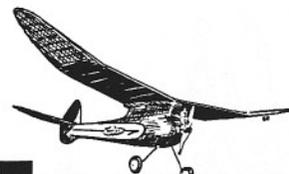




Antique Flyer



AMA Chapter #108

February 1999

Issue 198

January Chapter Meeting

by John Hlebar

Oh my God - here's where the rubber meets the road! I have a feeling I will soon miss those carefree days when all I had to do was stand at the podium and preside over all that was going on instead of sitting below it and scribbling enough notes to record it for posterity later. Enjoy the meetings Carlson...

The first meeting of the last year in this century drew 15 members and one guest. Our guest was Tom Stanton from Napa who wants to get back into old time rubber. He also has the desire to design and build a scale model of the Norge dirigible - ambitious but intriguing. Several of our members were in Arizona for the Eloy and Tuscon contests. Don Bekins phoned that he would be unable to attend the meeting and volunteered to do a Technical Presentation in February.

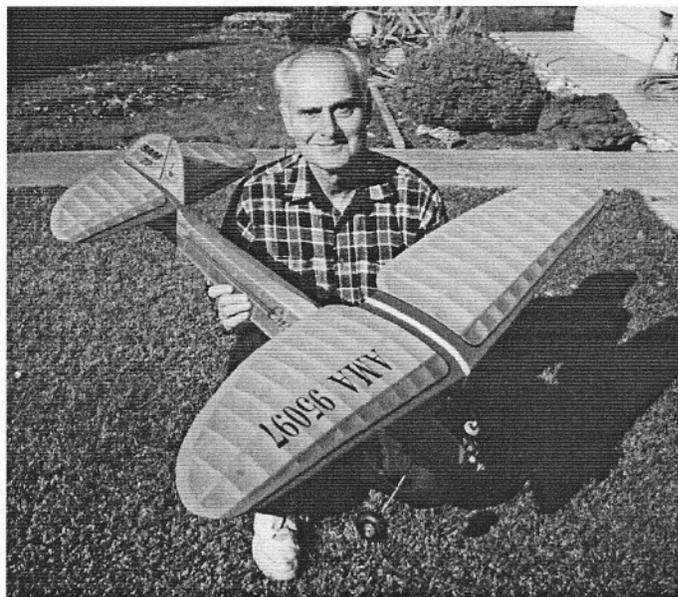
Our newly elected president, John Dammuller, has a new job in which he is required to work swing shift. The meeting was presided over by "Guest Prez" Rod Persons as our VP was unavailable. More about the office of president later. Our technical presenter, Earl Hoffman, requested to give his talk at the beginning of the meeting as he had a cold coming on and wanted to get back home early. This he did, and the coverage will be later herein in its regular spot.

ANNOUNCEMENTS

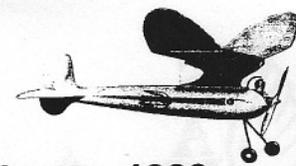
- SAMSPAN is available. Contact Steve Remington. A brief discussion was held concerning postage requirements for mailing SAMSPAN. Priority mail to US addresses is \$3.00 (or was before postal increases). Overseas shipments vary dependent upon location which may or not accept Global Priority Mail. Recommend checking with your postal service for an estimate and send more than enough to cover. Difference will be refunded.
- The PolySpan video is available. Contact Ed Hamler if you wish to borrow it.
- Videos and other club's newsletters are available for review. Contact Ray McGowan.
- Mystery Photos and Scrap Box Items are still wanted for inclusion in the A-F. Also, member's shop photos are wanted. Send them, along with a short write-up, to Steve Remington.
- The Mystery Modeler in the January A-F was identified as Nick Bruschi, our member from Italy. I thought it might be George Benson because of the small car in the photo but it was pointed out to me that the steering

wheel was on the wrong side to be an English auto. The Mystery Model photo was identified as a Scientific Mercury built by Bob Wakerly.

- The club still has four of the 20 cc glass fuel syringes for sale to members at cost. See me with \$16 if you want one.
- Dues for 1999 are still payable. This may be the last issue of the A-F if you haven't renewed yet. See notice elsewhere herein.
- Bob Holman donated a copy of his plans for the Jimmie Allen *Silver Streak* for the evening's raffle. A list of available laser cut short kits from Bob was passed out to members in attendance. This handout also included a sheet from Joe Wagner which described the Froom 17A fuel tank and a page from the current Brodak catalog listing OK Cub engines and available parts (see club project discussion later herein).
- There are a couple of EAA Calendars left looking for a home. If you paid for one and haven't received it yet (John Dammuller & Pete Samuelsen?), contact Rod Persons.
- Ed Hamler was away so his input was not available regarding upcoming events. No one else had any information about future contests with them but said the NCCFFC dates had been set. Tune in next month.
- Steve Remington announced that he had purchased a new Hewlett-Packard laser printer capable of printing 17 pages/minute at a resolution of 1200 dots per inch. With this capability he can now print the total A-F requirements for the club with sharper photos and produce a better looking newsletter plus eliminating the requirement to go to the com-



Jerry Rocha displays his Don Bekins-built Ensign which Jerry won at the year-end grand raffle at the December meeting. Don flew the model at a TOFFF session to assure that the engine/model was adjusted.



mercial printers. After some discussion a motion was made and carried to pay Steve about half of what our former reproduction costs have been to help him pay for the printer. Exact figures will be calculated after a couple of months but should be somewhere between \$30 to \$40 monthly.

JR O/T REPORT

Trevor Shiraishi discussed some of the projects he had going which included helping our busy member Ned Nevels to complete some of his aircraft in trade for even more planes to build and fly. Mention was made of the nice letter Trevor's mom sent to the editor of the Napa Register praising SAM 27 and its members. See it and my response elsewhere in this issue.

TOFFF GUY REPORT

We are still flying from the side of the road during some



Apologies to the Schmidts but this card sent by the TOFFFmeister and Cookiemeister must be printed!

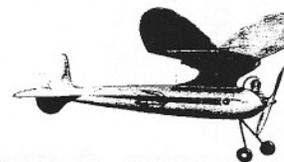
pretty chilly and overcast mornings. Turnout has been good as these conditions prove to be excellent flying weather. You may recall Steve Remington lost his *Ranger* last spring when he sent it up without the receiver being turned on. After building another it was *deja vu* recently when he tried to duplicate this feat by accidentally hitting the receiver switch on launch. Fortunately the engine run was short and the glide was a collection of ever increasing stalls which ceased at ground level without major damage. Steve is now adding a shield to the receiver switch much the same as the one he has for the ignition switch.

OLD BUSINESS

- ❑ **1999 Club Project** The *Dakota 1/2 A* all balsa FF model was still the only contender as of this meeting so a short discussion and raising of the hands made it official. John Hlebar will check into getting copies of the necessary patterns to allow clubsters join in on the fun. Still unsettled was the question of fuel tank size. E-mail discussion with Joe Wagner since the meeting sets the size of the From 17-A tank as .10 ounce but estimates the useful fuel capacity to be 0.075 fluid ounces due to the location of filler tubes and mounting position shown in the instructions. If my fingers and toes don't fail me that should translate into about a 2.2 cc squirt. Jerry Rocha measured the tank of the .049 K&B Infant at 2.8 cc. Maybe we ought to just have fun, keep notes, and swap stories later. Think about it. Ron Keil will check his supply of Perfect Tanks for any small 1/2A types. (Editor: I have my *Dakota* parts all completed and have a new *OK Cub* on order, so if I can do it, so can you! Let's get a big showing for this all-fun event. It's an easy model to construct and should be a kick to fly.)
- ❑ The only other old business on the agenda was further discussion of dues increases related to A-F costs. This was set aside for now pending the outcome of lower production costs related to Steve's spiffy new H-P 4000se printer.

NEW BUSINESS

- ❑ After talking it over with John Dammuller and with his blessing and a promise to return sometime in the future, "Guest Prez" Rod allowed as to how SAM 27 could use a new President. No one present threw their hat into the ring and several suggested railroadees declined the honor. As I stated earlier, based on recent experience, this really is the best job to have in this organization. Come on - new members, old timers, past officers - give it some serious thought. Talk to past office holders if you have questions. We needs our Prez!
- ❑ Jerry Rocha inquired about the status of badge timers. They have all been sold so he volunteered to look into getting more for sale to club members.
- ❑ Rod Persons in his capacity of RaffleMiester showed some of the new acquisitions, several of which showed up in our Raffle for this meeting. He also mentioned a thinner available at Ace Hardware for \$8/gallon that will work for the Toluene based paints some of us are using on our models.



TECHNICAL REPORT

(Don Bekins will be February's Presenter)

Earl Hoffman brought a large stack of sheet balsa to discuss and pass around to club members to illustrate how to select the proper kind of balsa for the specific modeling job at hand. Since this was a touchie-feelie-you-had-to-be-there kind of hands-on operation, I will pass along some selected data copied from an old SIG catalog and incorporate it into what he had to say...

Balsa trees grow naturally in the humid rain forests of Central and South America. Its natural range extends South from Guatemala, through Central America, to the North and West coast of South America as far as Bolivia. However the small country of Ecuador, on the western coast of South America, is the primary source of model aircraft grade balsa in the world. Balsa trees grow very rapidly. Six months after germination, the tree is about 1-1/2 inches in diameter and 10 - 12 feet tall! In 6 to 10 years the tree is ready for cutting, having reached a height of 60 to 90 feet tall!

Most hobby shops have a large rack of balsa sheets, sticks, and blocks that you can choose from if you are going to build a model airplane from scratch. Logically you should select the lightest grades for the lightly stressed model parts (nose blocks, wingtip blocks, fill-ins, etc.), and the heavier grades for important load bearing parts of the structure (spars, fuselage stringers, etc.).

In selecting balsa sheets for use in your model, it is important to consider the way the grain runs through the sheet as well as the weight of the sheet. The grain direction actually controls the rigidity or flexibility of a balsa sheet more than the density does. For example, if the sheet is cut from the log so that the tree's annular rings run across the thickness of the sheet (A-grain, tangent cut), then the sheet will be fairly flexible edge to edge. If on the other hand the sheet is cut with the annular rings running through the thickness of the sheet (C-grain, quarter grain), the sheet will be very rigid edge to edge and cannot be bent without splitting. When the grain direction is less clearly defined (B-grain, random cut), the sheet will have intermediate properties between A and C grain. Naturally, B-grain is the most common and is suitable for most jobs. The point to bear in mind is that whenever you come across pure A-grain or C-grain sheets, learn where to use them to take best advantage of their characteristics. The following chart illustrates the 3 basic grain types for sheet balsa and lists the most appropriate uses for each.

A-GRAIN sheet balsa has long fibers that show up as long grain lines. It is very flexible across the sheet and bends around curves easily. Also wraps easily. Sometimes called "tangent cut" or "plain sawed." (see RH plank in figure)

DO: Use for sheet covering rounded fuselages and wing

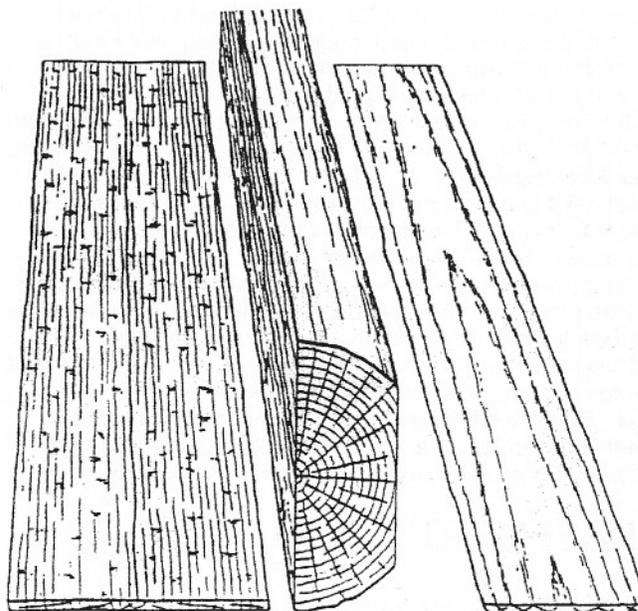
leading edges, planking, fuselages, forming tubes, strong flexible spars, HL glider fuselages.

DON'T: Use for sheet balsa wings or tail surfaces, flat fuselage sides, ribs, or formers.

B-GRAIN sheet balsa has some of the qualities of both type A and type C. Grain lines are shorter than type A, and it feels stiffer across the sheet. It is a general purpose sheet and can be used for many jobs. Sometimes called "random cut".

DO: Use for flat fuselage sides, trailing edges, wing ribs, formers, planking gradual curves, wing leading edge sheeting.

DON'T: Use where type A or type C will do a significantly better job.

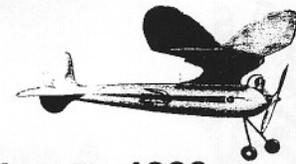


C-GRAIN sheet balsa has a beautiful mottled appearance. It is very stiff across the sheet and splits easily. But when used properly, it helps to build the lightest, strongest models. Most warp resistant type. Sometimes called "quarter grain". (See LH plank in figure above - thanks to EAA).

DO: Use for sheet balsa wings and tails flat fuselage sides, wing ribs, formers, trailing edges. Best type for HL glider wings and tails.

DON'T: Use for curved planking, rounded fuselages, round tubes, HL glider fuselages, or wing spars.

Earl also handed out a chart for determining balsa density in pounds per cubic feet based on measured weight of stan-



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(Continued from Page 3 Technical Report) -dard size sheets. This chart and a good scale will help to determine the density of the wood to select for a given project. Thanks Earl for refreshing our memories about a subject we all need to know for scratch building everything from the smallest to the largest old timers.

SHOW AND TELL

☐ Trevor Shiraishi showed his 456 square inch *Super Zomby* that he inherited from Ed Hamler. It needed a rebuild after spending 2 weeks in a tree and was damaged after being retrieved with a piece of PVC pipe which had gone through the wing. Ed said it was too heavy for ignition so Trevor is modifying it for a Veco 19 glow.

☐ Ray McGowan brought his almost completed 147 square inch rubber powered *Retracto*. It was scratch-built from the plans in the original kit which he featured at last month's Show and Tell and covered with Jap tissue - just like the one he built in 1939. The 16" prop with spinner still needed to be cut and hinged for folding which if done according to plan will locate the hinge points far out there on about a 3" diameter! Good job Ray!

☐ Steve Remington had a story about the Veco 19 which had powered the *Anderson Pylon* he had won at the Crash and Bash last year. At a recent TOFFF session he could not get it to run except for short bursts. Don Bekins came to his aid after Steve spent a very long time flipping the prop and they put a starter on it to get it to run. It was determined the last owner had removed the venturi, shortened the stack, and rotated the needle valve housing which all contributed to the starting problem. Steve solved the problem by buying a new Veco and will rebuild the modified engine to original configuration to match.

☐ Bert Flack had two videos to loan to any interested parties, How to Cover Models with Japanese Tissue and Randy Randolph's Texas Tips. Contact Bert to get in line...

RAFFLE RESULTS

(Members are urged to donate any surplus material or items to the monthly raffle)

RAFFLE PRIZE/DONOR	WINNER
Rubber Dust Pump/SAM 27	Bob May
Round Head Straight Pins/SAM 27	Bob May
Single Edge Razor Blades/SAM27	Trevor Shiraishi
Silver Streak Plans/Bob Holman	John Hlebcar
Circular Wheel Cutter/SAM/27	Buzz Passarino
Hayseed Short Kit/Trevor Shiraishi	Rod Persons

SAM 27 Costs \$22 Collected \$65



Correspondence

The following letters appeared in the Napa Register:

Dear Editor, I would appreciate your publishing my letter to some very special people not only to say thank you but in the hope it will also be a positive way to offer additional options to Napa's youth and their families.

A "SAM 27" thank you. My 14-year-old son, Trevor, a freshman at Vintage, is a member of SAM 27 model airplane club. Several years ago, he was introduced to this hobby and eventually the club by his science teacher, Mr. Rocco Ferrario, who also offers a three-week summer camp, "Ferrario's Flying Physics," at NVC where young people can spend all day learning to build and fly model airplanes.

I would like to express my sincere appreciation and gratitude to Mr. Ferrario and two wonderful mentors, Mr. Ed Hamler and Jerry Rocha. These special Napers and SAM 27 club members have offered Trevor instruction, encouragement and even rides to competitions statewide. All this to a teenager they have known only a short time, but who has shown an interest and respect for their hobby. Mr. Hamler has made many unscheduled trips to our garage to rescue the day with his expertise, glue, tools and/or parts as has Mr. Ferrario and Mr. Rocha. They all love sharing their hobby and Trevor works hard to earn their respect.

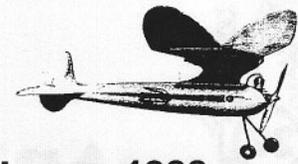
While hobbies do cost money and can at time be inconvenient, I hope others will make the effort to encourage their children's interestor help them try something new and different. The Register Lists a large number of clubs, meetings and activities. Perhaps one of these groups would offer some or all of the benefits Trevor has received in SAM 27.

(Signed) Diane Shiraishi, Napa

A SAM 27 reply by John Hlebcar:

Dear Editor, I have just read Diane Shiraishi's great letter about the SAM 27 club in the 1 January Register. SAM 27 is the local chapter of the Society of Antique Modelers, a world-wide organization that promotes the building and flying of antique and old-time model airplanes from the 30s and 40s. SAM 27's Junior Old-Timer program has hosted several Napa youngsters over the years. It may interest you to know that one of our senior members is a past carrier for the Register. Some time ago in the 1930s, he won a model airplane from the Register for signing up three new customers. After a prolonged search, he recently was able to find an original kit of this model and is in the process of building it today (Editor: see page 3 Show & Tell). Ray is a true gentlemen, no doubt at least in part from having delivered papers and built model airplanes in his youth. Keep 'em flying.

(Signed) John Hlebcar, Secretary, SAM 27 Club



SAM 27 Member Profile

Thanks to all the members who have sent in their profiles for future printing in the antique Flyer. Feel free to add to your profile at any time; photographs are particularly desired, especially of early modeling activities.

KARL GIES

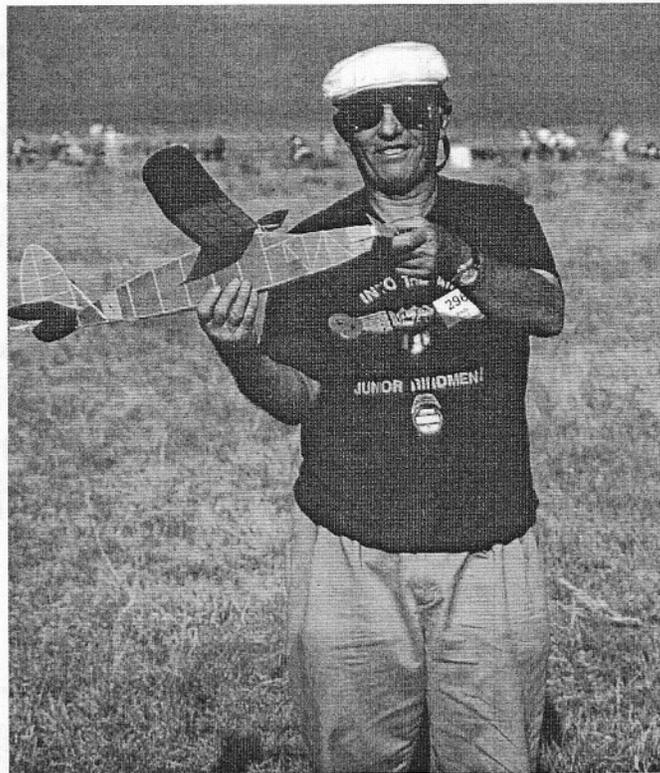
World War II was raging and my Grandfather, F.J. Gies, had sold his wholesale grocery business just before the War in Great Falls, Montana. He had moved to Monarch some forty-five miles southeast of Great Falls and built the "Gies Tavern and Cabins." My dad was in the Philippines and I spent a lot of time in the summer at Monarch. The closest town was Neihart about fourteen miles away. Granddad bought all his provisions at the general store in Neihart. Neihart was a mining town and WWII had brought a resurgence of silver mining there. Hanging from the ceiling in the general store were some huge gas powered free flight models built by the owner's sons. I can vividly remember the excitement of going to the general store so I could gaze at the model airplanes.

My uncle Raymond had been rejected by the Army because of severe burns suffered as a child. He came back to Great Falls and bought a hobby shop that had a big inventory. The shop had models of all types hanging from the ceiling. Ray said a lot of them were left there during the war for safekeeping. Ray made some small rubber models and brought them out to Monarch and flew them although he was really into control-line. there were not a lot of options during the war. After most of the inventory was sold, Ray closed the shop; by this time I was hooked although too young to build on my own.

After the war we moved to Lewistown which is the geographical center of Montana. my dad had purchased a bar

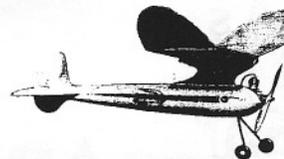
right after his discharge. I was nine and in the middle of the fourth grade. I started building model airplanes but had no help or guidance and all of my early attempts were failures. The first models that flew for me were all ready built HLGs and ROGs. The first model I completed and flew was a Comet *Phantom Flash*. It didn't fly very well but it did fly. There was a lot more satisfaction in having something you built yourself fly rather than an ARF.

I had a lot of problems with building but propellers and adjusting were the biggest obstacles. There were a lot of people building model airplanes in Lewistown in the forties but for some reason control line was the most popular. I never saw anyone fly a rubber powered model that really performed. No one here was into rubber powered models although a lot of inexpensive rubber kits, mostly scale type, were sold. These were the type that even if built correctly would not fly very well and being built mainly by boys, they had a very short life span. I didn't know anyone who knew anything about rubber models or propellers and was limited to the sawn props that came with the kits. If I did finish a model, it just never flew very well. Constant failure never seemed to deter me and as soon as I earned or wheedled some money, another model airplane was purchased.



When I was twelve, I finished a Korda *Victory* with some help from a friend's dad, especially in the prop and front end department. He also helped me adjust it understanding some of the physics of flight. It flew pretty good, at least in my eyes, and added to my determination. My next effort was a Korda *Gold Star* which was more difficult to build, heavier and it did not fly nearly as well. I had bought both the *Victory* and *Gold Star* from the Golden Montana which was a stationary and school supply store that sold model airplane kits as a sideline. Old Mr. Edwards was getting out of the model business and he made me a terrific deal on several kits including four or five *Victory* kits. Why mess with success - the *Victory* was a great looking model and flew well. I fly one now and it will always be

my sentimental all time favorite model. I continued building rubber models and recall building the original Comet *Gull*, the *Pacific Ace* and other fairly simple models. I also continued to build simple ROG models as they flew good and were quick to build. (go to page 6)



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(Continued from Page 5) In the late sixties, I was teaching junior high in Milpitas, California and building rubber powered models again. I built a Keil Kraft *Ace* and *Gypsy*, a *Jabberwock* and from a John O'Donnell plan, *The Delinquent*. I still have and fly the *Ace* and *Delinquent*. I lost the *Jabberwock* but have since built another one along with many other models. The *Miss Canada Sr.* is one of my favorites. I had met Jack Brown at the flying field and he helped me a lot, particularly with props and from ends. Jack has been on the U.S. Wakefield team twice. I joined his club, the "900" club in Sunnyvale. This club was a part of the Northern California Free light Council and they had monthly contests at a site somewhere between Stockton and Sacramento (the intersection of Jackson and Sloughouse Road). I built a *Starduster 350* and in my first contest won third place in 1/2A FF. I still have and cherish the trophy. My most memorable contests were the SAM CHAMPS in 1991 in Jean, Nevada and the '95 Champs in Colorado Springs and I hope to go to more SAM contests. I went to these contests with the only other rubber flyer I know in Montana, Vern Field. Vern taught high school in Lewistown for most of his career, retiring here and then moving to Great Falls. Vern is a very accomplished modeler and has helped me considerably over the years. Vern grew up in Havre, Montana and built a lot of Korda and Earl Stahl designs. We had a sensational time at the SAM CHAMPS and flew a few rubber events.

I am sixty-one and have built model airplanes on and off all dury my life. During some tough times and dark hours it was a connection to some degree of sanity and normalcy. I learned to fly fish as a boy and that is my other favorite hobby/sport. Through model airplanes and fly fishing I have always kept in touch with the child part of me. We have a lot of space to fly free flight here in Central Montana. There is a huge area of the local airport that was a B-17 training base in WWII with old runways everywhere separated by hay and wheat strips. Ernie Linn (*Kansas Wakefield*) was stationed at the B-17 base here during the war. There are several active radio control modelers here but I have no interest in RC. When I release a rubber powered model and watch it climb and soar with the sun shining through the tissue my spirit soars with it and I am about twelve years old again flying my Korda *Victory*. Some lines from William Butler Yeats poem *The Song of Wandering Aengus* say it all:

"...And walk among the long dappled grass,
And pluck till time and times are done,
The silver apples of the moon,
The golden apples of the sun."

I have no full size aircraft experience. I am a real klutz and somehow have avoided motorcycles, snowmobiles, airplanes etc.

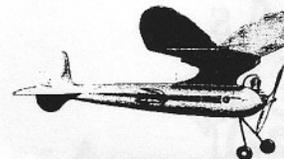
My large purchase of SamSpan was noted in the May 1998 issue of the *Antique Flyer*. No model supplies are available locally so I depend on mail order for model stuff. I am a stockpiler and have learned to buy while something is

available. I still have a pretty good stash of checker board Jap tissue. I hope to live long enough to build another 100 models although I am a slow builder. I am a member of the AMA, SAM, NFFS, SAM 27, Flying Aces, and get many newsletters in addition to *Flying Models*, *AeroModeller* and *Model Aviation*. Through excellent newsletters like the *Antique Flyer* I stay connected even though being a considerable distance from any model airplane activity.

I am donating a video of *The Long Flight*, the only drama that has or ever will be made about rubber powered free-flight. It is about thirty minutes long and is well worth viewing at a club meeting. When I taught junior high in Milpitas, I showed this movie to the kids and model groups. Herb Franck, deceased, made this movie in about 1967. Herb Franck was a member of the New England Wakefield Group, NEWG, and a professional photographer and through his love for rubber powered models, produced this movie. I bought a 16mm reel of it in the 80s from Herb and negotiated with his widow Libby to donate it to SAM. Al Heinrich has all of the other reels and masters. Al is working with John Morrill in attempting to make a higher quality video of the movie which is now the property of SAM. When finished the video will be sold for a reasonable amount.

I propose that SAM27 sponsor a new rubber event, "Rise Off the Ground." Most of us started with some sort of simple ROG and there were a lot of choices. I think it should be kept quite simple: Any kitted or published ROG (from magazines, newsletters or whatever) and not limited to just old designs, so if you want to fly a SIG *Cub*, Peck *ROG*, *Sky Bunny* etc., you can. Wingspan not to exceed 24 or maybe 30 inches and only plastic props up to say 9 inches. Of course it has to be ROGed from a board or card table. I think this would be a fun event with a lot of entrants. (Editor: OK, who would like to run with this idea?)





NO MYSTERY MODELERS RAY and TEXIE MCGOWAN

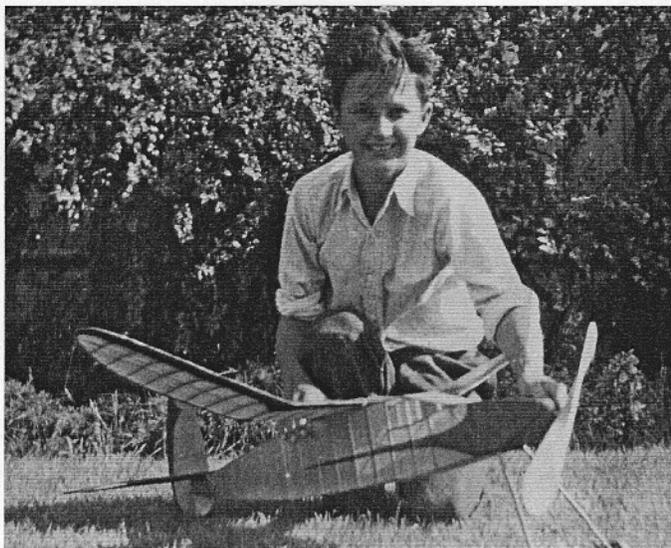
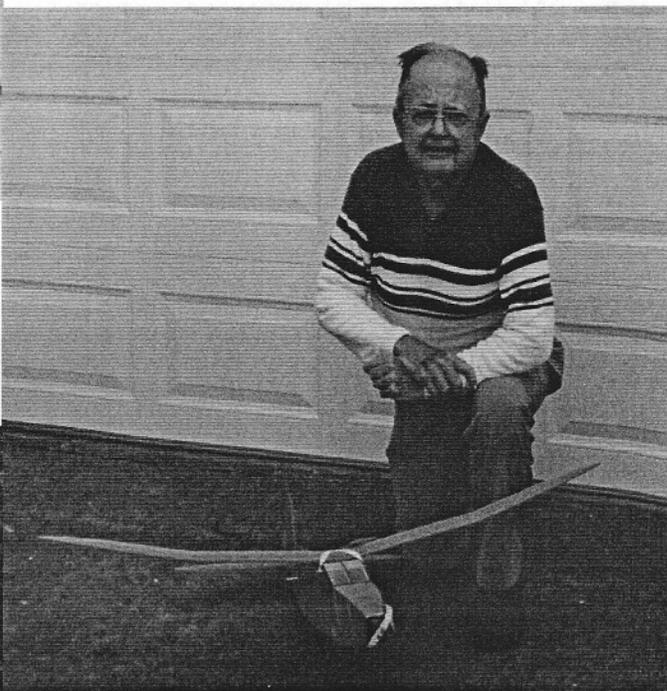


Ray McGowan dug out these great modeling pictures from his dusty albums. If you have any similar photos, please pass them on to your editor - promise to take care of them and return promptly.

LEFT - Ray wrote, "This picture is of my wife, Texie, and me about 49 1/2 years ago. That is her *Boxcar* with a *Super Cyclone* and my "D" speed job with a black case McCoy 60. Both U-control of course."

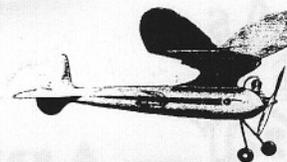
RIGHT - Ray pictured with his current Korda *Dethermalizer*, says it flies great.

BELOW - Ray McGowan with his Burd Korda. This photo was taken 61 years ago!



ABOUT PHOTOS

Photo quality in the A-F is no better than the originals. Fuzzy originals, fuzzy scans! Neat B&Ws submitted by Ray. Most scanned at 800 and printed on a HP 4000se at 1200 dpi.



SHOPS OF SAM 27

As a new feature in the *Antique Flyer*, shops of SAM 27 members are going to be "exposed" to the world. What wives have known all along and what balsa dust clogged vacuums have attested to, will now be shared with fellow members of the modeling fraternity. The A-F is asking that you humble yourself and submit photos and a write-up of your favorite working area, warts and all. Now there will be some shops exposed which will put most of us to shame for our lack of neatness and paucity of equipment, but which will give us an incentive to clean up our act - well, maybe your act.

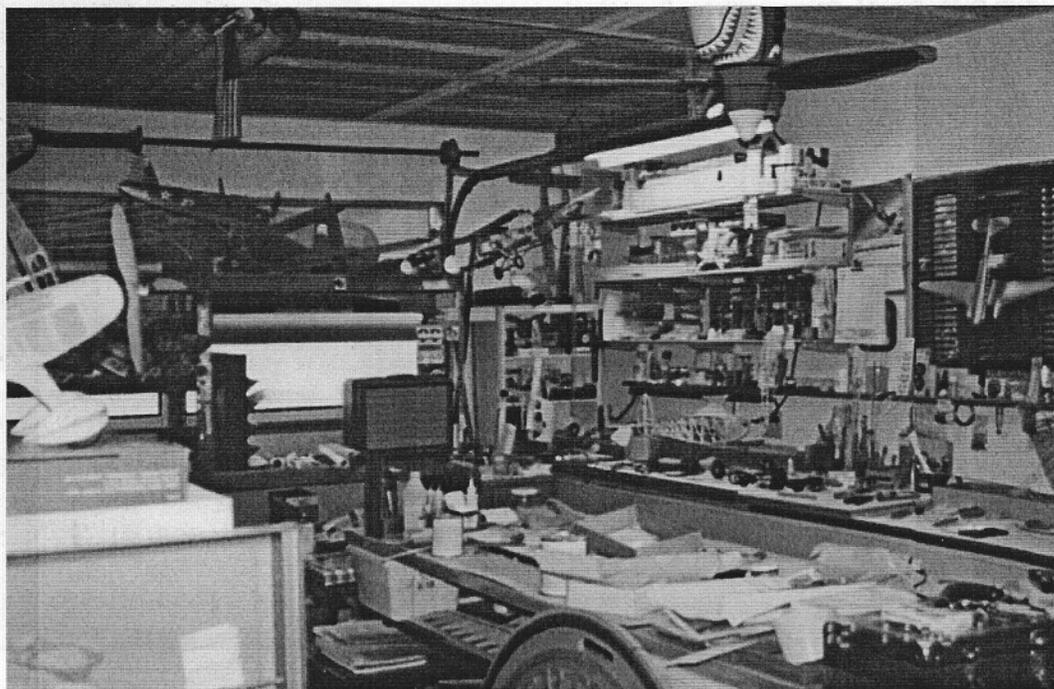
JOHN HLEBCAR

"Here are two shop pictures of mine..

"The first (shown to the right) was taken in 1959 and shows me working on a .049 Cub powered DeHavilland D.H.1A by John Winter featured in *Flying Models* for August 1958. I was 24 years old. The 'shop' was an old storage room in the basement of a house in Ohio. It was ok except every once in awhile I would be caught off guard by a thousand legger (centipede) scooting along the wall. The workbench was made by my dad from an old coal bin door. Hanging on the wall behind me is an incomplete scale control line model of a McDonnell XP-67. Setting on the shelf by my left shoulder are three kits, all unidentified but one is a Guillow's and one is a Cleveland.

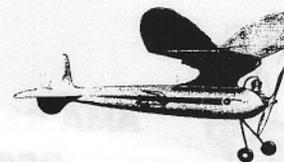


"The other photo is my present shop as of December 1998. It's located in one half of a two-car garage without any thousand leggers. High in the center is the very same D.H.1A from the first photo, missing the top left wing. The workbench on the right wall is, in part, made up of the same bench in the 1959 photo (thanks, dad). Cleverly hidden in this mess are the bones of a Jimmy Allen *BA Parasol*, a Jimmy Allen *Bluebird*, two Monocoupe D-145s, a Joe Ott *Kingfisher*, a Lanzo *Bomber*, a V-tail *Swallow*, two *Gollywocks*, a *Sinbad*, a Stanzel *Interceptor* and a DC-3. No, a P-40 did not crash through the roof - that's my ceiling fan.



"There's more bones, but they are on the other two walls. One of them belongs to a new D.H.1A from the same plans, but for 1/2A Texaco Scale. The rest of them are another story for another time....

"Keep 'em flying - JohnH"



SCRAP BOX

From John Hlebcar: "Now that I don't have to check e-mail for my old job anymore, I spend a little time every day pulling the old SMALLnet postings and printing them to go into a 'book'. Although a little long, I thought the following Joe Wagner thoughts might be of interest to 1/2A flyers..."

An epithet often applied to small-sized R/C planes by guys who don't fly them is "squirrely". And it's true that they do tend to bounce around in the air more than, say, an 8-pound "pattern ship". One reason is the lack of inertia in small, lightweight models. In turbulent air their behavior's a little like a walnut-shell toy boat in whitewater. But there's another little-known reason that small-sized R/C airplanes can perform erratically in flight. That's tail-surface stall.

Tail surfaces work by aerodynamic reaction, in almost the same way as wings. And like wings, they can stall. In fact, they DO stall, rather more often than wings do; and produce undesirable effects. The reason: small leading edge radii.

The main factor that determines the stall sensitivity of an airfoil is its leading edge radius. The blunter that is, the greater the angle of attack possible before the airfoil stalls -- losing lift, gaining drag, and generating whorls of turbulence behind it.

As we all know, the easiest way to make tail surfaces for small-sized R/C models is from sheet balsa. But a penalty's attached to that: minimal leading edge radius. A fin or stabilizer made from 3/32" sheet balsa CANNOT have a leading edge radius larger than .050 inches, and that includes the thickness of its covering.

Now imagine what takes place when you're flying, say, one of House of Balsa's near-scale 1/2A P-51's, and hit the rudder stick hard and fast. As soon as the tail starts yawing, its angle of attack goes up. With hard-over rudder, the fin's attack angle will easily exceed the stalling point. From then until it's neutralized again, the deflected rudder works in turbulent, unpredictable air. No wonder the model acts "squirrely"!

The same thing can occur with the stabilizer-elevator. Often when a stabilizer stalls (from too sharp a leading edge and/or too quick an application of "up-elevator"), the resulting turbulence affects the elevators and the rudder BOTH.

The cure: use thicker built-up tail surfaces with ample leading edge radii. Doing that was the main reason for the success of my U-Control stunt models of 1950, and for the fantastic performance of George Aldrich's *Nobler*. No thin-tailed stunters could compare for flight smoothness with a *Super Chief*, *Nobler*, or a *Smoothie*...

SAM 27 MEMBERS IN PRINT: SAM 27ers are continuing to hog the publications, particularly that master of publicity, Bud Romak. Bud got a two-page spread in the January 22 Chronicle in the "East Bay Friday" section. Two huge pictures, one in color of Bud with an indoor model in flight and one with Bud holding a Super Zomby(?). A long, well written article, entitled "Just Plane Remarkable," outling Bud's long history of modeling and car racing - great! Bay Area modeling got a big boost. The March '99 Flying Models mentions Bud's Weathers Go-Getter with which he won the SAM Champs A gas fuselage FF event in 1997. Bill Vanderbeek shares cover-boy status with Sal Taibi on the newest Sam Speaks. Also included are pictures of Ed Hamler in repose and Don Bekins with Earl Stahl.



SAM 27 at the Muncie SAM Champs. There are two interlopers in this picture; can you pick them out?



John Hlebcar presents the Jimmy Allen Postal Team plaque for first place to the 1998 winning Jimmy Allen team; Jerry Rocha, Fred Emmert and Jerry Long. This picture was taken at the annual Christmas party in December.



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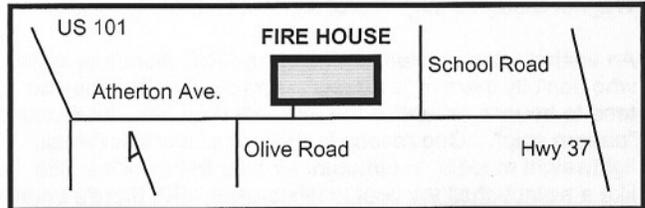
MEMBERSHIP

Membership is \$15 for the calendar year 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 to be presented at the 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 Rod Persons, Treasurer. Make checks payable to SAM 27.



**Next Meeting: Wednesday,
Feb. 17, 1999, 7:30 P.M. at the Novato
Fire Department Training Room**

**Antique Flyer
201 Foster Road, Napa, CA
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February 1999



Dick Irwin adjusts his New Ruler at a winter TOFFF Session

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