Antique Flyer

AMA Chapter #108 | May 2000 | Issue 214

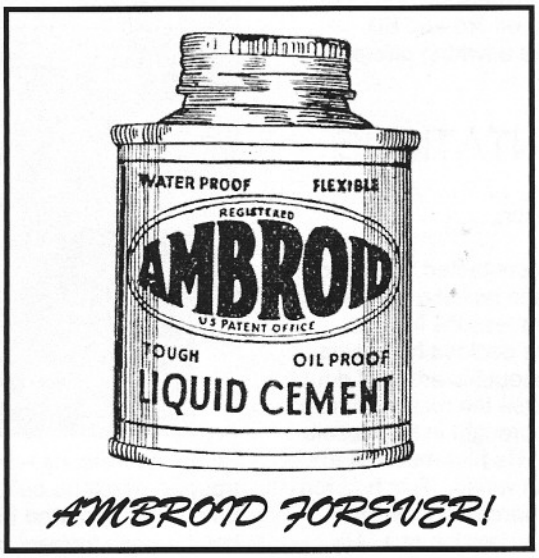
May Chapter Meeting

by John Hlebcar

We had no new members or guests in tonight's crowd of 18 but new member Milt Davis from Kentfield was welcomed in absentia. It was nice to see Bill Dempsey and Dick O'Brien back in attendance.

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. Send your input to Steve at his Santa Barbara address on pg 10.



❑ Here's a look into your immediate future...
3-4 June, SAM 21 Howard Osegueda - Schmidt Ranch, Elk Grove, CA
10-11 Jun, NCFFC Champs - Waegell Field, Sacramento, CA
17-18 Jun, SAM 8 Annual Meet Hart's Lake Prairie, WA
21 Jun - Next SAM 27 meeting - no more reminders for any of the above...
1-2 Jul, SAM 26 Coastal Cooler - Lompoc, CA
1-9 Jul, 1/2 A Scale Duration International Postal Contest
8-9 Jul, SAM 8 Monthly Meet - Hart's Lake Prairie, WA
22 Jul, SAM 27 Annual Rubber Contest - Lakeville Rd. Site, Petaluma, CA
2 Sep, SAM 27 Jimmie Allen Postal Day - Lakeville Rd. Site, Petaluma,CA
8-10 Sep, SAM 27's 25th Anniversary Crash & Bash, Schmidt Ranch

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

❑ No report here for Junior OT but see below...

TOFFF GUY REPORT

Activity has been picking up - primarily with electrics. We are also signing up more members at our TOFFF sessions. Bob Harvey from Pleasant Hill and Tom Miller from Martinez signed up the day after our last club meeting. See you guys at the next meeting. Dan Carpenter from Manhattan Beach stopped by with his new Foote Westerner and picked up a shiny new TOFFF button for his trouble. Now that school is out, Trevor Shiraishi has been coming out with Ed Hamper and is getting to be a pretty respectable pilot. Thanks Ed and congrats to Trevor.

OLD BUSINESS

❑ Club Project Committee Report - John Carlson displayed the Bob Holman laser-engraved prizes for our SOS event this year. A very nice pen and pencil set for first place and some good looking plaques for second and third places. John also reminded everyone of the four contest dates, June 24, July 22 (same as our annual rubber contest), August 26, and September 30. Sears Point Raceway will be hosting NASCAR and Le Mans events on June 24th and July 22nd, so plan on getting to our field early. Andrew Tickle was nominated to buy prizes for the four sweepstakes contests and will have $50 from the treasury to accomplish this feat.
❑ Crash and Bash - Ed Hamler reported nothing happening at the moment other than he has the AMA sanction in hand. He has been tapped on the shoulder by the SAM Champs organizers to contact Jack Albrecht for prize commitments from Airtronics and thinks perhaps we could arrange for some support for our silver anniversary event also.
❑ Rod Persons reported on a price for replenishing our SAM 27 decal supplies. We were given a favorable price and voted to proceed with the order. He also gave an acceptable treasurer's report and will be allowed back into next month's meeting.

NEW BUSINESS

❑ Rod Persons subscribes to Quite Flight International

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(OFI) magazine and pointed out he saw a photo of Bob and Ray McGowan in the latest issue as a result of Bob having won overall champion for 2 meter. Then the weekend after our last meeting, Ray was at a giant scale glider contest in Los Banos and got hit in the shoulder by a 1/3 scale glider. You might want to send him a card to read while the bones are mending. Other than that he's fine.

❑ Ned Nevels mentioned the latest RCM has a construction article for a 425 sq in Playboy for a Speed 400 electric by Bob Aberlee. Bob Holman has the parts. By the way, Ned is running an e-mail service called SAMTalk. If you've got time to read a lot of SAM oriented mail, sign up by addressing a BLANK email to: < SAMTalk-subscribe@topica.com > ...the very essence of simplicity. No other words are required. The address does the task.

