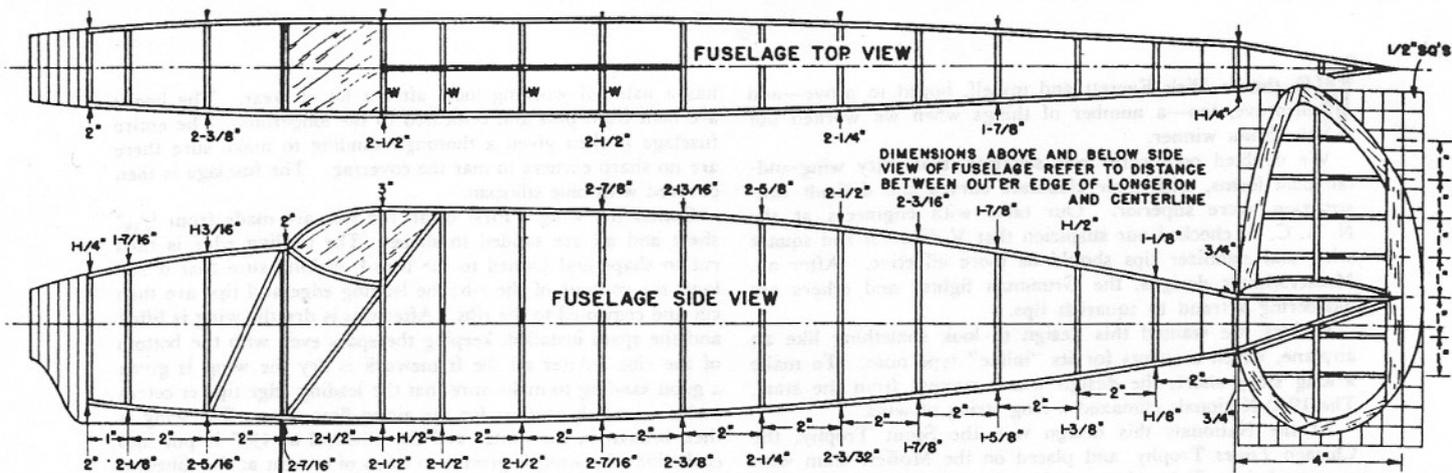


TAIL HINGE DETAIL

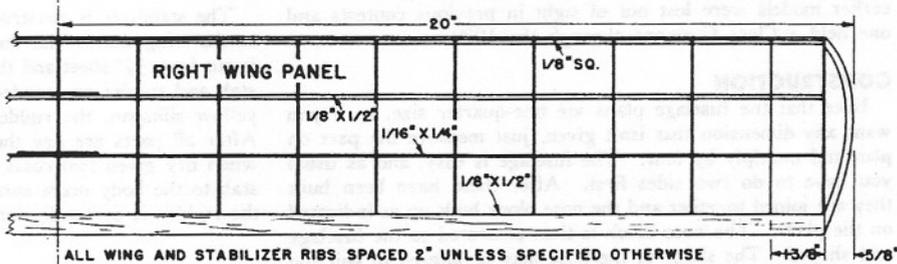
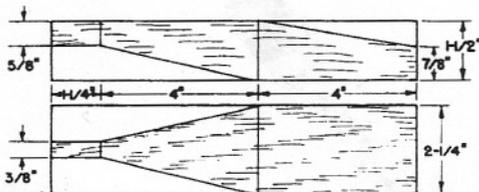
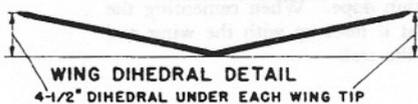


PROP HINGE DETAIL

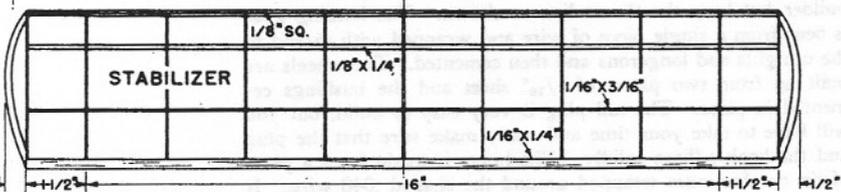




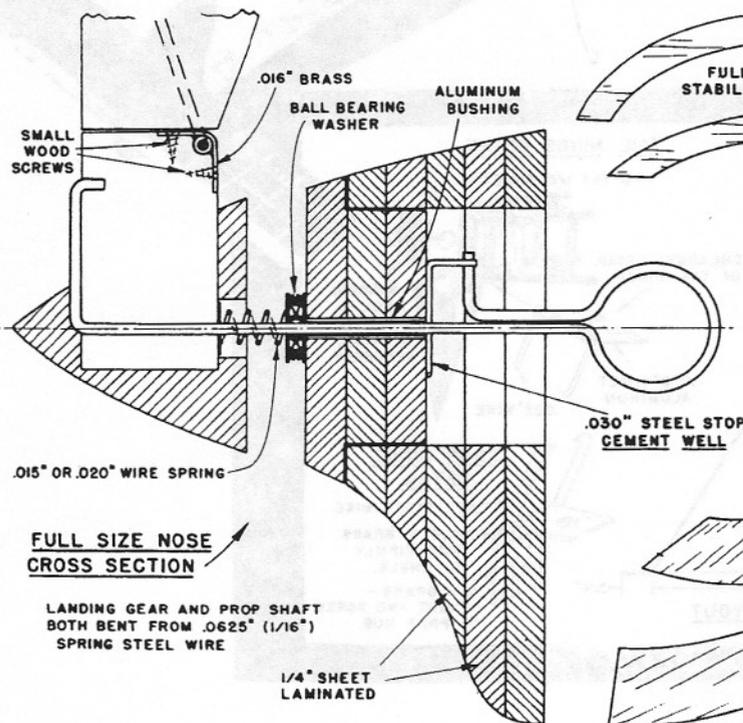
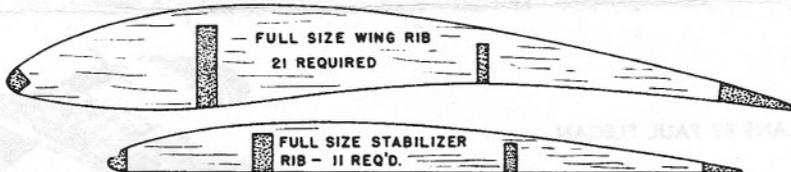
WHEELS ARE MADE OF TWO HARD 1/16" SHEETS CEMENTED TOGETHER CROSS-GRAINED.



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Stout Trophy Winner

The nose block is built up of 1/4" sheet cross-grained and allowed to dry. In the meantime, it will be wise to start on the prop. First cut the block to shape and carve the concave side, cutting in 3/16" of camber. Sand this very smooth, taking care that all of it fairs very smoothly, and then carve the convex side. The prop should then be cut to shape and sanded so that the entire prop from the hub fairs from 1/4" in thickness to 1/20" at the tip, keeping the smooth contour of a good airfoil in all sections. The prop is sanded very smooth with 6/0 and then given a coat of dope. Apply from four to six coats, sanding smooth between all coats. The hinges and spinner are then made and cemented to the prop and the spinner made and put in place. The counterweight is made and the prop perfectly balanced. You may find that the prop may always stop with one side up, but will be balanced; this may be due to the fact that the wire which holds the weight is not parallel to the blade, so bend it until the prop will stay in any position that you may want it to.

The nose block is cut to fit the hole in the front of the fuselage and then faired into the fuselage block and spinner. The bushings are then installed in the nose block and cemented in place. The wire hook for the stop is bent and really cemented in position. This is important, for the hook will have to take a hard beating, and it may mean the difference between winning a contest and merely being a contestant. The wire prop shaft is bent and cemented to the prop and put through the nose block with the spring for the tensioner, which is made from .020 wire. The prop is made to stop on the left-hand side of the fuselage. Twelve strands of 1/4" rubber 44" long are used, into which may be stored 950 to 1,000 winds. (Remember these were put into rubber which had been stored in a dark place for almost a year, and for a contest, so for every-day flying, 700 to 800 winds are plenty.)

FLYING

Now comes the most important part of the model. Of course, the building is important, but in the testing lies the secret of winning many contests. The primary principle of flying the model is to get a nice climb and a floating glide. The basic adjustments are made for a glide. If the plans are followed the ship should glide very good with little adjustment, the only adjustment needed being for a little circle to the right, i. e., looking from the rear. When a fairly decent glide is obtained, try a few winds and note the glide when the ship is on its own with the prop folded on the left-hand side. Increase or decrease the incidence of the wing until the ship will really float with its nose on a level line to the path of the glide. This is important, for with the fuselage in this position the least resistance to the air is met. During this basic testing pay no at-

tention to what the ship does under power, for this comes later. Presuming that the glide has been obtained, the power flights are taken care of as follows:

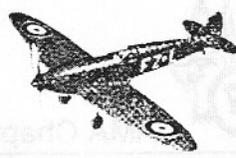
The ship has very little down-thrust, for we found that this will cause the nose to be pushed down by the action of the slipstream on the tail, and when coupled with side-thrust will cause many a spin. A little downthrust is needed, though. Remember all of these adjustments are made from the medium line of the fuselage; we have a simple, easy-to-build model and we want to take advantage of any streamlining by offering the ship to the air in its path of least resistance. If in power flights the ship has a tendency to stall, this can be remedied by using a sliver of paper match to apply sidethrust a little at a time until the ship continues in a turn instead of stalling when a critical angle has been reached. By applying the right thrust along with a little downthrust, adjustments will reach a point where the ship will fly smoothly. One big point to watch is the full-power flight, for that is where the ship may spin and stall or fly out of sight. The testing should take place either very early in the morning or late in the evening to lessen the chance of thermals.

Don't forget to prewind the rubber as was mentioned in the finishing of the plane; that in itself will stop many a headache, since you find out just how many turns the rubber will take, whether the prop is balanced or not, and just how and when the prop stops. This last is important, for the prop can act as a rudder and make the ship very erratic in the glide if improperly folded. That's about all that there is to preparing a ship for contests. But don't let it get you down, and remember that the testing is by far the really important part of the ship, so fly it and then take it out and fly it some more. Lots of luck, and don't beat us out with this ship, for we like to win, too. By the way—the only difference between the beginner and the expert is that the expert uses sandpaper.

BILL OF MATERIALS

- 12 1/8 x 1/8 x 36" (hard)
- 2 1/8 x 2 x 36"
- 2 1/16 x 2 x 36"
- 1 1/4 x 2 x 36"
- 3 sheets Silkspar
- 1 oz. cement
- 4 ozs. clear dope
- 3 feet 1/16" steel wire
- 1 foot .020 steel wire
- 1 sheet aluminum 1 x 2"
- 1 ballbearing washer
- 2 large bushings
- 1 small piece thin celluloid
- 60 feet 3/16" brown rubber
- 1 prop block as indicated
- 1 small sheet 2/0 sandpaper

HAWK 1/4 SOLIDS



KIT No. 81 SPITFIRE

Kits contain body, rudder, elevator, and wings sawed to outline shape. The cast propellers, turned and shown required, 2 bottles of paint, tube of cement, wheels, and insignia.

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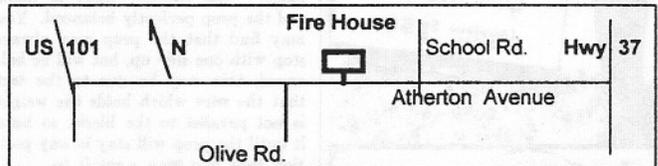
Membership

Membership is \$15 for the calendar for both full and associate members. After February, the dues for a new member will be prorated.

Full membership requires proof of current AMA membership be presented at time of joining or renewal by means of photocopy or presentation to the treasurer.

Associate members will receive the newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

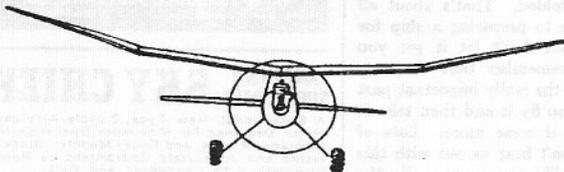
Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.



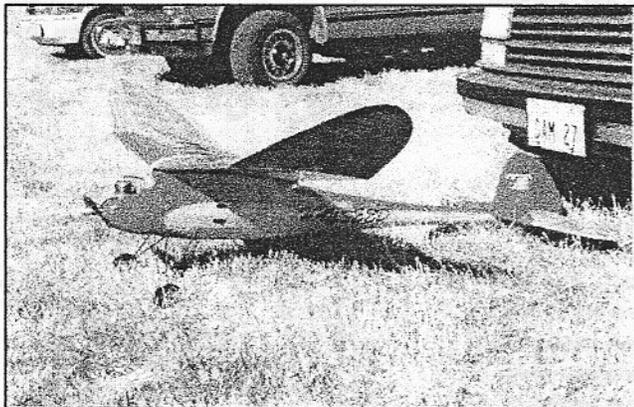
**Next meeting: Wednesday, August 20, 1997
 7:30 P.M. at the Novato Fire Department
 Training Room**

Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476



August 1997



Jerry Rocha Photo

Taken at a recent TOFFF session, Don Bekin's beautifully restored HAYSEED is the real-life model whose line-art graces the headers of this publication every month.



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