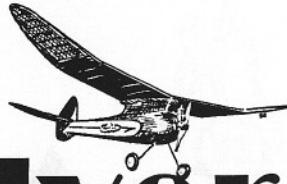




# Antique Flyer



AMA Chapter #108

February 2000

Issue 209

## December Chapter Meeting

by John Hlebcar

Wow - I don't know if it was last minute shopping or Y2K, but we only had about eleven souls filter in through the back door of the old fire-house in December. Perhaps the Antique Flyer is relied on more than I thought to drag folks into our meetings. Maybe we can get someone to do a technical presentation on reading the calendar - sometimes that third Wednesday sneaks up on you kind of fast! Well, lets fill some of those empty chairs with new blood. Pres. Bert welcomed Earl Cayton in abstentia (see last issue for Earl's address). We snagged another one of the Kramer clan at our Dec 23rd TOFFF session...

Loren Kramer (707) 763-9170  
1513 Sierra Drive <lorenk@svn.net>  
Petaluma, CA 94954-3719

One week later on 30 Dec we picked up the following Junior member...

Sean Lehane (707) 939-1908  
900 Sonoma Glen Circle <leggoman24@aol.com>  
Glen Elen, CA 95442

Sean is 8-1/2 and was escorted out to the field by his Mom and Dad. They are frequent visitors at the horse ranch and Sean noticed us out on Thursdays during the Holidays and was quite interested in our activities. He had never flown before and brought along one of those zippy little delta things that steers by applying power to left, right, or both electric motors via two sticks on an r/c transmitter. It was a blast watching the old-timers "teaching" him how to fly that rig but he soon got to the point where he could probably give us lessons. We need to come up with a program for him.

## ANNOUNCEMENTS

- SAMSPAN is available. Contact John Carlson.
- 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.
- O&R Tee Shirts and Decals. Contact Rod Persons.
- Scrap Box items, Mystery Models, Engines, Modelers and Member's Shop photos are still needed. Please support Steve with these items and any other current photos or projects. So far few have responded to these pleas. Steve is a good editor but he has to have input from us -

his address is cleverly hidden on the back page of this and every issue. PLEASE USE IT.

Upcoming Events - Ed sez to scratch the Stockton Winter Bash at Waegell Field on Feb 27th - it ain't gonna happen. Otherwise no other known changes. Here's March and April for your immediate future planning...

18-19 March SAM 26 Spring Fling - Condor Field, Taft, CA  
18-19 March SAM 8 Monthly Meet - Hart's Lake Prairie, WA  
8-9 April Nostalgia & FAI Mini Contest - Waegell Fld, Sacramento, CA  
20-23 April New Zealand 1/2 A Texaco - International Postal Contest  
15-16 April SAM 49 Spring Annual - Condor Field, Taft, CA  
15-16 April SAM 8 Spring Opener - Hart's Lake Prairie, WA  
30 April SAM 1849 - Schmidt Ranch, Elk Grove, CA

...and don't forget to save a spot on your calendar for our **Silver Anniversary Crash and Bash** at the Schmidt Ranch from 8 to 10 September this year!

If you are planning on going to the Nationals this year, look at what the Brooklyn Skyscrapers have got lined up for the Golden Anniversary of the Dakota free flight biplane.

Place: The Y2K F/F Nationals

Time: 4:30 - 6:30 Monday July 31st.

Rules: Time target (selected by the contestant) with a 30 second minimum flight. Best one out of three flights. No DT. The model has to be built as per the original plans. The engine has to be an early nostalgia-legal engine as listed in NFFS #7 rule book.

Entry fee: None. If you bring a Dakota you qualify.

Awards to 5th place

OK everybody, start patching up your SAM 27 Dakotas and hop on the Greyhound to Muncie. They might even talk Joe Wagner into competing against you!

I received the results of the SAM 93 sponsored Class A Texaco Postal. SAM 93 came in First with maxes all around being reported by CD Dan Hodges. SAM 27 followed with 4796 seconds. Seven other clubs participated and SAM 93 thinks this is so much fun, they might plan on holding others if interest is shown - like a C Glow LER Postal.

If you have any items for the SAM 27 Web Page contact Ned Nevels at his e-mail address: <nedn@napanet.net>.

## TOFFF GUY REPORT

The Fling weather has been holding up remarkably well but may be kaput by the time you get this newsletter. As noted above, we have been harvesting members out there and if everyone renews we will be at 99 assorted strong. Electrics are beginning to show in force - a few more of them could be old timers though. Bob Andrews is always there with his great looking electric *Playboy*. There were only a few of us



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out there on Jan 13th, but two of them managed to shoot each other down! No names - come on out and join the fun!