❑ Jerry Rocha reported on the NORCAL FF Champs at Waegell Field. I was hoping to pull the results from the internet but must not have looked in the right places. Of six $100 cash prizes, Bud Romak won 1st one, Rod Persons won 3rd one, and Jerry won the 6th one – good going SAM 27! Oh yeah, on the way up, Rod stopped his truck and went back to the trailer to shed a tear for the queen. Of course he didn't see a chair that fell over in the dark, got tripped up and wiped out a couple of his models. He spent the next day watching what went on in the wind and rain. Jerry flew his Zeek and I think he placed 3rd and Bill Vanderbeek took 1st, but I didn't have anything official to look at...

TECHNICAL PRESENTATIONS

June's presenter will be George Benson.

Bill Dempsey expressed doubt when contacted to be our presenter since he felt he has not been building models as long as we have and should be taking lessons from us. Nonsense! After some discussion we decided he should bring in his current project and talk about his areas of doubt and we would see if we couldn't reverse the roles and help him from the floor to the lectern. He brought in his Fieseler 156 Storch by Dumas Products, Inc. He had modified the plans to provide for removable plug-in wings. This had represented quite a challenge with the Storch's lightweight birdcage canopy, but Bill had done a super job of it. His concern lay in the areas of covering and color paints. Ned suggested Humbrol water-based paints from England for dead-on accuracy for colors. Check the video on covering with tissue produced by Robins's View Productions in Stockertown, PA – phone 919-778-6653 (my copy is loaned out at the moment). Depending on how creative you are with computers and scanners, markings can be lifted from 3-views in aviation publications. To avoid warps when shrinking tissue on flying surfaces (water or doping), always pin them to a flat surface using 1/16" or better shims to allow air circulation to both sides. Other areas of Bill's model were discussed and last but not least, no discussion of the craftsmanship required to build a Storch can stop until glazing all of those windows is discussed. Rod Persons promised to talk about this during his Show and Tell later. I couldn't let Bill's session end without asking him if he planned on doing the leading edge slats – he was still wrestling with that one but we are all looking forward to the day Bill brings this model in for it's show and tell session. If his craftsmanship to this point is any indication, it will be a real beauty.

SHOW AND TELL

❑ Ray McGowan – showed us one of the LCD on-board battery monitors that he had purchased recently. Weight was only 5 grams and draws 10ma and gives you an instant indication, which may be better than if you dig out that ESV for a reading after a while when a bad cell has had a chance to equal out. The one Ray showed us, the "VoltWatch, was sold by Hobbico and only cost $10. Similar products are available from Graupner and Expert.



❑ Rod Persons – brought along his Garafalow's "Paratrooper" which he built from a set of Bob Holman Laser Cut parts. Rod reported that everything fit together beautifully but the nose formers behind the spinner were not round and required some rework. Rod used some of the intelligence gained from Bud Romak's technical presentation on dying dope and tried picking up some Higgins ink in orange but it was not available. A trip to an art supply store netted him the orange but it was acrylic, which is an experiment (60% thinner, 20-30% dope, and the rest is color)n so he will keep an eye on this. So far it has not presented a problem. To answer Bill's question about canopy glues (we have all used RC-56 with varying degrees of success), Rod went with his problem, and type of plastic, to a TAP plastic outlet. They sold him their cement for clear acrylic plastic sheet which Rod sez really works great. It will glue acrylic to wood, metal, etc., dries fast and clear, and holds. Rod makes his patterns in bond paper or light card stock first and makes sure they fit before committing them to plastic. Ned

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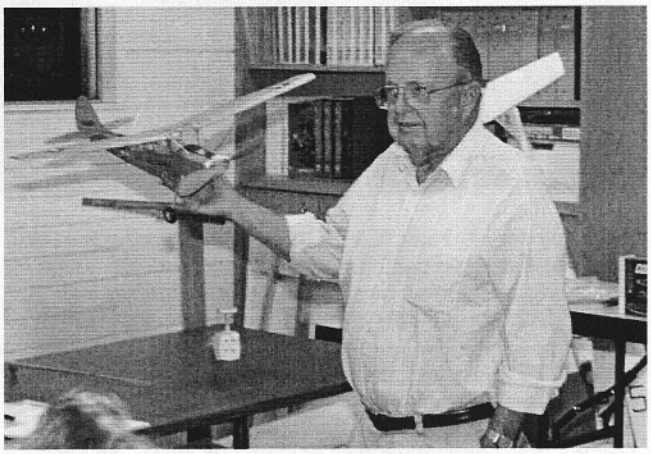
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Nevels also suggested if you are handy with a trim iron to try using clear Monocoat. A trip to a florist will net you some cellophane-like material they use, which makes really lightweight windshield material. Take samples into TAP and they will identify them and sell you the proper glues.

❑ Ned Nevels – Don Garafalow still lives and along with his grandson Jack Sagumeli are forming a business for selling Don's old plans and kits. The plan is to resurrect the original plans and kits from 45-50 years ago, and a lot more. Their website carries the story, see www.supercraftmodels.com

❑ Jerry Rocha – got a call from a guy in Colorado that used to be a distributor for CS ½ A engines. They have stopped making them, but he sent Jerry a new G&Z engine (one of three or four in the country) for evaluation. There appears to be no differences from the previous CS models, but Jerry had not had the crankshaft out for comparison yet. The engines are manufactured in China and may contain some material differences which account for the increase in price (about $30 more then the old CS engines). Jerry also showed the new FAI Monoline speed model he was going to compete with the following week in Oregon. He was still there when this was written so we will have to wait to see how he made out when he returns. He also had a new dolly for the model and demonstrated how the "reverse moustrap" release mechanism worked.

❑ Ray McGowan brought several models. First was a Herr Engineering laser cut Bird Dog he built. He really liked the way it all went together so nice and quick – a very neat little model. Ray incorporated one of the button timers to work a kick up tail dethermalizer. He also is building a gear shifting system to automatically allow two separate motors to turn the prop – can't wait to see that one work.



The next ship was a large Graupner LS6 sailplane that he built for an upcoming contest. It had balsa covered foam wings, which were covered with Econocoat, which gives a slick finish as opposed to all the air bubbles associated with Monocoat. Next he showed a model he built in 1979 and planned to fly at Los Banos (the above mentioned contest where he was injured). It was a quarter-scale Jantar-1. He had many scale details, especially in the cockpit, which not only had the required pilot, but a candy bar, sectional chart, and other small items. Speaking of canopies, Ray and his wife Texie heated and pulled the one from butyrate on this glider in their kitchen. He said he would not use butyrate for canopies again because over the years this one has shrunk some and left gaps along both sides at the fuselage.



Ray with his Graupner LS6

❑ Trevor Shiraishi showed the Bomber he was rebuilding after a serious case of accidentally applied hanger rash changed its appearance in the family garage. It made some contest winning flights before and from the looks of it will do so again. Rod Persons presented Trevor with a surplus compressor that Don Bekins wanted him to have.

❑ I forgot to bring in a real honest to goodness Jimmie Allen kit I picked up at the last collecto so someone please call and remind me to bring it next month. Also, here's an idea to mull over for next year's project – we have near 100 members again and only draw about 10 members at the most each year for club project participation. Whatever we come up with next year, think about making a postal event out of it so everyone can get a whack at it. If that sounds good to those of you that live too far away from our flying field, drop me a line and lets hear your ideas for next year.

RAFFLE

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

RAFFLE PRIZE/DONOR	WINNER
TBF-1 Avenger/Rod Persons	Bert Flack
Silk/Larry Kramer	Buzz Passarino for Trevor
Blower Bulb/SAM 27	Ray McGowan for Trevor
Scissors/SAM 27	Ray McGowan
UHU Glue/SAM 27	Loren Kramer
6" Calipers/SAM 27	Dick O'Brien
Button Timer/SAM 27	Dick Irwin
Polo Shirt/SAM 27	Ray McGowan
SAM 27 costs $43.00	Collected $55.00

Keep 'em Flying - John H

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SCRAP BOX

Well, your editor has run up against a paucity of member-provided newsletter material this month. Our ace cameraman, Larry Kramer, has provided a wealth of photos, our ace cartoonist, Earl Cayton, has provided us with a laugh, and Dick O'Brien has shared his shop, so now you're stuck with my blatherings - be forewarned. There's still time to change the station.

Ned's SAMTalk e-mails have provided some interesting dialogue between various interests in SAM. Most of the respondents on SAMTalk are long time modelers with many years of experience and their opinions are respected by other modelers, but not necessarily always in agreement. Of the most concern to me is the ongoing and future participation in SAM activities. What activities are of the most interest to members? SAM really is founded on the preservation of old time flying and on competition with the SAM-Champs taking center stage and many regional contests acting as the "farm teams" for the Champs. But how many members participate in contests? Do we know? Do we care? I think we better care if we expect SAM to exist in the future. Many members point to the Preamble being compromised by the creeping of high-powered engines under the tent and the increasing use of modern materials, not to mention changing events which perhaps alter the original intent of Old Time rules - pylon in Texaco, for example.

I'm a relatively new member of SAM but I did my share of modeling in the 40s. I went to lots of contests in those days in the midwest and occasionally got lucky and placed in a junior event but my real interest then, and now, was to fly models (toys, if you please) in the company of other people with a similar interest. If SAM is to preserve the traditions of old time modeling, beyond the enjoyment of the current crop of members, then attention has to be paid to the maintenance of the "state of the art" of vintage models. I confess that I do not attend contests and therefore I am not qualified to comment on that subject; however, I am qualified to comment on why I, and perhaps others, do not have a strong desire to compete. I understand that attendance at contests is down somewhat but that there are plenty of events to satisfy anyone who wants to compete. I agree that rules shouldn't be changed and that events needn't be added - so what is the reason that only a minority of SAM 27 members attend contests?

It's simple. The idea of vintage modeling, in my opinion, entails the recreation of the period, whether it's before 1938, or 1943, or 1950 something - we're building and flying museum pieces, not modern hardware. You don't trot out a Glock or a HARM missile to recreate a battle of the Civil War. As stated on SAMTalk, the idea that vintage flying means a LER with an attempt to find thermals in order to max has become lost in the forest of McCoys and APCs. Boy, I certainly don't remember vertical climbs to near out-of-sight when I was competing. SAM 27 should take it's clue from one of our older and most experienced members, Nick Sanford, who probably exemplifies the true SAM spirit better than anyone I've run into. Nick builds the old and unusual, the Firebird and Twin Booms and the like, and he flies them and tries to compete with models that have no chance against a Bomber etc. - but he has fun plus he gives the rest of us enjoyment seeing the old birds fly. That's not to say that the hotshots with out-of-sight zoomers aren't having fun also, but not everyone is willing, or wants, to fly that type of model. Do we want to go the route of free flight with their ARF, "million dollar" models? A handful of "competitive" model designs, a handful of screamer engines, a composite prop, very skillful and experienced building techniques and expert flying and trimming ability crowd the winners circle and the same great modelers are always at the top of the list. It's a running contest of champions eking out that extra feet in the climb with a guaranteed fly-off berth. Is this sour grapes? Or envy? No, it's the reason that most of us don't compete. Frankly, I'm out flying for fun, like Nick and lots of others. I'm referring to R/C assist here, not free flight.

Dan Carpenter with his Foote Westerner



This may sound crazy, but it's true. I don't want an out-of-sight climb where I can barely see the model - it's no fun for me. I enjoy seeing an airplane, not a speck in the sky. R/C assist has a special bonus in that the model returns to the sender so I get to watch and control the landing (or crash as it may be sometimes). I'd rather make a 3 or 4 minute flight, fighting for a thermal, where I can actually see what's going on than strain to keep a distant speck in sight and under control. So, I don't have that competitive spirit. So what? I build heavy, use vintage engines, like balloon tires, fly gas, use Ambroid, and I'm not a very good "pilot" - but I enjoy every minute of every flight and I enjoy everyone at the flying field. I'm that 16 year-old kid again marveling at the wonders of aviation (which incidentally has kept me in bread and butter for the past 48 years).

I'm suggesting that fun flying has a greater role to play in SAM and that fun flying of Old Timers means adhering to

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SCRAP BOX CONTINUED

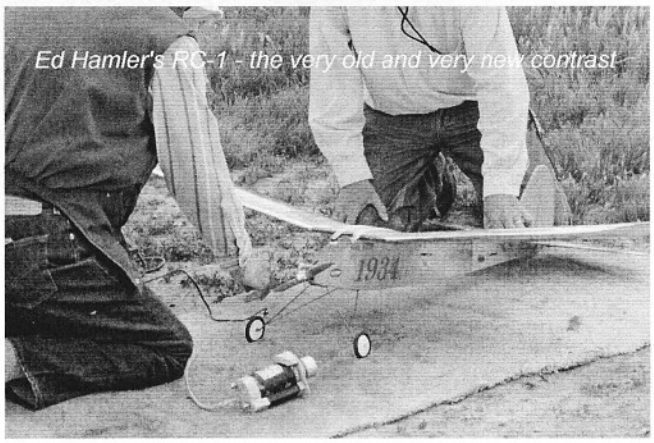
vintage methods and equipment - the flying museum pieces. Keep the same rules but make two categories in some cases: The "enhanced model" and the "true vintage model". APCs or wood. Something to ensure that the "old" stays in Old Timers and that some part of SAM represents true vintage modeling to the newcomers many years from now.

SAM 27's Lakeville site on a good Thursday morning is a great example of fun flying - every kind of model and lots of expert help when you need it. Zoomers and clunkers - great sport. And no trophies. Flying fields are the life blood of SAM - no flying, no SAM. Look at the L.A. area. I'm thankful that SAM 26 has been able to maintain good relations with Bill Brown, a gentlemen farmer outside of Buellton, who allows us to use his hay field on Saturday morning. Four or five flyers with their old toy airplanes is a "sport" that has no equal - the blending of nostalgia and shared joys as we get razzed for our flying peccadilloes. Let's keep the SAM spirit alive. Keep your fingers out of the props men. I'll stick with my B-Y&O at 8,000.

Hey, I warned you! How about letting your editor know how you feel about the subject - I promise to print anything you send me - let me know where I'm astray.

New subject: RECEIVER PROBLEM. I used new FMA receivers (with a JR transmitter) in two iginition old timers. The 8-ch FM Fortress. Both had serious problems with jitter and sporadic hardover inputs (and not only during engine run). I even sent one back to FMA for test and was informed that it was OK. Not! Replaced one with a cheap JR and the other with the new Hitec 555. Both work just fine now. Has anyone else experienced problems with the Fortress?

JOHN POND. The current KAPA Kollector newsletter has an excellent article on John written by his son, Al. Recommended reading You can join KAPA by sending $8 to Morris Leventhal, 1788 Niobe Ave., Anaheim, CA 92804. Ask for Issue No. 30.



Ed Hamler's RC-1 - the very old and very new contrast

CORRESPONDENCE

Rod Persons' super clean shop was featured last month and he responded with the following rejoiner:

"I figured out why I cannot get but one or two models built a year. You pointed it out in your report on my work area. It is not immaculate, but I do try to keep it clean. About once a week I clean it by putting everything away. This slows me down some, but not much.

"What really slows me down when I am building, I just realized, is two things. First is contemplating the structure I am building and secondly the time spent keeping the work area clean and free of miscellaneous tools and scraps.

"I wonder what fast builders do? In fact, Garfield just answered that question. See enclosed.

"Keep up the good work on the ATF."

Editor: See the Garfield cartoon in this AF.

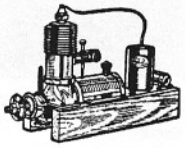


Note from Earl Cayton along with a photo clipping:



"1952 Nationals. Can't we revive this event?"

The caption under the photo says, "NATS PIX: Onc nice thing about National meet nowadays is annual selection of Miss Model Aviation from finalists who live near host-NAS. Top contenders, above." However, keep in mind that this is 1952 so all of these charming youngs beauties are now about 60 years old. Who is Earl suggesting for contestants?



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Models

This heading is from the April 27, 1912 issue of Flight magazine.



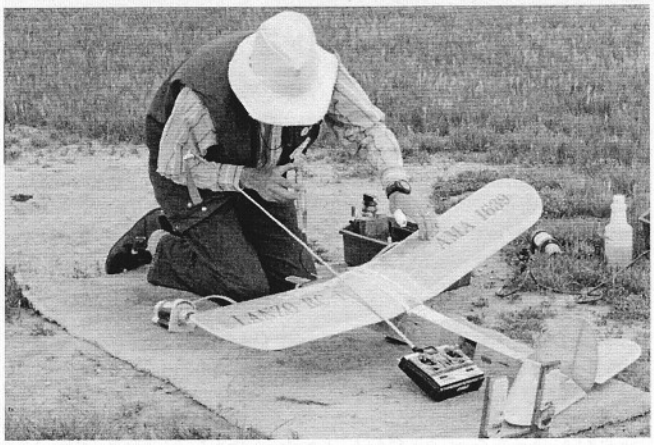
Andrew Tickle is shown above holding his new Halcyon.

He's demonstrating a beautiful landing below.

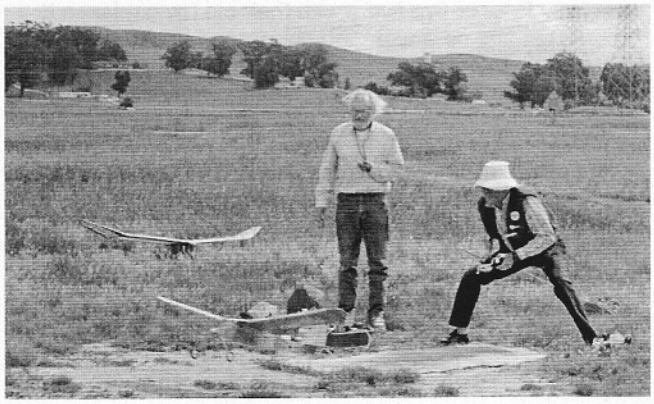




Loren Kramer is shown at Lakeville with his nice Playboy electric. *All photos by Larry Kramer*



Above: Ed Hamler fuels his Lanzo RC-1
Below: Ed in action as the RC-1 is launched with Dan Carpenter timing the flight. What concentration!





Jerry Rocha launches his free flight 1/2A Zeek as Dick Irwin serves as timer.

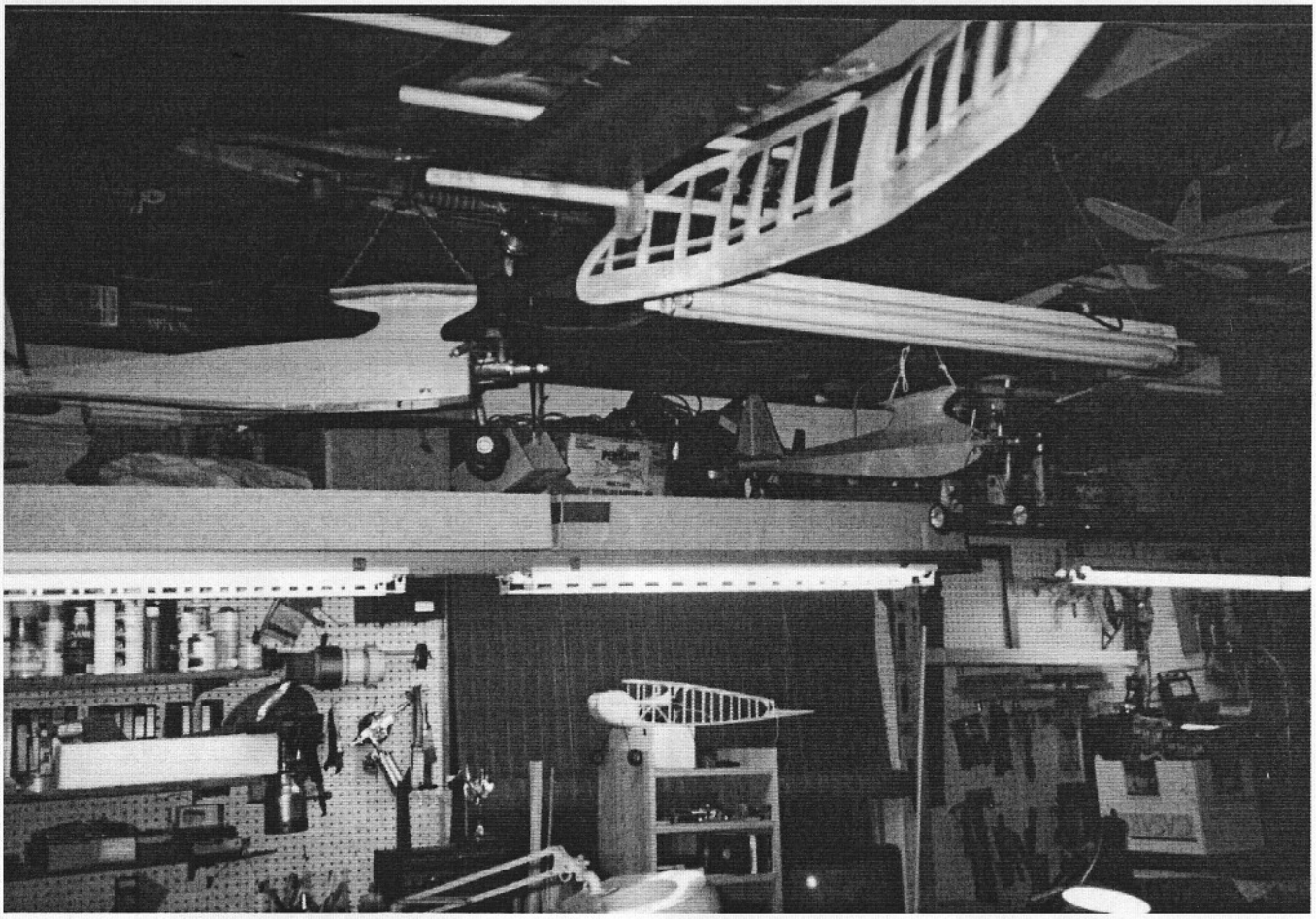
EVERYONE IS A WINNER AT LAKEVILLE!

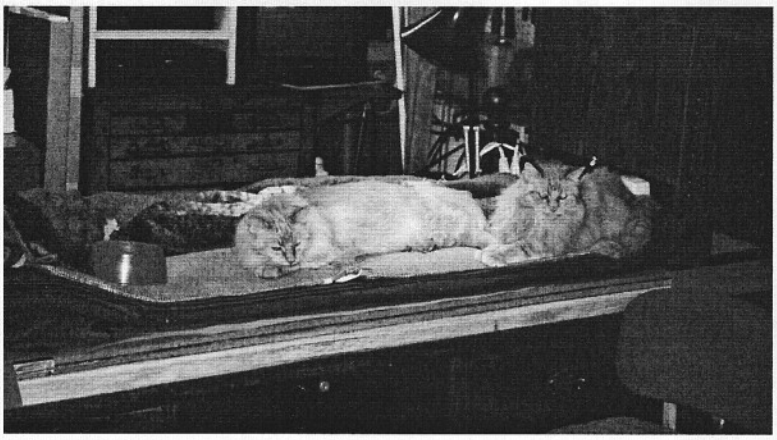
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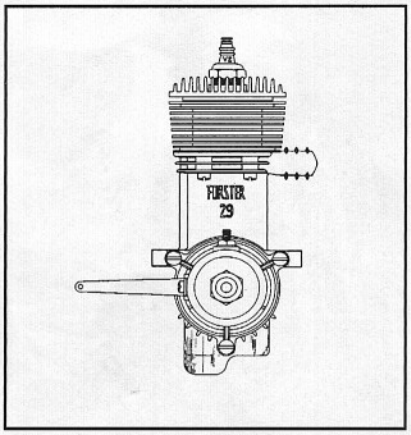
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SHOPS OF SAM 27

DICK O'BRIEN'S shop is featured this month. The following comments were offered by Dick: "Here are two photos of my workshop that I have to share with our cats at night. Everything comes off the bench as the guard cats sometimes like the sound of balsa crunching. The model on the left is a Playboy Sr. with a Enya 4c. The one on the right is a Class B Anderson Pylon with a Forster .29 that I started in 1996 and construction came to an abrupt halt when I stuck my thumb into a very sharp saw blade while cutting some hard maple for the engine mounts. It's ready made engine mounts from now on! The bare bones in background is the reincarnation of my 1/2A Coronet that is suffering from the pilot's case of dumb thumbs and a senior moment."





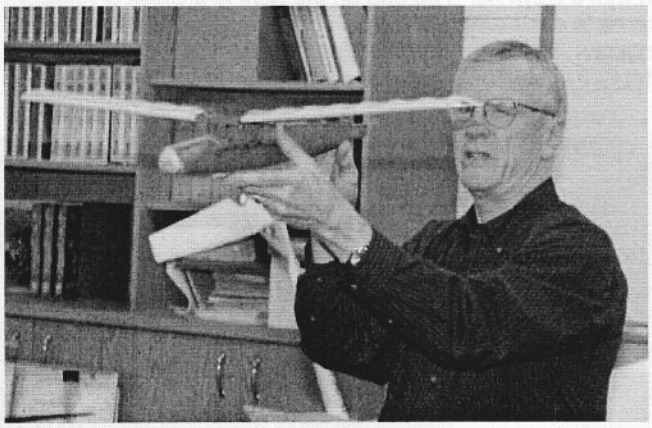


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Model Aircrafters Department

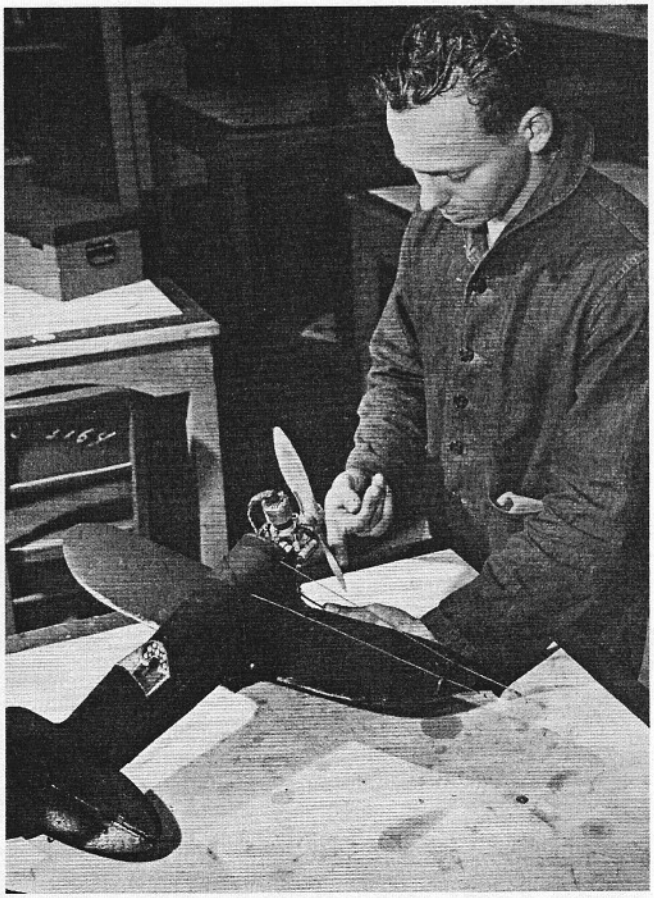


Above: Bill Dempsey shows his Storch. See "Technical Presentations", page 2 of this newsletter.
Below: Jerry Rocha cranks up his 1/2A Texaco Rambler.
Bottom: Jerry receives First Aid for nicked finger.

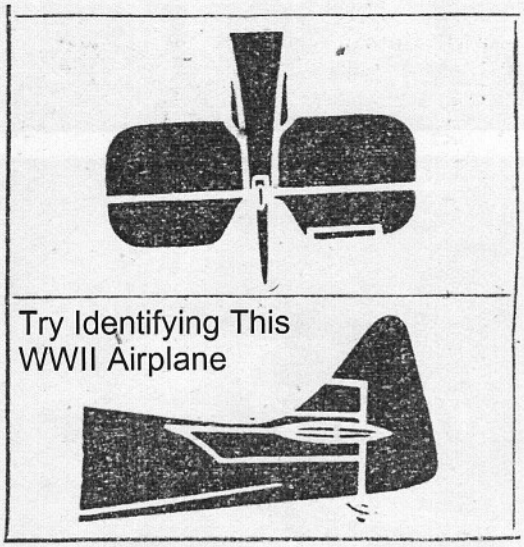




MYSTERY MODEL



This should be an easy one. Also, identify the engine. This photo was taken at the Alameda NAS during WWII.



THE SECOND CLASS TEST CARDS

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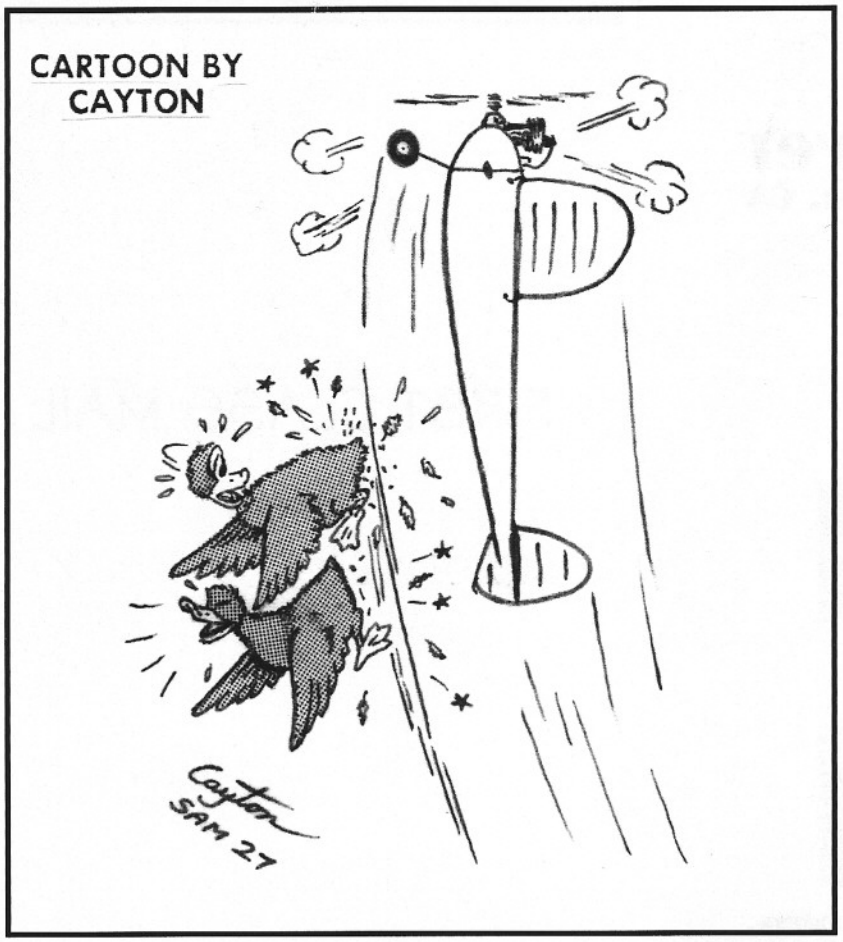
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SAM 27 FUNNY PAGE

GARFIELD



© PAWS



GERTRUDE, NEXT TIME LET'S GET MORE ALTITUDE WHEN WE FLY OVER THE SAM 27 FLYING SITE!

NEXT MONTH

Next month, the AF will feature photos of Nick Bruschi and his beautiful concours winning Whirlaway. Our ace photographer, Larry Kramer, will come up with some more club photos on CD - the CD makes handling the files much easier and eliminates the tedious scanning procedure. Your editor looks forward to receiving some mystery photos, some shop scenes, mystery modeler shots and articles of interest - from you!

ETC., ETC. Here's something for the modeler that has everything. The Quik-point Automatic Blade Pointer by Chartpak, Model No. QP-100. This device sharpens #11 blades. It's powered by 3 C-cells and costs around $25. Would make a nice club raffle prize.



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PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

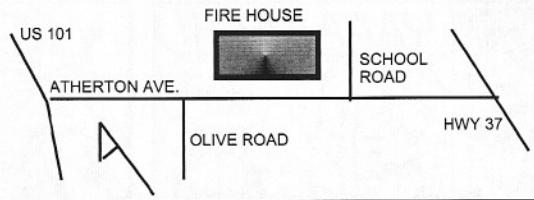
MEMBERSHIP

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.



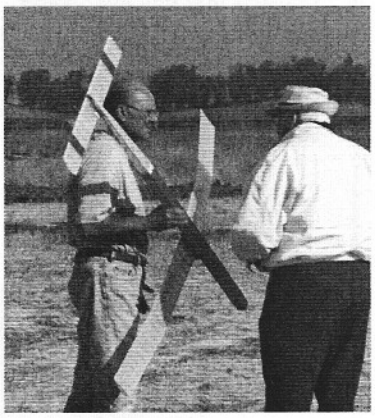
Next Meeting: Wednesday, June 21, 2000, 7:30 p.m. at the Novato Fire Department Training Room

Antique Flyer

201 Foster Road, Napa, CA 94558

May 2000





Two free flight gurus, masters of the indoors , Bud Romak and Earl Hoffman. What a pair!

FIRST CLASS MAIL

TO: