SAM 27

Antique Flyer

AMA Chapter #108 Winter MMII Issue 231

SEASONS GREETINGS



TO ALL SAM 27 MEMBERS AND THEIR FAMILIES

SAM 27

Antique Flyer

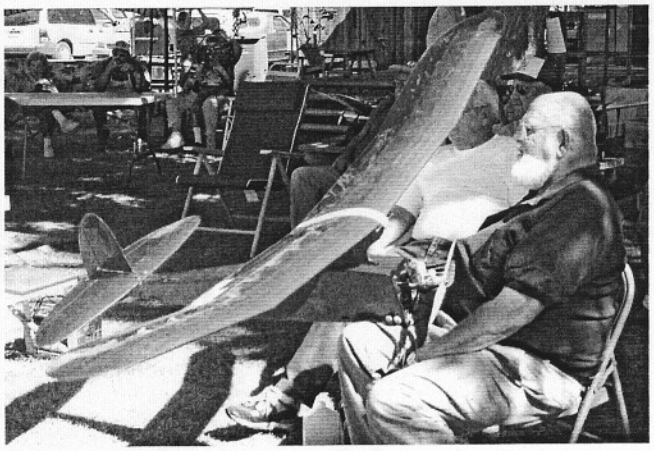
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CRASH & BASH



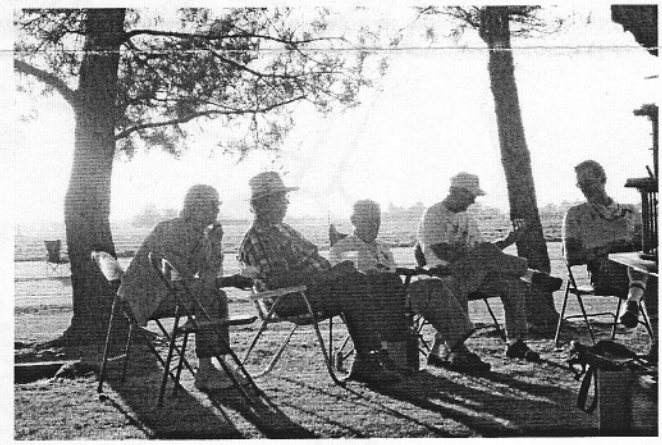
From registration, to preparation, to concours, to flying, to watching, and finally the long shadows of sunset at the end.





Brian Thornhill is shown patiently waiting his turn to fly. Tragically, Brian died in an automobile crash on his way back to his home in Idaho.







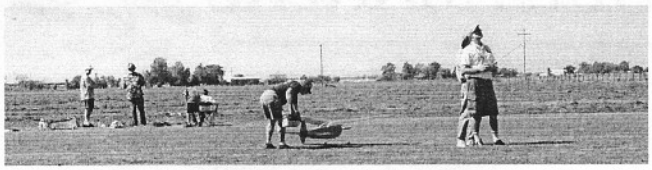




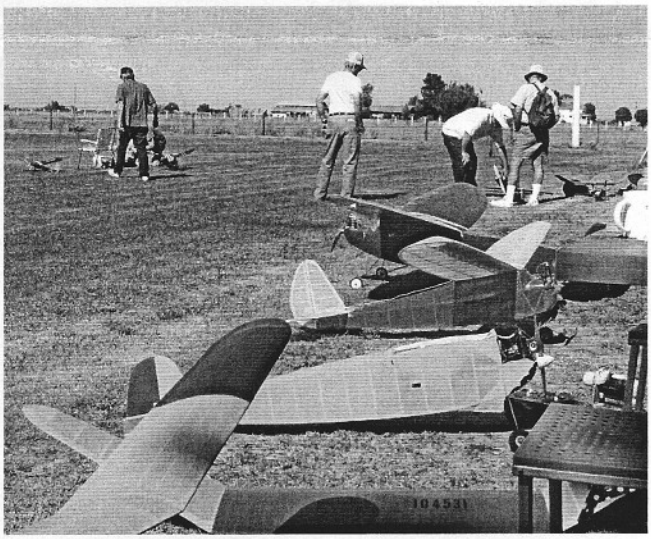
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MORE FROM CRASH & BASH

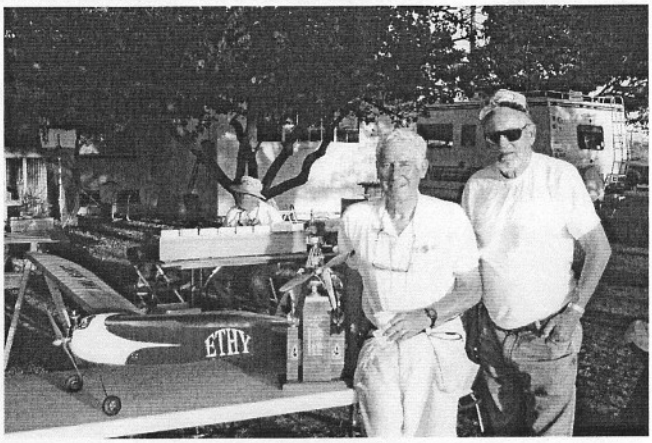








AL STABEN'S OHLSSON SIDEPORT EVENT



Picture was taken at the Crash & Bash near sunset, just following the awarding of the perpetual trophy to Don Bekins for winning the Sideport event with his restored Ethy in a flyoff. All photos by Larry Kramer.

Here is a picture of the Ohlsson Sideport Event at the 2002 SAM 27 annual Crash & Bash. In 1984 the fellow standing to my left, Al Staben, conceived of the Sideport event idea. Al gave me a draft set of rules written on the back of a brown paper bag. I copied his ideas onto a computer file and published it in preparation for our Crash & Bash in the fall of '84. The response was enthusiastic and the new special event became a permanent part of SAM 27's annual contest. In the fall of that year, SAM 49 also offered the Sideport event. Doc Patterson was so enthusiastic about the event that he donated a 2 foot high perpetual trophy to commemorate and encourage participation in the event. The next year Don Bekins donated a similar size trophy and Ed Solenberger donated an Ohlsson 60 to mount on the top to award annually at the Crash & Bash. Aside from 1/2 A Texaco, the Sideport Event has become the most popular event for both SAM 27 and SAM 49 annual contests. In addition, since 1987, the Sideport Event has been included in the SAM Champs and now rivals the Class C Ignition LER Event as one of the most popular events in the RC portion of the Champs. Many of us feel it should be a standard event, as is C Ignition LER.

Al and Judy Staben moved from California to North Carolina in 1989 to be with their kids, so we have seen little of Al over the years. Sadly, last year Judy passed away. Al was lonely for his old modeling friends so he got in his car and drove to California for our Crash & Bash, showing up to the surprise and delight of us all. Al has now joined SAM 27 and plans to get back into old timers modeling, possibly returning to California next year.

As an aside, Al Staben built the first Lanzo Bomber I ever saw and flew it in the fledgling Ohlsson Sideport Event. I borrowed his plans and had them duplicated. Doc Patterson bought a set of plans from me and also built the model. The popularity of the Bomber is now history.

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Among The Model Makers

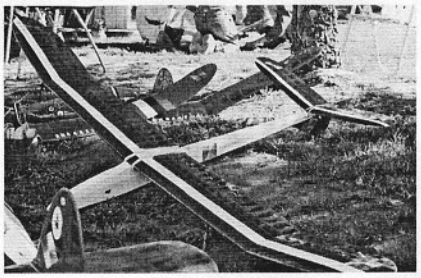


Fred Emmert is shown with his beuatiful Fokker D-VIII. Fred used to fly this as a free flight and then converted it to radio control. The picture below is of Freds Fokker on its first and last R/C flight; two transmitters on the same frequency did the Fokker in. Fred reports that the model is repairable and will live to fight another day.





The late Tom Smith of SAM 30 took this picture of Don Bekins launching his Hayseed in 1992. Nina Smith gave this photo to Don at the C&B. The Hayseed was silk covered in 1992 but since has been recovered in SAMSpan.



This glider is a Zehrovice II which was designed by our Czech member, Rado Cizek in about 1945. This one was built by Park Abbott and was a great flyer but was eventually lost in a crosswind launch crash.



This is Mike Clancy's field unit, "state of the art" run-in test stand, or is it a new U-control?







Ed Hamler starting his scaled Airborn at the SAM 26 John Pond Commemorative contest at Taft, October 26, 2002. Photo was taken by Scott Metze.

Model Aircrafters Department

MEMBER PROFILE JOHN HLEBCAR

Written by Profile Scribe John Carlson

John Hlebcar is the flywheel which keeps the SAM 27 engine running smoothly or, simply put, the guy who makes SAM 27 work. He has faithfully served as Membership Secretary for the past four years. He keeps the membership database, handles all correspondence, arranges for our annual Christmas Party, provides the President an agenda for Chapter meetings and, among other things, but not the least, manages the clothes pins for TOFFF. Additionally, John served two years as SAM 27 President and during that tenure, a number of months as Newsletter Editor until Steve Remington took over that task.

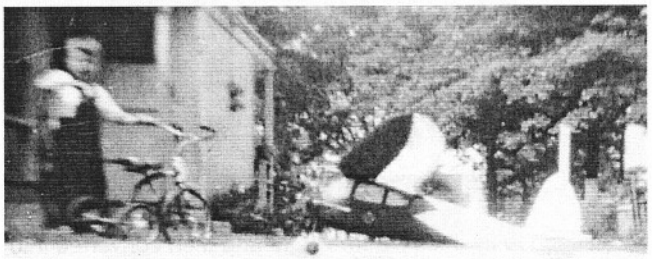
Although John was born on Friday the 13th, (1934, Lorain Ohio), it appears that no permanent bad luck resulted. He is now happily retired and lives in Napa with Joanne, his charming and gracious wife of 47 years, and his Mother Alice. (Both of whom are "killer" White Elephant players).

John has worked at a variety of occupations. He joined the Air Force at age 17, served on active duty for four years. His specialty was: B-36 carburetor mechanic. Most of his duty was in the US but he did do short tours in England and Guam. He also served in the AF Reserve for sixteen years. After his AF active duty, he worked in automobile sales, food processing, dry cleaning, advertising art, drafting, and technical writing. John was a civilian employee of the USN at Mare Island for 28 years where he worked for the Naval Electronics Systems Command in Acquisition Logistics.. He is now retired from Travis AFB and Mare Island.

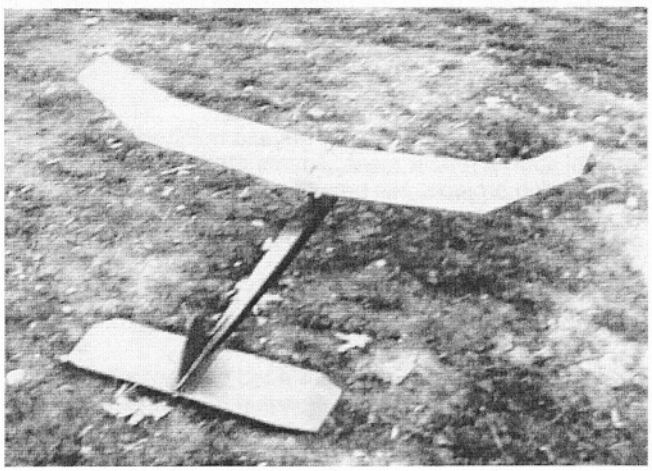
As a lad, John's first exposure to model airplanes was looking at a set of plans at his uncle's house. Something like a Fokker D-7 or similar. He fell in love with those scalloped trailing edges and big black crosses (A poor choice as he would wind up hating to build wings, although later, built many biplanes and triplanes during his W.W.I phase). His very first rubber powered kit was some, now forgotten WW2 low wing round engined thing. The fuselage was fun but he so badly did not want to construct the wings that he cut them out of the cardboard box from the kit.

For quite a while after this, (being influenced by wartime propaganda) John recalls building many Comet kits of Thunderbolts, Spitfires, Stormoviks, etc. He later graduated to Cleveland kits and remember their D-7 and Republic Sea Bee as well as the Monogram Speedee-Built kits. He exhibited Ercoupe and Boeing Kaydet models in local hobby shop contests sponsored by Monogram. These efforts turned John into a very meticulous builder as anyone who has seen one of his models can attest.

John fell under the influence of some of the "big kids" in his neighborhood who were building some of the big noisy "SAM" models of today. The models were still out of his price range but he joined their club on his allowance and was exposed to a wide range of modeling activities from microfilm parlor models to Plymouth Motors sponsored contests.



John's first "engine powered" model was a 32" span Cleveland Baby Fleetster powered with the then new Herkimer 02 engine (see the photo above). He recalls that this was great fun in the fields next to their housing project until one day he and his buddies blew it up in flight around the 4th of July. None of the above ever flew very long or far. He then built a Fu-Bar "36" powered with an Anderson Spitfire (see photo below). He had by this time started to work with his uncle in a local hardware store and could afford some of the lower priced fuel powered stuff. The very first flight of the Fu-Bar caught a thermal and disappeared miles away into Lake Erie. John thought this was crazy and immediately switched over to control line sport and scale and continued with these off and on throughout the Air Force years (1952-56) and early married life.

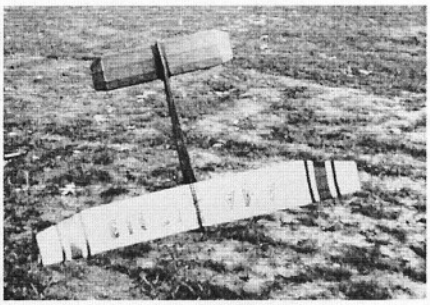


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JOHN HLEBCAR PROFILE CONTINUED

After his AF discharge they moved back to Ohio where he joined the Elyria Model Flying Club and built more control line models, but never got any good at flying them except round and round and round, etc. One of their members, Dave Holland, was written up in *Air Trails* for his converted Ringmasters and his Saber Dance, hang-on-the-prop flying.



Another photo of John's FuBar in Ohio.



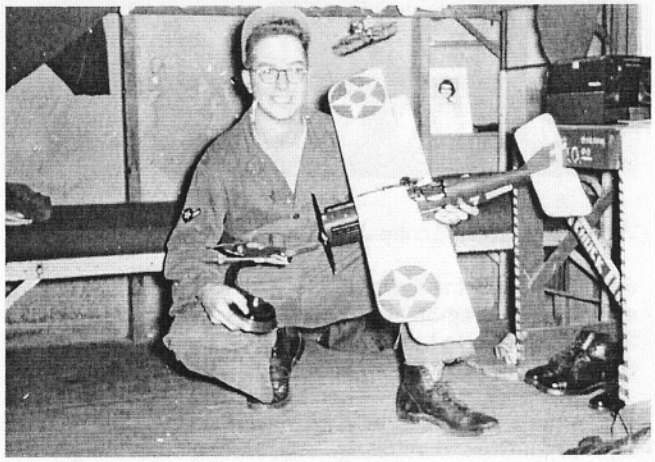
Modern FuBar, .020 powered, in 1995.

A few years later they tired of the winters and moved back to California where he joined the Vallejo Sky Jockeys. This was a good club until Radio Control and Slot Cars separated the older and younger members. He built one RC model trainer, which constantly kicked the rudder back and forth when it was turned on, so it was sold. Things slowed down and he dropped out of the hobby. Years later they moved to Napa and where he chanced upon Ed Hamler who dragged him along to a SAM contest and John was hooked again. The rest is history. He joined SAM 27.

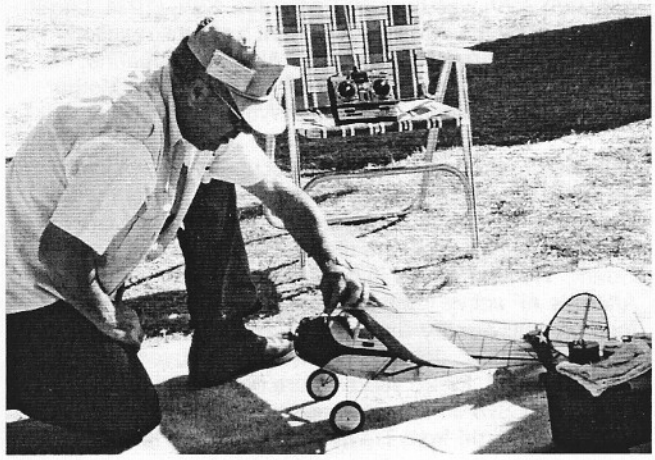
Any of John's flying now is for fun and revolves around our annual special rubber meet, Jimmie Allen contests and annual club projects. His beautiful Jimmie Allen BA Parasol is now tuned up and a potential winner. A few years back he rebuilt a 34" span Fu-Bar with his original Elyria Model Flying Club colors, which constantly grabbed 2nd place at the .020 Replica and the A Nostalgia event at SAM 27's contest - even when there were only two entries!

John feels that this hobby is still a tad expensive so he limits his activities to the good fellowship and flying that gives him the most bang for the buck. John collects kits, especially the ones he had as a kid, so if you have any of the above on a dusty shelf in your garage or shop, let him know.

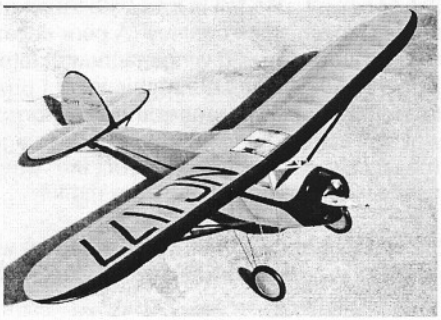
SAM 27 is fortunate to have John as a member and thanks him for his dedication and hard work.



John on his bunk at Sheppard AFB in Texas in 1952. In his left hand is a Sterling SE-5 control line model and in his right hand is a Monogram Speedee-Bilt P-40 which is mounted as a display model on an ashtray.



John's Flyline 1/2A Texaco Monocoupe. This beauty crashed at Loren Schmidt's ranch.



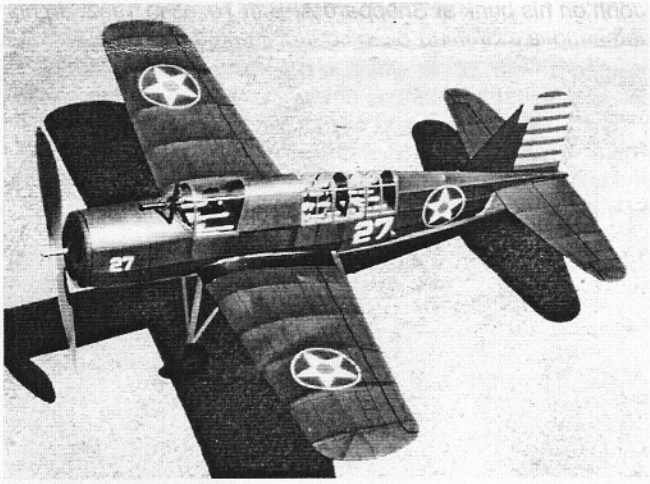
More photos on next page.

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John Hlebcar being inducted into the Royal Order of TOFFF on April 10, 1997



John's Joe Ott Kingfisher from 1997. The airplane still survives but it's reported that the craft needs a new prop. His Goldbery Victory, below, was left behind in a tall tree surrounded by poison ivy at Brown's Valley.



CHAPTER MEETINGS

October Chapter Meeting by Loren Kramer

Paid memberships for 2002 total 120 as of this meeting. We had two new members at this meeting and one guest Colin Complin from Rocco's Aero Space Academy and Anneal Patel and Nat Harbor who both fly R/C Helicopters

Rocco Ferrario reports that the juniors had a blast at the Crash & Bash. The guys flew the heck out of 1/2A Texaco. Grabbing anybody's plane and flying it. There was only one lawn dart. The juniors are going to have their own project, a 1/2A Kerswap that will be flown in Texaco. This coming Saturday morning the group will be starting the Starduster X for the one design for next year. Four of the guys in the group have competed in the minimum number of contests for the materials they have used.

Don Bekins passed out the draft by-laws. He took a lot of the information from a revision that was done of the Sam by-laws in 1995. Don copied what was relevant and discarded what wasn't applicable. It has what is required for by-laws. It was read over and accepted. Ed Hamler reported that this year's Crash & Bash was very well attended. We were authorized to lose $500 but we ended up losing only about $77. The secret to this is we lose money for the contest but make it up on the meals we sell. The revenue for just the Saturday banquet was $585. This is what we made on the meals. Friday night $90, Saturday Lunch $240, Sunday Lunch was $215. Only about 25% of the money taken in were for contest entry fees. On a sad note. Bryant Thornhill who is a regular competitor died in an automobile accident on his way home to Idaho the Monday after the Crash & Bash. That ad up to about five or six regular competitors in California we've lost in the last year. But we had a lot of new juniors competing.

John Dammuler volunteered to remain President for the next two years. We need somebody to volunteer as Treasurer. Ed Hamler mentioned we need a CD for the Crash & Bash as he has a limit of 15 years, this last one was number 13. Park Abbot was nominated as Field Safety Marshal. A motion was made and seconded to keep the same officers but no vote was taken.

SHOW & TELL Jake Engelskirger showed a Duraplane 40 ARF. Jake wanted to fly a real R/C plane. This plane is a good plane to learn on. It has a real high wing loading, so if the engine quits it flies like a brick. The fuselage looks like ABS plastic and the wing is foam. The tail surfaces are solid 1/4" balsa. The weight of the plane is stated on the box as 5 1/2 pounds. This is said to be a good trainer with the ability to survive rough landings and crashes with very little damage. It will be ready to fly in a couple of days.

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Brian Ramsey brought in a Dumas F-82 Twin Mustang That he is converting to electric. Power is from two Kenway motors with gear boxes and folding props (on impact). It will have two or maybe three 50mah batteries. The charging system is an interesting one. It looks like a flight pack witch is charged from an A/C outlet and then is used to charge the flight pack on the Mustang. Trim will be accomplished with the rudder and elevators hinged with wire. Brian is hoping for 45 seconds to a minute of power and looking forward to a lot of fun.

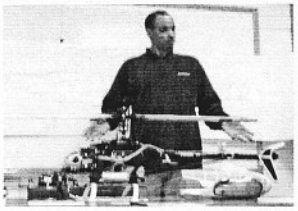
NOVEMBER MEETING Paid memberships for 2002 total 122 as of this meeting. John Dammuler brought his neighbor Dan that he is turning into an aircraft nut. John Hlebcar needs Jimmie Allen artwork computer files. Since we won the Jimmie Allen contest this year John needs artwork to make up a poster for next years contest. If anyone has some John would very much appreciate the files E-mailed to him at "hlebcar@juno.com"

UPCOMING EVENTS SCHEDULE
18,19,20 Jan. Southwest Regionals, R/C, FF, Eloy, Arizona Al Lidberg 480-839-8154 6-10PM MST aalmps@aol.com

Rocco Ferrario reported that we had a lot of fun at the last contest at Waegell field. The NFFS has their National Model Aviation Program up and running. The first three official postees Kevin Foster, Shawn and Anthony are up. This is a system the NFFS has for earning points for prizes and grant points for college scholarships. Rocco also has a group at school that has Hand Launch glider contest every couple of weeks.

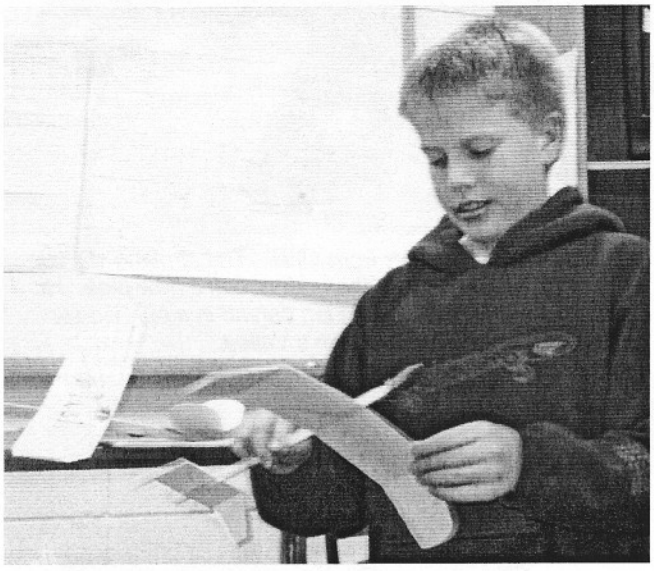
The present slate officers were re-elected for next year with Rod wanting to step down as treasurer.