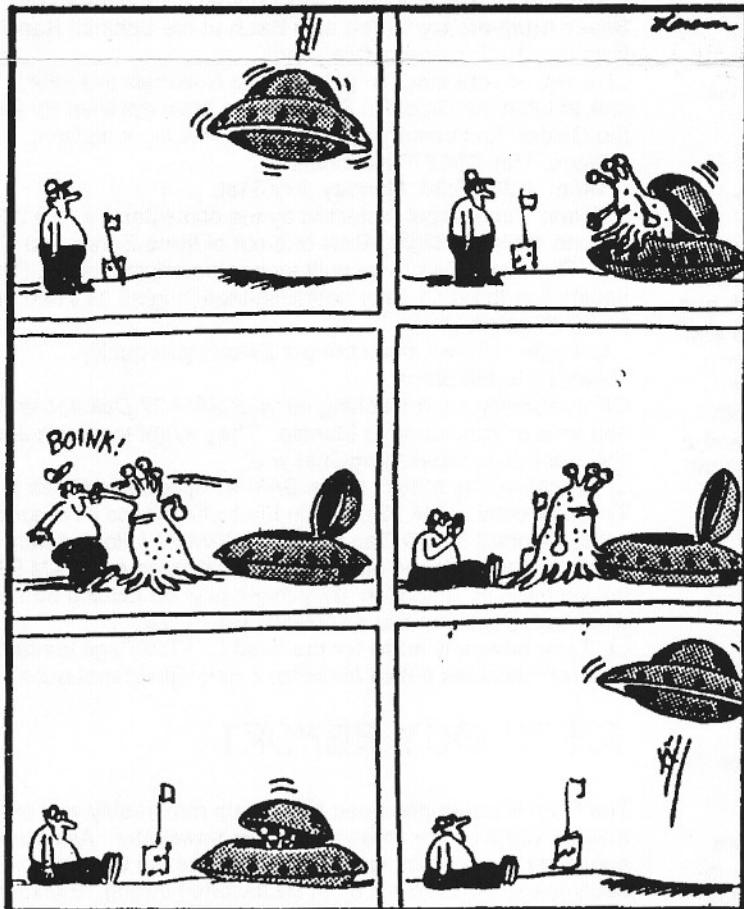
## OLD BUSINESS

- ❑ Almost everybody showed up on the right day for the Christmas Party. Only had one mix-up there and as a result there were going to be a few extra, wrapped items on the raffle table tonight, but they didn't show. We all had a good time, Brian Ramsey's singing has improved tremendously (just kidding Brian) and he received a standing ovation. Most everyone had something to steal for the White Elephant Raffle - even a dead chicken. Park Abbot and Elaine did a great job with the Christmas Raffle and Park made a super MC.
- ❑ There was no other old business. A discussion arose over the number of members in our club and whether any other SAM club approached us in size. No one knew and it would probably be difficult to find out from one source. Since not everyone in our club is a SAM member, SAM's

membership secretary, Larry Clark wouldn't know. Some of the foreign clubs are larger than ours but they may only have one club for the entire country, as is the case with SAM ITALIA. We shouldn't count our chicks as our 99 count will drop drastically without everyone's 2000 membership renewal. If you haven't done so, get your fifteen bucks (cheap) off to Rod Persons, 115 Kerry Lane, Cloverdale, CA 95425.

## NEW BUSINESS

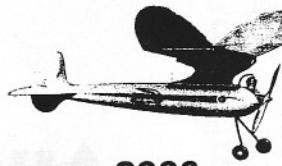
- ❑ There we were at the end of the year with no year-end raffle prize! Rod gave a quick Treasurer's Report and we weren't broke - fact is we had let this slip through the cracks. After a lengthy discussion the following was resolved - the year-end raffle will be held at the January Meeting - various members will scout up possible prizes ranging from engines to models (rubber and/or gas) or a GPS, and maybe even a Beta test model of a new retrieval system or even sumthin else. All were to report to Rod who would apply his wisdom and our treasury to one or two items for the lucky winners ultimate selection. As always with this raffle, you don't have to be present to win, but it's more fun if you are.
- ❑ While talking of raffle prizes, Rod reported that we are getting low on prizes and Don had offered up some items he received from ACE Hobby at his cost. A Smart Charger with an AC adapter included. Moved, seconded, and approved. Also give Rod any other ideas of what would make good raffle prizes.
- ❑ A quick search through the mental banks present was made for a club project for the year 2000. The consensus leaned toward something electric but much discussion was going nowhere. Then something strange happened, the likes of which I had never seen during my membership with SAM 27 - a committee was formed! John Carlson, Andrew Tickle, and John Pratt will give a report next month on what direction this project will run. A subsequent e-mail from John Carlson proposed the following:
  1. John Carlson will bring copies of the Spirit of SAM Event Rules and a list of info sources for motors, speed controllers, batteries, Rx's, models and other such miscellany.
  2. Andrew will bring examples of motors, controllers, etc.
  3. John Pratt will bring info on sources for plans which qualify under Spirit of SAM rules, e.g. Any old-time/antique RUBBER model including stick, to which wheels may be added to make it ROG per rules. Scaling to desired size is OK. If a direction other than Spirit of SAM is taken, qualifying kits or plans will be discussed at the meeting.





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## TECHNICAL PRESENTATION

At the last meeting, we failed to draw a name out of the bag to do a presentation for tonight. We corrected that straight-away and next month's presentation will be provided by **Nick Sanford**. To fill the void, Prez Bert called for any building hints, tips, or war stories from the group. **Rod Persons** responded with a precautionary safety story about the storage of nitrate dope. He recently opened a can that had been stored for years before it fell into his possession. It looked as though it had ignited and extinguished for lack of air in the can - just enough to turn the lid black inside. The dope had changed to an orange color. **Jerry Rocha** had a brand new can change to orange and he called the manufacturer, who recommended he send it back and they would replace it. This was reminiscent of the old bottle of soldering flux that blew up in **Don Bekins** face and he repeated that story for the group. No one there was familiar with the orange dope problem - if any of our readers out there know something about this, let us know. In the meantime, be careful how you store those flammables and never knowingly buy more than you plan to use for a given project.

Rod then told a story of when he and **Bill Davis** tried and tried to start his *Starduster* at Waegell Field one day to no avail. Finally, **Dick Meyers** came riding along on his motorcycle, glanced down on his way by, and said "You guys know you are trying to start that thing backwards, don't you"? They had the starter leads reversed in the panel. A quick change and it fired right up!

Finally, whether we use them or not, straight from **J Eut Tileston** himself, here are the rules for Spirit of SAM event - The SOS rules are essentially the same as proposed 1995. The up-date is to clarify the take-off requirement of 'STICK MODELS'. The rules are:

- Any old-time/antique RUBBER model.
- Any motor, gear and prop (may fold).
- Scaling OK, Model must ROG, wheel/s maybe added to stick models, but no drop-off wheels.
- Battery pack must be Ni-Cd and removable for weighing.
- Maximum weight = < 125grams, weight includes connectors and attachments.
- There are no weight restrictions on the model.
- Flight rules are the same as 1/A Texaco, i.e. three attempts to make two flights - 15 minute max.

## SHOW AND TELL

**Don Bekins** had a first-off laser-cut kit, 1939 *Air Trails* article, and Jim O'Reilly's plan set from Bob Holman for Henry Struck's "Record Hound" which will be the Year 2000 SAM Champs Special RC Event. See the November-December 1999 issue of SAM SPEAKS for a write-up of this model by SAM 27 member, "Ol Charlie" Reich.

## RAFFLE

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

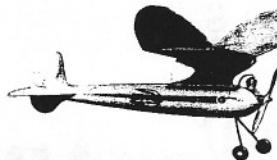
RAFFLE PRIZE/DONOR	WINNER
Prop Blank/John Gomez III	John Hlebcar
Prop Blank/John Gomez III	John Pratt
Prop Blank/John Gomez III	John Pratt
Sky Sedan/Dick Irwin	John Pratt
DW-1 Kit/Joe Meere Estate	Larry Kramer
Monocoupe Kit/Joe Meere Estate	Brian Ramsey
Stinson Voyager Kit/Donor(?)	John Hlebcar
Rubber Bands/SAM 27	Don Bekins
Rubber Bands/SAM 27	Don Bekins
T-Shirt/SAM 27	Ray McGowan
Clock/Bill Vanderbeek	Bert Flack
.049 Texaco Engine/SAM 27	Ray McGowan
Scissors/SAM 27	Rod Persons
Scissors/SAM 27	Brian Ramsey
Rubber Bands/SAM 27	Andrew Tickle
Rubber Bands/SAM 27	Andrew Tickle
Glue Stick/SAM 27	Buzz Passarino
Glue Stick/SAM 27	Buzz Passarino

SAM 27 costs \$60.00      Collected \$62.00

## IMPORTANT NOTICE

DUES FOR 2000  
ARE PAYABLE  
SEND OR GIVE YOUR  
\$15 CHECK  
(Payable to SAM 27)  
to  
Rod Persons  
115 Kerry Lane  
Cloverdale, CA 95425  
(Show or send photo copy  
of AMA 2000 Membership Card)

**SEND IN TODAY!!**



# Antique Flyer

February 2000

## SAM 27 Member Profile

Thanks to all the members who have sent in their profiles for future printing in the antique Flyer. New members are invited to submit their personal profile to your editor - 10 feet of SAMspan is your reward. Photos are needed.

### Remo Galeazzi

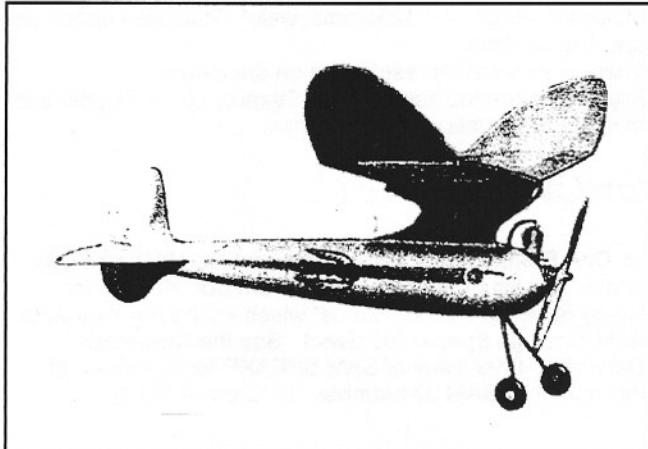
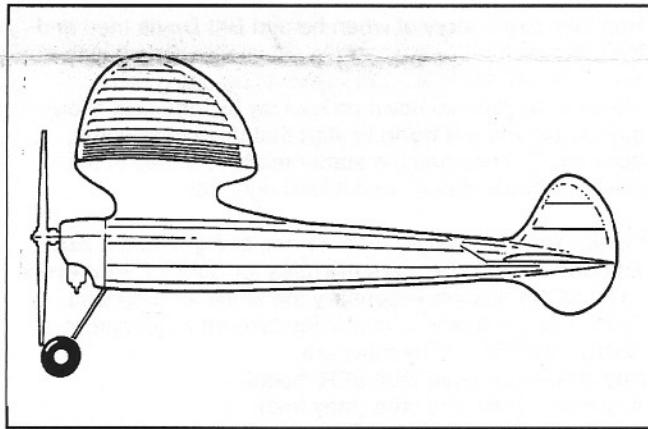
Remo Galeazzi very kindly provided an informative profile of his modeling career, and then some. Remo is a retired optician with a passion for building airplanes, from Peanuts to 1:1. He began modeling around 1929 and his first model was, "...probably a 10 cent solid model," and his favorite model is the Korda Wakefield. Here, in Remo's words, is his personal history of the model airplane:

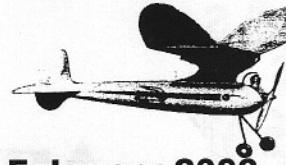
I really can't remember when I fell in love with airplanes. It may have been when I received a silk and wire model when I was about 6 years old - or probably when I first looked up into the sky and recognized the object up there to be a flying machine. Angling has always been a passion of mine, but has always been second best to aviation. I chose the Korda as my favorite model because it was the first time that a model that I had built got caught in a thermal - an experience that I shall never forget! My first gas model was a Quaker Flash with a Bunch Mighty Midget. It was successful and I flew it many times until its demise. My most successful gas model was a Zipper - it was covered with a red bamboo paper and blue dope trim. I was able to enter it in a contest held at the Sunnyvale Air Base in which I placed 4th after one flight with the allowed 10 second motor run. We were to have three flights, but after the first I came down with a sudden fever and spent the rest of the day huddled in the back seat of the car. I still felt pretty good about my performance because the old Mighty Midget was sort of anemic that day and the field of competition probably numbered at least 100. I never did find out who won as we left early.

The war came along in Europe, but I still built models and put together a Stanzel Tiger Shark with an Ohlsson 23 - "U" control was new then and considered quite a novelty. Shortly after that, I went to war and spent 3 years in the Army. I was an outpost radio operator in a 40 mm anti-aircraft battalion. One and a half years were spent overseas, mostly in Belgium where we shot buzz bombs (V-1) and participated in the Battle of the Bulge.

When I returned I built some "U" control speed models, but turned my attention to full scale. I got my license in 1947, soloing in an Aeronca 11AC. I flew extensively until 1952 when I got married. First things had to come first and it was

13 years before I started flying again, gaining a glider rating at that time. I started building a MA-5 Marquart Charger in 1971 and finished 9 1/2 years later. I flew the Charger for 6 years and 325 hours, then sold it. I won over 17 firsts and Best of Shows with it - the best win was Grand Champion Custom at Oshkosh in 1987. I started modeling again in 1986, building Peanuts. I think it was in 1987 that I joined SAM 27. Great move! I've built a number of models since then - and completed 3 full-scale restorations, a Ryan STA and a Fleet Model One (Both of these won Grand Champion Antique at Watsonville and Merced) - with a Cherokee PA-28 thrown in. I'm currently finishing up a Rose Parakeet. In 1997 I did a 1 min. 33 sec. at Watsonville with a Peanut scale to break the record there. Actually rubber flying scale has always been my first love, but I'm about to do a 1923 Farman Sport for 1/2A Texaco. My only regret is that I'm getting too old to chase the models that I build - it's too bad that youth is wasted on young people! Although I still fly with others, I've let my physical expire - 50 years of flying has satisfied me although I do get the yen once in awhile.



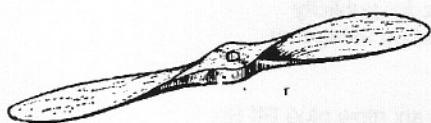


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## MYSTERY MODELER



The Mystery Modeler this month is the one with the airplane. And, it might as well be the Mystery Model also - what is it? And who is it?





## Correspondence

The following letter was received from SAM 27 member Earl Cayton along with his cartoon and some xerox photos, one of which I'm using here but have to apologize for the poor quality. Thanks Earl for the info.

I was interested in your article about Elf engines. I wrote John Brown for the price so that I can buy his book. I once owned both an Elf Twin and Elf Four - and almost owned an Elf Six. Elf engines were rough on the outside but beautiful on the inside. The exhaust ports looked like a small round hole drilled in the side of the head as an afterthought, but the engines ran powerful and very smooth. Not much on RPM but with a good size free flight prop Elfs could pull with any of the best engines at the time. Multiple cylinder engines had to have larger, heavier coils when ignition but with the advent of the glow plug that problem was eliminated.

After World War II I put the ignition engine Elf Four (.40 displacement) in a Comet Zipper and the Elf Four took it up in a fast vertical climb that Zippers were noted for and it took a few firsts at contests. At about the same time I built an original design Class A free flight for the .20 displacement Elf Twin. It ended up a bit nose heavy and I planned to rebuild the nose and move the twin further aft. Then, Bill Winter called me, saying that he needed another design quickly to meet a deadline for a new magazine that he was publishing named The Plan Book. To save time I substituted a much lighter Bantam .19 which worked fine. Bill Winter named it the *Pyloner* when he published this design in his 1946 Plan Book.

With the advent of the glow plug and 100 oz. power loading, I put the Elf Twin in the 48 inch wingspan Comet *Interceptor* weighing 20 oz. and the Elf Twin easily took it in a vertical climb.

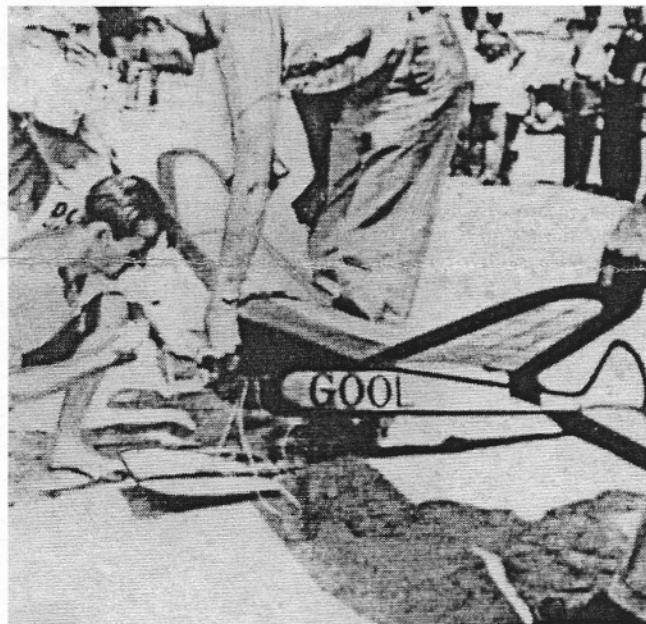
In the early 1950s I was able to meet Dan Calkin, the Elf builder, who was a really nice guy. I was then flying F-86 and F-94 jet fighters out of Portland Airbase, Portland, Oregon. Dan lived in the area and he was a good friend of Jim Walker who designed and patented U-Control and was a pioneer in radio control. Dan and I were watching Jim fly a big eight-foot radio control model - those were the days of vacuum tube receivers and rubber powered escapements. Dan took Walker to his car and showed Jim a 6 cylinder Elf Six with a .60 displacement. It looked like the Elf Four except that it had a third bank of opposed cylinders. He told Jim that he would give it to him if he would cowl it in like a Beech Bonanza and let him take pictures for publicity purposes. I don't remember if Jim ended up using that engine or not.

I was intrigued with the idea of putting a six glow plug Elf Six in a Comet *Sailplane*. Dan agreed to charge me a fair price

and build one up for me if I wasn't in any hurry. I built the Comet *Sailplane* but Dan was really busy and after waiting a couple of months, I got tired of waiting for the engine and substituted an Orwick engine in the *Sailplane* which worked out fine. Orwick was also a very good engine. I see that the Orwick is being built again for SAM competition. I don't remember if Dan Calkin put the Elf Six on the market or not.

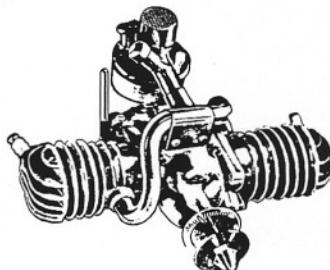
At the same time an engine called the Queen Bee was built in the Portland area, another fine engine.

In the article (Antique Flyer) Ted Enticknap was mentioned. I met Ted when I was in the Northwest. He lived near Seattle and was well known for his GOOL free flight design which was popular in the Northwest. His GOOL design was published later in one of the magazines during the 50s.



In your article about Elfs, you mentioned Ted Enticknap. Here Ted competes in the R.O.W. event at the 1952 Nationals. This model was published in a 1950s model magazine. Fox .60 powered, it flew well. I hope he is still alive and well. He would be about 80 years old now.

This article was the first issue of the Antique Flyer that I received. It is the most professional club newsletter that I have seen. Sincerely, Earl Cayton (Editor: Thanks a bunch for your kind words Earl.)



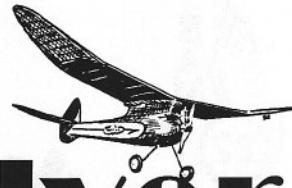


# Antique Flyer

AMA Chapter #108

February 2000

Issue 210



## January Chapter Meeting

*From your editor: No, you're not seeing double, this is a second header page in this issue of the Flyer. My tardiness as an editor is embarrassing, and I must apologize for this belated newsletter. The move to Santa Barbara has been wonderful but the tasks have been keeping me from my editorship, as well as model building or flying. I may even get back on schedule one of these days. Both dated February, this Antique Flyer has issues 209 and 210. I would appreciate any material you can send me.*

by John Hlebcar

Welcome to the 21st Century! I would have come up with something fancy about Buck Rodgers but as it turns out, he won't wake up until the 25th Century. We had to settle opening this Millennium with twenty-one members and one guest, Joseph Kagen from Cotati. Joe brought along some of his childhood memories in the shape of a few engines that he hoped to breath life into again after talking to our room full of experts. He did not join our club but I have a feeling he is not far away from doing so. I received an e-mail from Colin Irwin, Dick Irwin's son, expressing an interest in joining SAM 27 after visiting us recently. He said "I was able to fly the day after the meeting for the first time in 20 years! I built a *Playboy Senior* with electric power and it flew GREAT!! My first flight was 9+ and the next two were each over 8 minutes. I plan on building a *Cumulus* old timer next. Please let me know what the dues, etc., are." This I did and we are in anticipation of Colin as our next new member. We will be starting over in the attempt to achieve the 100 member mark, but if everyone does not renew it will be an uphill battle - check the expiration date on your address label (new feature) to see if you have overlooked sending in your dues. If you haven't done so, get your fifteen bucks (cheap) off to Rod Persons, 115 Kerry Lane, Cloverdale, CA 95425.

## ANNOUNCEMENTS

- O&R Tee Shirts and Decals. Contact Rod Persons.
- Scrap Box items, Mystery Models, Engines, Modelers and Member's Shop photos are still needed. Please support Steve with these items and any other current photos or projects. So far only a few have responded to these pleas.
- Here's the April and May events for your immediate future planning...

8-9 April, Nostalgia & FAI Mini Contest - Waegell Field, Sacramento, CA  
20-23 April, New Zealand 1/2 A Texaco - International Postal Contest.

15-16 April, SAM 49 Spring Annual - Condor Field, Taft, CA  
15-16 April, SAM 8 Spring Opener - Hart's Lake Prairie, WA  
30 April, SAM 1849 - Schmidt Ranch, Elk Grove, 6-7 May, NORCAL FF Champs - Waegell Field, Sacramento, CA  
13-14 May, SAM 8 Memorial Meet - Hart's Lake Prairie, WA  
20-21 May, SAM 30 Spring Annual - Schmidt Ranch, Elk Grove, CA  
27-28 May, US Free Flight Championships - Lost Hills, ...and don't forget to save a spot on your calendar for our Silver Anniversary Crash and Bash at the Schmidt Ranch from 8 to 10 September this year!

I received a flyer from George Benson for the Marin Aero Club. They fly free flight rubber, electric, or C.O.2 powered models at St. Vincent's School located 15 miles North of the Golden Gate Bridge at the Marinwood-St. Vincent exit on Highway 101. Indoor meets are held in the gymnasium every 4th Sunday\* and outdoor events are held May through October on every 2nd Sunday. M.A.C. emphasizes enjoyment of their flying and have no club dues, only a \$3 flying fee which goes entirely to the boy's recreational fund. New flyers whether novice or skilled are assured of a warm welcome. George writes that attendance at their flying sessions has been dwindling, and they need to keep their numbers up to avoid loss of this facility. Contact George Benson at (415) 388-1809 or Jerry Long at (415) 453-0861 for further details. \*October meet will be held on 22nd (3rd Sunday).

I also got a notice from the National Free Flight Society about their Scholarship Program. In general, anyone may apply for consideration who has been an active member in the NFFS for more than a year, or who has an immediate family member who has been an active NFFS member for at least that period of time. Free Fighters having families with school age children may want to become NFFS members in order to take advantage of this opportunity in the future. Contact Leonard A. Sherman, (425) 432-9508 or Edwin D. Lamb, (425) 747-7806 or e-mail <edsplace@worldnet.att.net> for additional information.

If you have any items for the SAM 27 Web Page contact Ned Nevels at his e-mail address: <nedn@napanet.net>.

## TOFFF GUY REPORT

We are definitely down to parking along the side of the road for the rest of the season. Please keep aware for road traffic when launching or retrieving aircraft. Steady returnees include Andrew Tickle and Ray McGowan. Andrew is getting a lot of practice with his Electrics and Ray is working on getting his new Class A Javelin flying. The model flies fine, and has about five flights on it. But Ray has been having problems with Bantam crankshafts. He has two engines



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and both of them have cracks in the same place. He tried to buy another off of a friend, and would you believe - it was cracked in the same spot! All of these engines run, but not to well and vibrate badly so Ray is now waiting for another Bantam to show up in the mail. *Editor:* Ray, were these originals or repos?

## OLD BUSINESS

- Club Project Committee Report - John Carlson handed out a copy Spirit of SAM article from the March - April 1995 'SAM Speaks' and the up-date from Eut Tilston which was in our last issue (209). John also listed articles from the December '99 and May '97 Flying Models magazine and websites which may be of help in selecting motor and model combinations for the size and weight peculiar to SOS models. Andrew Tickle followed John with a mini 'show and tell' of motor sizes, gearing, props, speed controls, chargers, etc. He had a briefcase full of samples and passed them around for all to study. The last committee member up was John Pratt who briefly discussed plan sources such as Aerodyne, Holman, etc. John Carlson suggested any of the Jimmie Allen models would also be eligible.
- Year-end Raffle - Thanks to Bud Romak, we had not one but two completed models for our year-end raffle. He brought a gas model and a rubber powered model, both free flight of course, to the meeting. The rubber model was a *BG (Blue and Gold) Special*, designed by Stu Bennet in 1940 and was flown in 1941 as a commercial rubber model with a free wheeling prop. It has also been flown with a flat bottomed airfoil and a folder as a cabin model. Bud included an 18-strand rubber motor (and Rod threw in a winder) so it was ready to go. The model was about five years old. The gas model was a 1937 *Folly 2* by Rob Doyle. Bud said the model had a beautiful glide, but was a little hairy under power with the Thermite .36 he had in it. It would probably make a good Texaco model with a smaller motor. Both models were raffled at the end of the meeting after our regular raffle. The rubber job was won by **Bill Vanderbeek** and the *Folly 2* went to **Buzz Passarino**. Congratulations guys, and a big thanks again goes to Bud for his generosity.

## NEW BUSINESS

- A brief discussion was held to solicit ideas on how we could store frequency pins at the field to avoid "unwittingly" sharing the same channels when flying. The fact that the field is periodically plowed for the seasonal weed crop disallows much in the way of a permanent storage set-up. If anyone has any thoughts on this, please bring them to the next meeting or drop a line to me so I can put it on an upcoming agenda.

## TECHNICAL PRESENTATION

Nick Sanford's presentation centered around his current

project, an *Antique Torpedo II* from the 1937 Ziac yearbook. This is a fuselage type model with a perfectly round sectioned fuselage with a 79" span, 671 square inch Area, Elliptical dihedral wing, which will use Nick's favorite - Obichi wood. Nick's demonstration of this project drew upon several of those present to discuss solving some of the unique construction problems for this twin-tailed beauty. We all look forward to the maiden flight of this slick-looking bird. Thanks Nick.

## SHOW AND TELL

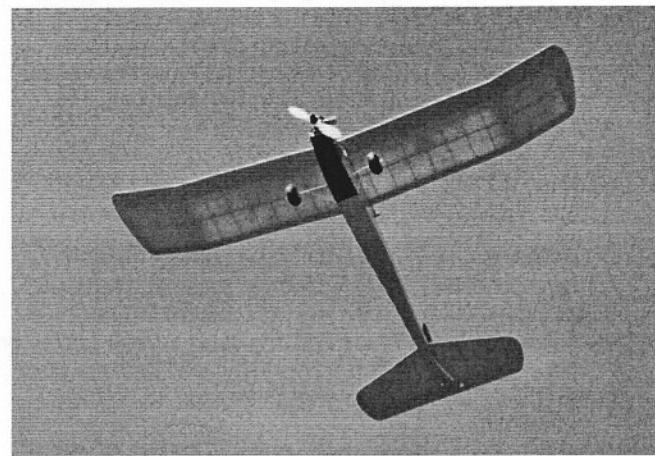
- Frank Ketcham brought in a beautifully built, rubber powered scale model of a Herr Engineering WWI Fokker D7. He was asking around for helpful comments on building and covering, but it looked as though he had these well under control. The consensus was for him to keep doing what he was doing and leave one or two coats of dope off for a lighter model and warp control. Nice work, Frank.

## RAFFLE

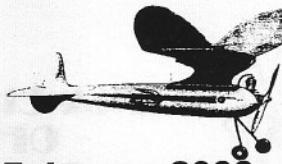
### RAFFLE PRIZE/DONOR WINNER

Smart Charger/SAM 27	Ron Keil
Straight Pins/SAM 27	Buzz Passarino
Razor Blades/SAM 27	Ron Keil
Rubber Bands/SAM 27	Buzz Passarino
Quaker Kit/Dick O'Brien	Ray McGowan
Flying Model/Rod Persons	John Pratt
Flying Model/Rod Persons	Andrew Tickle
Korda Plans/Dick Irwin	Jerry Rocha
Korda Plans/Dick Irwin	Ray McGowan

SAM 27 costs \$78.00      Collected \$88.00



What a nice sight - too bad it's not in color - the red against the blue sky is great. Your editor's Buzzard Bombshell, Super Cyclone powered. Note the prop position - always in the breakable zone! Don't know who took this pic, but thanks for reminding me of last summer.



# Antique Flyer

## CHRISTMAS PARTY



Joanne, John Hlebcar's mom, and Don B.

Left and Above: The joyful gathering.



Below: Three experts deciding whether to bid on the kit.



Left: Harry Klaritch hopes this isn't his kit.  
Below: Don Bekins taking a break from playing the drums behind him.



Left: Pete Samuelsen, Marilyn and Earl check out their gifts while they can.





## AMA Chapter #108 OFFICERS

Page 10

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**PLEASE ADVISE EDITOR OF  
ANY CHANGE OF ADDRESS**

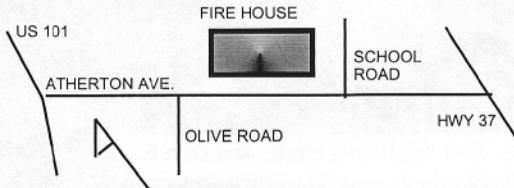
### MEMBERSHIP

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,  
Mar. 15, 2000, 7:30 p.m. at the Novato  
Fire Department Training Room**

## Antique Flyer 201 Foster Road, Napa, CA 94558

February 2000



**FIRST CLASS MAIL**

**TO:**



Bud Romak at SAM Champs