TECHNICAL PRESENTATIONS. Ron Keil brought some of the equipment he been using for indoor flying in the Lake County Armory. The first one is Ron's own design. It's called a One Eyed Jack, powered by a GWS motor. It could almost be flown in our meeting room with a turning circle of about eight feet. It's a kick to fly. There's not much to them, a speed controller, receiver and a couple of servos using a pull-pull system. The second model is a Lite Stik that has been converted to indoor U-Control. Ron took out the servos and put in a bell crank to control the elevator and left in the receiver and speed control. You clip the transmitter to your belt and control the throttle with one hand and the plane with the other. Ron also showed some of the small radio equipment that is very small. Some of the receivers were smaller then the plugs to connect the servos. The Club usually flies the last Thursday of the month at the Armory in Lakeport. They fly FF Rubber and R/C. **Scott Tumlin** discussed R/C Helicopters. Scott brought a Thunder Tiger Raptor. This one is a pod and boom; next month Gonzalo is going to talk about McDonnell Douglas 520 and NOTAR scale helicopters. The pod and boom Helicopters are simple and easy to repair when needed. The body just slips off to reveal the parts. These require at least a six-channel radio. Scott showed all the components and described how they work and how some of their functions are interconnected to control it. This was a very interesting presentation. They are fun to watch fly. Come on down to the Lakeville field to watch some Saturday.





SHOW & TELL Bud Romak showed a model that he had started Monday. This is a Pixy ;it is an antique gas model designed by Dick Schumacher in 1937. Bud built one for the FF champs at Taft a couple of weeks ago. He got down there on Wednesday and got it trimmed out with a little help from Bruce Agustas. In the afternoon Steve Bruno showed up and Bud showed him how well it flew. So he fired it up and launched it but forgot to set the timer or radio installed. They watched it go OOS under power. They spotted it with binoculars and watched almost to the ground but then lost sight of it near the ground. So Bud started a replacement for it on Monday and it is ready for covering. Bud also brought a Tiger Zipper which is a stretched Carl Goldburg designed in the late thirties or early forties. Five inches was added to the fuselage and twelve inches to the wing span. Power is from an Aero Mighty Midget.45. It's a good flier and glides like a little sail plane. **Anthony Ferrario** showed a catapult launch glider of his own design. (see below)

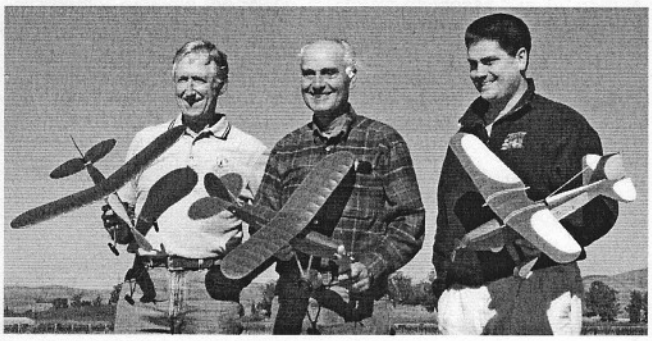


Jerry Rocha showed the trophy for The Jimmie Allen Postal that the club won this year. The names of the clubs are on the trophy; we won it one time previously. What it doesn't show is that all the other times we came in second place.

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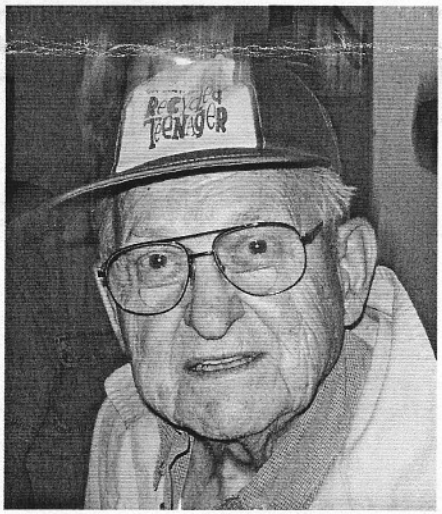
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The winning team from the 2002 Jimmie Allen Postal. Left to right, John Pratt, Jerry Rocha and Thayer Syme. The winning color is red - very red.

Remo Galeazzi brought in a scale Wily Post biplane; it is not a well-known plane. It was built about 1935. Wily Post set out to build a real cheap airplane in Oklahoma. About twelve were built. Power is from a Model A engine. Tubing was used for the framework and there was no streamlining, as the top speed was 65 mph. The landing gear was sprung bungee cord. It was built as cheap as possible.



Nick "Twin Boom" Sanford was seen at the November meeting sporting a vertical lifting cap although he was not observed hovering at any time.



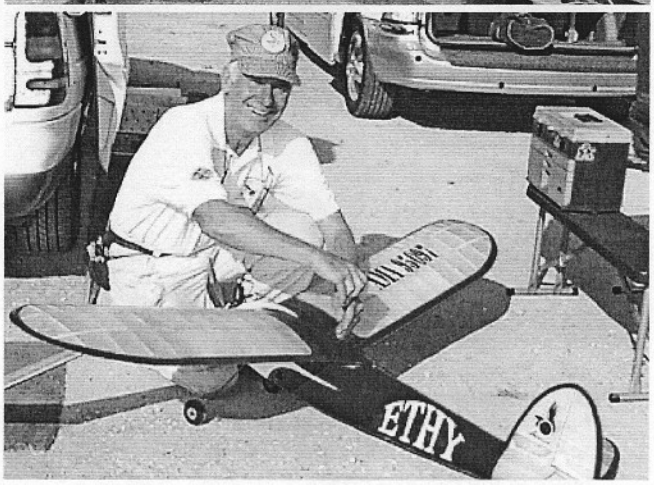
Swordfish Mk I seen in Santa Barbara.

SAM 27 CONTESTANTS



Don Bekins and Ed Hamler with Ed's Airborn at the SAM 26 John Pond Commemorative meet in October. Photos by Scott Metze. Shown below is Don with his Airborn (Oct) and his Ethy at Taft during the November SAM 49 meet.





AMA Chapter #108 OFFICERS

President
John Dammuler (707) 462-1311
301 Empire Drive
Ukiah, CA 95482

Vice President
Park Abbott (707) 546-2358
2423 Jenes Lane
Santa Rosa, CA 95403

Secretary
John Hlebcar (707) 252-8482
201 Foster Road
Napa, CA 94558

Treasurer (Looking for a replacement)
Rod Persons (707) 894-5788
115 Kerry Lane
Cloverdale, CA 95425

Contest Director
Ed Hamler (707) 255-3547
3379 Crystal Court
Napa, CA 94558

Official Photographer
Larry Kramer (415) 924-3068
36 Olive Avenue
Larkspur, CA 94939

Editor **72245.747@compuserve.com**
Steve Remington (805) 560-1323
1324 De La Vina Street
Santa Barbara, CA 93101

RECORDING SECRETARY
Loren Kramer (707) 763-9170
1513 Sierra Drive
Petaluma, CA 94954

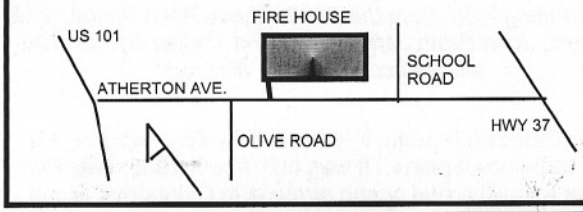
MEMBERSHIP

Membership is $15 ($18 Foreign) for the calendar year for both full and associate members. Dues are payable January 1st.

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.



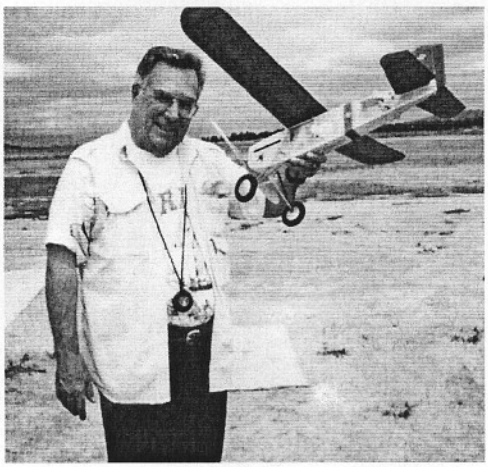
Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

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201 Foster Road, Napa, CA 94558

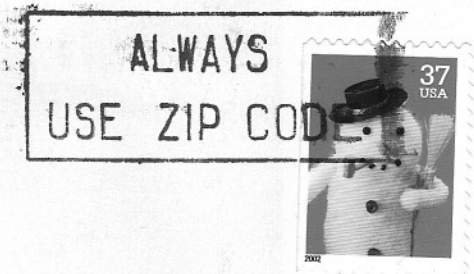


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John Hlebcar holds his Jimmie Allen Bluebird following an explosion of his gummie-band motor. John says he'll rebuild it, possibly with electrics. John is profiled in this issue of the Antique Flyer.





FIRST CLASS MAIL

TO: