Antique Flyer

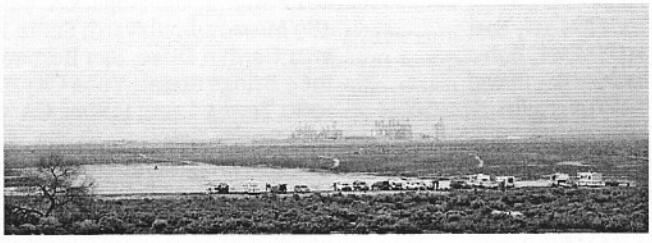
AMA Chapter #108 Spring 2003 Issue 233

CONTEST SCHEDULES

17 May	MECA COLLECTO	WOODLAND, CA	Milton De Groot 925-682-2185
31 MAY	SAM 21 RANCH ROMP RC	Elk Grove, CA	Steve Roselle 650-969-1721 rosy@cheerful.com
7,8 JUNE	SAM 8 ANNUAL	HART'S LAKE PRARIE,WA	Ed Lamb 253-839-0139
8 JUNE	WESTERN STATES CHAMPS FF-RC		WEAGELL FIELD,CA
27 JUNE	MIRIAM SCHMIDT'S RETIREMENT!		
5 JULY	SAM 26 COASTAL COOLER RC (Fun Fly)	LOMPOC,CA	Hardy Robinson 805-739-0329
19 JULY	SAM 27 ANNUAL SMALL RUBBER FF	LAKEVILLE, CA	Jerry Rocha 707-255-0651
26,27 JULY	SAM 34 OT CONTEST RC	CARSON CITY,NV	Bob Brogan 775-883-3111
25-29 AUG	SAMCHAMPS FF/RC	CLAREMORE,OK	Tom Joziak
3,4,5 OCT	SAM 27 CRASH AND BASH	ELK GROVE, CA	Ed Hamler 707-255-3547
1-10 OCT	INTERNATIONAL 1/2A TEXACO POSTAL		Dan Hodges daihodges@aol.com
25,26 OCT	SAM 26 JOHN POND COMMEMORATIVE TAFT		Bob Angel 805-937-5145



Ed Hamler received the Don Barrick Memorial Trophy at the March SAM 26 Taft Contest. Photo by Al Drew.



Taft, California Flying Site during the SAM 26 March Contest. Photo by Al Drew.

CONTEST HINT FROM ROD PERSONS

CIRCLE TO THE LEFT IN THE NORTHERN HEMISPHERE - YOUR CLIMB WILL BE FASTER.

SAM 27 Roster as of 19 April 2003 – AMA Club #108

ABBOTT, Park .....2423 Jenes Lane; Santa Rosa, CA 95403-1817 ..... (707) 546-2358
ALBRECHT, Jack R. .....5607 Military Court; Fairfield, CA 94533-9702 ..... (707) 426-9442
ALLEN, Robert .....75 Wembly Drive; Daly City, CA 94015 ..... (415) 992-2015
ANDERSON, Gunnar .....4583 Belmont Court; Sonoma, CA 95476 ..... (707) 996-8027
ANDREWS, Bob .....173 Camino Posada; Walnut Creek, CA 94595 ..... (925) 937-1453
ANDREWS, Sean .....3319 Stratford Court; Napa, CA 94558 ..... (707) 258-1739
AUGUSTUS, Bruce .....P.O. Box 450; Sun Valley, ID 83353 ..... (208) 788-2927
BANKS, Charlie .....2050 Huckleberry Road; San Rafael, CA 94903 ..... (415) 499-1736
BEKINS, Don .....P.O. Box 722; Tiburon, CA 94920 ..... (415) 435-4697
BELL, Ed .....60 Glenaire Drive; San Rafael, CA 94901 ..... (415) 454-5461
BENNETT, Stu .....1585 Jacob Avenue; San Jose, CA 95118 ..... (408) 264-2491
BENSON, George .....204 Benson Circle; Mill Valley, CA 94941 ..... (415) 388-1809
BRIDENT, Ed .....2424 Holly Creek Drive; Santa Rosa, CA 95404-7744 .....
BRUSCHI, Nick .....Via dei Boschetti 31; 47893 Borgo, Rep. San Marino; Italy
BUICE, James .....P.O. Box 100339; Fort Worth, TX 76185 ..... (817) 926-6065
CARLSON, John V. .....353 Las Casitas Court; Sonoma, CA 95476 ..... (707) 996-8820
CARPENTER, Daniel.....1619 3rd Street; Manhattan Beach, CA 90266 ..... (310) 376-4080
CAYTON, Earl .....524 30th Avenue Apt. 401; San Francisco, CA 94121 ..... (415) 668-5659
CIZEK, Rado .....27301 Kam. Zehrovice; Zilinska 160; Czech Republik .....
CLANCY, Mike .....2018 El Dorado Court; Novato, CA 94947 ..... (415) 897-2917
CURRY, Bill .....22 Pinnacle Park; Napa, CA 94558 ..... (707) 259-1994
DAMMULER, John .....301 Empire Drive; Ukiah, CA 95482 ..... (707) 462-1311
DANN, David .....9 Bennit Avenue; San Anselmo, CA 94960 ..... (415) 457-9669
DAVIDSON, Larry .....66 Casa Mia Circle; Moneta, VA 24121-5307 ..... (540) 721-4563
DAVIS, Milt .....105 Oal Avenue; Kentfield, CA 94904 ..... (415) 454-8118
EMMERT, Fred .....221 Santa Susana; San Leanro, CA 94579-1956 ..... (510) 351-7946
ENGELSKIRGER, Jake .. 2916 Devita Drive; Napa, CA 94558 ..... (707) 226-5645
FARBER, Nat .....90 Twelveoak Hill Drive; San Rafael, CA 94903 ..... (415) 472-2196
FEMMINELLA, Evandro.. via Nicola Fabrizi, 171; 63122 Pescara; Italy 011-39-083-39177
FERRARIO, Rocco .....2471 Solano Avenue #204; Napa, CA 94558 ..... (707) 258-1705
FILM, Bob .....5845 Vine Hill Road; Sebastopol, CA 95472 ..... (707) 823-1165
FLACK, Bert .....3800 Shadowhill Drive; Santa Rosa, CA 95404 ..... (707) 538-8216
FOSTER, Kevin .....3493 Westminster Way; Napa, CA 94558 ..... (707) 251-8117
FUNK, Michael D. .....1501 Pheasant Drive; Petaluma, CA 94954 ..... (707) 696-3323
FUNK, Wes .....220 East Kern Street; Taft, CA 93268 ..... (805) 763-3905
GALEAZZI, Remo .....925 5th Street; Petaluma, CA 94952 ..... (707) 762-8261
GIES, Karl A. .....131 13th Avenue South; Lewiston, MT 59457-2808 ..... (406) 538-8949
GOMEZ III, John .....206 Escobar Place; San Ramon, CA 94583 ..... (925) 828-6958
GRANT, Walt .....768 Autumn Drive; Walnut Creek, CA 94598 ..... (925) 938-3812
GUNNING, Walter .....130 Garner Court; Novato, CA 94947 ..... (415) 892-9257
HALPRIN, William W. .....152 Lombard Street, Unit 405; San Francisco, CA 94111 ... (415) 393-9951
HAMLER, Ed .....3379 Crystal Court; Napa, CA 94558 ..... (707) 255-3547
HENDERSON, Dennis .....4862 Occidental Road; Santa Rosa, CA 95401 ..... (707) 544-5283
HENDERSON, Steven A. .....545 East 13th Street; Idaho Falls, ID 83404 ..... (208) 523-4810
HLEBCAR, John .....201 Foster Road; Napa, CA 94558 ..... (707) 252-8482
HOFFMAN, Earl .....489 Mission Boulavard; Santa Rosa, CA 95409 ..... (707) 539-3241
HOLMAN, Bob .....1701 Garden Drive; San Bernardino, CA 92402 ..... (909) 885-3959
HUGHES, Speed .....1964 Bridge Street; Yuba City, CA 95991 ..... (916) 671-3776
IRWIN, Colin .....1080 Tawny Lane; Colfax, CA 95713 ..... (530) 637-5126
IRWIN, Dick .....2112 Seville Drive; Napa, CA 94559 ..... (707) 224-5318
KEIL, Ronald .....10455 Windjammer Court; Kelseyville, CA 95451 ..... (707) 277-9305
KETCHAM, Frank .....1313 Bridgeway; Sausalito, CA 94965 ..... (415) 331-3947
KLARICH, Harry .....2301 Sonata Drive; Rancho Cordova, CA 95670 ..... (916) 635-4588
KRAMER, Larry .....36 Olive Avenue; Larkspur, CA 94939 ..... (415) 924-3068
KRAMER, Loren .....1513 Sierra Drive; Petaluma, CA 94954-3719 ..... (707) 763-9170
LANGENBERG, Bill .....420 Bolla Place; Alamo, CA 94507 ..... (510) 831-0626
LONG, Jerry & Phobi .....12 Scenic Road; Fairfax, CA 94930 ..... (415) 453-0861
LOWE, Allen .....961 Phillip Avenue; Petaluma, CA 94952 ..... (707) 658-3658
LUSSO, GianFranco .....7,av. Riant Parc; 1209 Genève; Switzerland 022-7349184
MADDEN, Rick .....97 Winchester Drive; Santa Rosa, CA 95401 ..... (707) 526-1112
MAKRIS, Stefanos M. .....535 Arthur Street; Novato, CA 94947 ..... (415) 898-2007
MARTINEZ, Gonzalo .....355 Johnstone Drive; San Rafael, CA 94903 ..... (415) 491-4558
MAY, Bob .....370 Pinewood Drive; San Rafael, CA 94903 ..... (415) 479-1278
McGOWAN, Bob .....43051 Peachwood; Fremont, CA 94538 ..... (510) 498-1042

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SCRAP BOX

SAM rules changes are currently under consideration, primarily to do with competition. For those of us who aren't active participants in RC assist competition (a sizable number of SAM members it seems), the intricacies and complexities of classes and run times, wing loadings and scaling, pylons and cabins, antique and old timer, glow and ignition, and on and on do not exactly grab our attention nor cause us to voice passionate concern for pet rules. As a typical Thurday at Lakeville would testify, SAM 27 members are increasingly engaged in a wide variety of model flying, much of it far removed from the SAM contest scene. I, for one, thoroughly enjoy flying the vintage models for pure fun, which some would say is not the intended purpose of SAM. I build what I like, strong enough to last awhile, run the engine until the ship is "high enough" but not too high, hunt for thermals and totally eschew the thought of a clock. Additionally, I enjoy the modelling companionship of SAM members and have no interest in flying alone. I enjoy watching the models flown by others, mostly because of the diversity of types taking to the air - hot rods to gliders, much of which I'd never have the ability to handle myself nor the inclination to build. Because of my disinclination to be a SAM competitor, I've always passed on voting for rules. However, I believe that there is one rule which needs to be changed inasmuch as it affects the future of SAM and is really not a contest rule. **The cutoff date for OT should be moved to 1950.**

The following column by Les Dewitt appeared in Sam Speaks of January/February 2003; it is reprinted from SAM 56 of Wichita, Kansas. It is a thoughtful discussion of the cutoff date issue and I'll use it to launch this debate.

People have been discussing the SAM cutoff date for years, and it seems that rule change is long past due. I would propose that the OT model cutoff date be moved from 1942 to 1950. All models in this period were designed to the same AMA rules criteria, using the L squared/100 specification for cross section.

The improvement in model design during this period is negligible, and an unfair advantage would not be created. Currently rubber model designs from 1938 are still very competitive. Folding propellers and retracting landing gears were present on some models before 1942. No additional improvements are found until the cross section requirement was removed.

The gas model designs, similarly showed no improvements that would create an unfair advantage until 1949. Perhaps the more powerful engines available from 1938 to 1942 best explain the perceived improvements. The significant performance improvement in FF gas was from the engines following the war, but they are already allowed.

There are a reported 165 gas models alone that could add to our modeling diversity. It is a disservice to all those designers to relegate their designs to the scrap heap. They were built to the same rules, so let's get this change implemented now.

(Les designed the 1946 Whirlaway, pictured in SAM Speaks #141, He has been campaigning for a rule change to allow the model to compete in SAM. His view is shared by some SAM members.) Les' Whirlaway is pictured alongside the article on page 22. It has a similar appearance to the Powerhouse of the same era.

The subject of cutoff date came up on SAMTalk several weeks ago and it engendered some very hot email discussion. Arguments were presented on both sides of the issue and some right down the fence line. In general, some members feel that SAM is all about competition, and because of that, many flyers of old time style models who fly just for fun don't bother joining SAM (if you're not going to compete, why belong to a competitive organization?). The idea of the European Rallye where models are flown for fun and show doesn't seem to hold much interest for the contest partisan in SAM. I like the motto that appears on the British SAM 35 Speaks: **"Dedicated to the preservation of vintage model aircraft."** The most spurious argument against changing the cutoff date is the issue of complication; in fact, allowing a cutoff date of 1950 for just ignition powered designs doesn't change anything. No new contest classes or events are being added. Antique is not affected and all the 1950 date does is allow some design diversity and really just catches up to the later engines that are already allowed (and being used on "Antique" class models!). "Vintage Model Aircraft" is a flexible term and one that can be interpreted differently depending upon the individual's age. But let's face it - SAM members are aging and if new, younger folks are to be enticed by the vintage movement, then perhaps they might view designs that are over 50 years-old to be quite "vintage", ala 1950 cutoff.

There's nothing sacred about pre-1943. As has been pointed out many times, the cutoff date originated in 1967 because of the 25-year copyright law. Does that make sense in 2003? Other countries have a more sensible approach to cutoff dates using breakthroughs in model aviation and significant rule changes as being the criteria for establishing cutoffs.

Participation at contests apparently has been dwindling. What do you think is the reason? Is it the win-at-all-cost mentality? Are the hot rod models that consistently win, with their hot engines, beefed up structures with carbon fiber and fiberglas, look-alike designs and rocket climbs to hard-to-see altitudes really what vintage flying is all about? I flew contests as a junior in the 1940s just after WWII (a non-old timer era by current SAM standards) and I certainly don't remember rocket climbs and screaming engines with plastic propellers. Some will accuse me of petty envy or

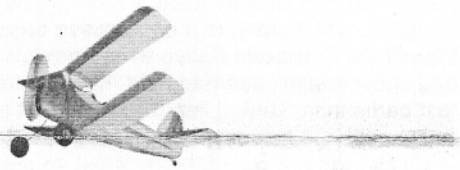
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Continued from Page 3 Scrap Box some such pop psych ailment, but really folks, I have no interest in contest participation, it's just that I want to see SAM exist in the future after we're all gone so that "vintage models" won't be forgotten by the modelling fraternity.

As soon as this cutoff subject comes up, and particularly when coupled with any hint of suggestion that contest partisans are trying to prove something beyond that which SAM was intended, there is instant bristling amongst the minority that make up the winner's circle at SAM contests (to be fair, *any* rule change causes controversy). Now, don't get mad at me for bringing this up, I'm just stating the facts. You'd think that a simple cutoff date rule change is going to endanger all those Bombers and McCoys or cause a revolution in OT competition. Change seems to threaten many. It appears to me that there are too many events in SAM, with more coming. Traditionalists argue against going past 1942 yet pursue electric models, 1/2A Texaco etc. which have a questionable connection with that pre-war era.



From 1947, the Berkeley Skybuggy by Henry Struck, "The first entirely different free-flight gas model in years..." Will this 1947 design threaten the Bomber?

Perpetuating old time model designs through low-keyed competition is what I see SAM is all about; I don't see some of the present SAM competition to be exactly "low-keyed" as it definitely is skewed toward virtually one-design philosophy with only a handful of really competitive flyers battling it out for the top spots. Some will say, "What's wrong with that? The contestants are all enjoying themselves." True. The current situation is the result of "natural selection", sort of a Darwinian approach. But, what effect does it have on the long term viability of SAM and the preservation of vintage model aircraft?

Some SAM members have absolutely no interest in "fun flying". As one SAMTalker mentioned, "I wouldn't walk across the street to see someone fly an OT or Antique model," and then went on to say, "Without the competition in SAM events, it's dead as a DoDo." So, how many SAM members feel this way? I personally believe that if all SAMers felt that way, that SAM might as well be dead; you wouldn't even have to shoot the old horse as it already had one hoof in the glue factory door.

Most of us enjoy model flying, like to be around models flying, appreciate models of all descriptions but particularly the pre-RamRod types, savor greasy, noisy engines, are devoted to the preservation of OT model history, and appreciate the friends we have within the society. We coexist with our friends, the contest partisans, and trust that all of us are working to preserve our historical past so that it won't be forgotten in the future. Running the OT cutoff date up through 1950 won't challenge any of the precepts already in place but will add to the enjoyment of existing members through design diversity and may just attract some new people as time slogs on.

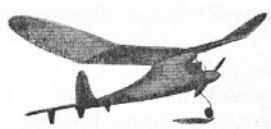
SAM may have to change over time; everything does. Change, however, shouldn't alter our goal to preserve the vintage models. By flying the old birds and engines, new generations of modellers can be exposed to the joys of old timer flying and become involved. Do you want SAM to be a "last man" organization?

OK, why don't you weigh-in on this discussion? Send your thoughts to the A-F editor and they'll be printed. Should the cutoff date be moved to 1950. And why? Or why not?

Now that we have that "settled", how about the subject of pylons in Antique? Incoming! Duck!

A BRIEF SURVEY OF M.A.N.

Take a brief tour through the **June 1947 Model Airplane News**. At this point, all model designs are for ignition or diesel engines, no mention in June of the Arden glow plug. The engines that are advertised, even in 1947, are mostly engines which are considered to be non-competitive today. The Thor B, Super-Cyclone, K&B Torpedo, Orwick 23, Atwood Super Champion JH, Supercharged thunderbird, G.H.Q., Forster 29 and 99, Tom Thumb 45, Phantom P-30, Pierce 29, OK 29 and 60 and Twin, Bantam, Arden .099 and .199, Cameron 23, Everson .29, and of course Ohlsson 19, 23 and 60 and the new rotary valve accessory. These are the ignition engines advertised. There are several diesels and one "mystery" engine, the H&H which, "..is not a Diesel engine; but it does not require any wiring, batteries, spark coil, etc." which Anderson states is the first true glow plug engine. It had a wire element built into the head and the hot-coil ignition had a patent. McCoy and Hornet were mentioned in a U-control speed writeup but had no ads.



The 1947 Korda's Powerhouse with 56" ws. 1947 model designs showed ignition on the plans. A nifty model that I enjoyed in 48-49.

February 1949 MAN had mostly ignition engines. Only exceptions were H&H, OK Hot-Head .299, Duro-Matic Sportsman .359 and .548 with "wireless ignition" designed by Dick McCoy; oddly, the Arden ignition engines were shown along with copy for the revolutionary Arden Glow Plug which "replaces your spark plug." "Air Ways" pictured my A Class model design with Elf single ignition (200 sq. in. 14 oz) in which I had later replaced the ignition with an Arden Glow Plug after the picture was taken.

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CHAPTER MEETINGS

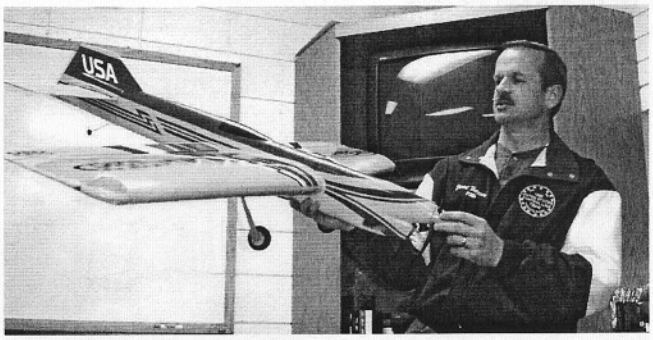
by Loren Kramer

A PROPOSAL

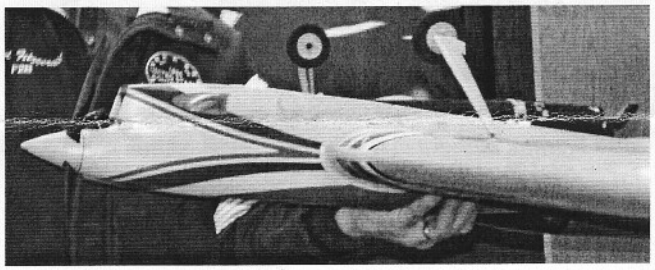
Flight Assistance Proposal by **Andrew Tickle.** After being in the club for four years and feeling that he hasn't done anything constructive for it, Andrew talked to John Hlebcar about providing some flight assistance at the field. Most of the people entering the sport today usually fly R/C and most that get help usually have a reasonable experience and those that don't usually crash on the first if not second attempt and then go and buy a surf board or something. People turn up at various club sites including ours with the idea of getting some help. The people that usually provide the help are usually the busiest people there. It seems it would be a good thing for the sport in general to have a reliable way for people to show up at the field and get assistance. Andrew has had lots of experience with this and enjoyed it. The idea is to have somebody at the field responsible for providing assistance for people showing up and looking for it. It would also be good if it were known that assistance was available because people would then show up and it would be a big help. We would need a couple of alternates so there would always be someone there by arrangement so it would be a guaranteed thing. This is Andrew's suggestion. This proposal was well received and Andrew volunteered to head it up for a couple of years. **Mike Clancy** and **Bill Curry** volunteered as alternates.

GUEST SPEAKER

David Fitzgerald, Control Line World Championship Stunt Competitor. David got his start of being an airline pilot by flying model airplanes. When growing up his dad had a Wing Master hanging in the garage which he and his brother kept bugging his dad to take the airplane out and fly it. From there he got into aerobatics and balloon busts flying Wing Masters and Banshees. David went to his first nationals as a junior in 1975 at Lake Charles. Flew a SIG Super Chipmunk as a senior. He has won three Nationals in open and has competed in five world championships. The airplane he showed was built in 1996 for the Sweden World Championships. This model took about eight months to build. The fuselage is carbon fiber with SIG sanding sealer and SIG colors and dope on top of that. There is quite a lot of carbon fiber in the construction, spars and laminated balsa. The airfoil is about two and a halve inches thick with a P/A .61 for power with a Brian Ether carbon fiber three bladed prop and a Brian Ether carbon fiber pipe. The engines turns at about 9500 rpm on the ground with a five and a half-second lap time and fly the sub pattern in about six and a half minutes. Weight of this plane is 52 ounces. This airplane is the prettiest one he has and is holding up quit well with about 1200 flights on it. The flight times on these planes are measured in gallons of fuel. One guy at the U.S Nationals had gone through 135 gallons of fuel in one year and he placed sixth at the U.S. Nationals. The way they fly competitive acrobatic flight is there are fifteen maneuvers each of which are judged individually.

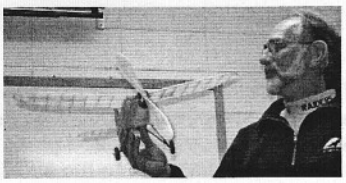


David Fitzgerald's Championship U-Control Model.



SHOW AND TELL

Bill Curry showed a model of a Jimmie Allen Skokie. He hasn't built this small in over fifty years. This is a Bob Holman short kit that is real good fit-wise and has a good wood selection. It is covered with Jap tissue. The prop is a Superior blank that comes very rough that you finish sand and put in an airfoil shape. It weighs 45 grams without motor. The tail pivots up with a button timer for a D/T. it was fun to build, a day to frame and a day to cover. Bill is ready to fly it when the field dries out enough to retrieve it. Bill's second plan is a 490 sq. in. Airborn Bob Holman kit. Power is a Veco 19. Bill has flown it four or five times and it has flown very well. Weight is 30 ounces, which is under weight and 4 ounces needs to be added. Bill also has it set-up for a McCoy 29, which should make perform even better. Finish is dope with Higgins Ink and PPG acrylic



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Continued from Page 5

Dick Irwin brought in an electric powered 490 sq. in. Airborn. Dick faired in the cowl to match the spinner, and to make the model as light as possible did not make the removable wing or the tail removable and made the firewall out of thinner wood. After doing this it came out one ounce too light. Power is a geared Astro 02 brushless. With 11 500ar cells. Covering is SAM Span with a new Design Master glossy red for color.



Bud Romak brought in a new 1941 Stratostreak class A F/F model. Bud flew this model at Eloy this January. Power is an Elfin diesel and a fuse D/T. It is a simple model to build. Bud built this in three days from a Klarich short kit. Photo shown below.



Fred Terzian showed a new product from the NFFS. It is a three CD set of all the Free flight symposiums put out from 1968 to 2000. They are full of articles, pictures and plans of all sorts of free flight models. It is available from the NFFS website (www.freeflight.org).

Bill Curry brought another Free Flight model. This time it is an Earl Stahl Weight Rule designed in 1938. In this class the model had to weigh three ounces per 100 square in. of wing area, so the tail was made bigger to get more area. This model has forty percent of the area in the tail. The weight of the model with 12 strands of 1/8" rubber is 3.6 ounces; it should be 4.14 ounces to meet the weight rule. Bill used a BMJR kit to build it. The prop was made from a Superior prop blank. Covering is Lite Span which is a colored form of poly-span, and Jap tissue on the top of the wings.

Anthony Ferrario and **Kevin Foster** built some Whistler Catapult Launch Gliders in memory of George Perryman who passed away a couple of weeks ago. Kevin won the junior CLG at Weagell field. Photos of Anthony (L) and Kevin (R) below.





Frank Ketcham showed a Dallaire Sportster built from a Spirit of Yesteryear kit. This is Franks first attempt with SAM Span. Power is a speed 400 with a gearbox. Wing area is about 350 sq. in.



Rod Persons needed a model to fly at the local high school because the area is too small for his Miss 2. The model he showed is built in Czech Republic and is a reasonable ARF. Power is a speed 400 with a gearbox and a 800-mah battery pack. Rod found this in a magazine and all you had to do is install the radio gear and attach the tail and you are set to fly. The model is a Prima built by FBK and sold by Aeromodeler out of Arizona.



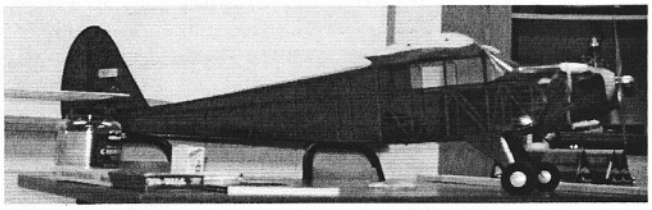
Rod is pictured here as he ponders the club's books and wonders why someone doesn't step up and take over the treasurers job. Come on! Help out Rod and volunteer to do the bean counting for SAM 27.

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Steve Roselle brought a few Hand Launch Gliders. A 1937 Hervat, an earlier swept wing Hervat, and a couple of others. With one of them Steve won the 2001 Sam Champs. Steve also had a couple of gliders he built at last years SAM Champs but they didn't fly well at all. Steve also showed a model that he purchased rather than build. It is an Elbert Weathers Westerner. This model was built by John McCray for Brown Jr. It was built real light and has a wing loading 5.5 ounces per square foot and is very delicate. It's going to be a great plane to fly when Steve gets used to it and gets the Westerner trimmed out. The "short wing" version is pictured below.



FRED TERZIAN ON GLIDERS

Fred gave a presentation on Hand Launch and Catapult Launch Gliders. One of the primary keys for these gliders is wood selection. Fred talked about the pros of C grain compared to A grain wood. Then Fred chooses a model that looks good to him. It doesn't mean it has to be the best flying plane but it to look appealing. When he has decided on a design Fred makes use of a copy machine to copy the plans or sometimes he draws them out on cardboard, cereal boxes or any kind of cardstock. On these card stock templates Fred marks the dihedral breaks and writes what the dihedral angle is the nose moment tail moment arm other pertinent information. Fred likes to make the wings straight instead of tapered or elliptical to avoid having to put wash out in the wins to keep it from stalling easily. Another design idea Fred mentioned is to make the wing design simple with as few joints as possible. For making the fuselage it's not too important to have a pretty fuselage. Just make it a straight form and round over the edges a little bit, which makes it stronger. Material for the fuselage should either be hard balsa or spruce and never basswood. Basswood is too susceptible to warping. You can use Basswood to reinforce the leading edge of the wing. Another important point is the building surface. Fred has used everything from Masonite (its hard to pin into) to tempered glass (1/4" or thicker), a kitchen cutting board. He uses this for his sanding projects and for laying out. When Fred builds he usually cuts out several wings at one time then looks for material for the fuselage. To shape the airfoil in the wings Fred starts roughing with a razor planing the trailing edge first and then finishes with sandpaper. For sanding Fred uses a sanding block. There are various sanding blocks available or you can make your own out of wood or aluminum shapes available at hardware stores. After sanding you can put a couple coats of thinned dope to give it some protection from moisture. Then put some color on it for visibility. There are three sources of information. The NFFS has a book available *FLYING HAND-LAUNCHED GLIDERS*: A reprint of John Kaufmann's very popular book on the subject. It can be ordered off the web. The second is a newsletter put out by Kevin Mosely called Arm Soar which is dedicated to Hand Launch and Catapult Gliders. The third is Free Flight Quarterly from Australia.

CLUB BUSINESS

JUNIOR OLDTIMER REPORT **Rocco Ferrario** reported that the Juniors are getting ready for they spring. The big push is getting prepared for the one-design events. They are trying to get flight boxes, winders, and stooges to be available for the guys on the flight line. Also in the works are a couple of proposals for a grant from The Society of Automotive Engineering.

The big news is that SAM 27 has received $500 from the AMA; A Youth Education Stipend Grant to be used for our junior program. Thanks Rocco for your efforts.

TOFFF REPORT **John Hlebcar** reported that you had to park out on the road last week but could walk out and fly on the field. One car got stuck and had to be jacked up to put mats under the wheels and also needed to be pushed.

Ed Hamler reported on the status of the Lakeville flying site. The Chandon Property on Lakeville Road has been pulled off the market because there hasn't been any leads on a sale. They are going try grafting on another variety of grapes so it will probably be three years before it is salable. We should be OK for three or four years at the Lakeville field.

CRASH AND BASH — Ed Hamler reported that the Crash and Bash has been preliminarily set for **October 3,4,5**. Ed proposed that we invite eight widows of previous contestants to attend the afternoon happy hour and the Banquet Dinner.

SCHMIDT RANCH — Don Bekins reported that the septic system at the Schmidt Ranch has been a problem for a while. Don knows Dan Wickham who, with Jerry Fife, has developed a septic system that is self-cleaning and practically maintenance free. Information on this can be found at www.pirana.biz. Loren was asked about this and said he would interested. The cost of this would be around $2500. Don has proposed that we take up an offering to get this put in at the Schmidt Ranch. Don is going to make arrangements to get this done and will collect the donations to pay for it. If you want to **donate** send it to Don Bekins.

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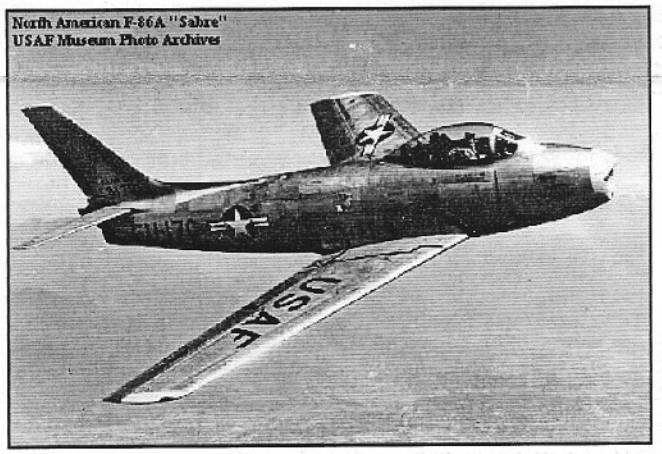
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CAYTON'S COMMENTS

Earl Cayton is a frequent contributor to the Antique Flyer as well as being our "staff cartoonist." Earl recently sent this note along with his latest cartoon.

I read in the latest A-F that Bill Vanderbeek brought a U-control article of mine, from 1955 *Flying Models*, to the last meeting. I looked in my scrapbook and here is a copy of that article; I wonder where he found that 48-year-old magazine?

I was flying F-86 Sabre jets at Nellis AFB in Arizona at the time when Bill Tyler, editor of *Flying Models*, called and asked if I would be interested in designing a good looking stunt model for a future issue. About the time I finished the pencil working drawings and a rough sketch with the trim, I was temporarily sent to a transition school in Texas to learn to fly the then new F-100 Super Sabre jet. Consequently, I farmed out the construction to a very good stunt man, Don Bolger.

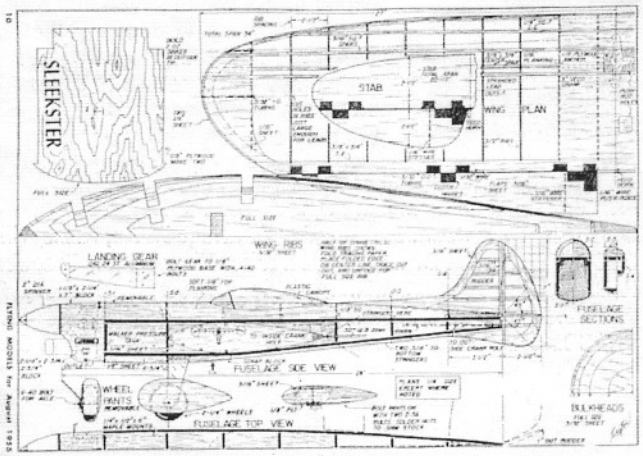


When I returned, I was so impressed with the way that the SLEEKSTER flew in Don's hands that I built one for myself, only this time I scaled it up for an Orwick 60 which I flew in contests for a few years until I wore it out.

The *Flying Models* 1955 article starts out, "'Sleekster' is an advanced stunt model, designed to perform with the best of them at contests, and yet appeal to builders who take pride in the appearance of their planes. The design and finish of the 'Sleekster' is by the writer, the construction by Don Bolger.

"Large area, thick airfoil, and just the right amount of flap area gives the 'Sleekster' the ability to perform tight maneuvers with ease and smoothness. Yet, the design is clean enough so that ample speed is maintained with .29 to .35 displacement engines.

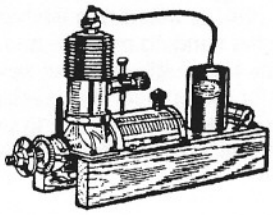
"Ready to start construction?"







Elmer is flight testing some new dethermalizer designs!

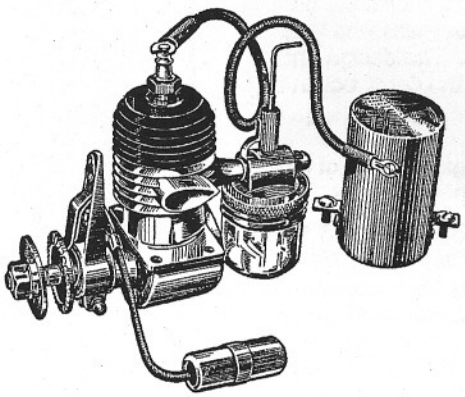


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CONTINUATION OF SAM 27 ROSTER FROM PAGE 2

McGOWAN, Ray .....2661 Adrian Street; Napa, CA 94558 ..... (707) 224-2104
MILLER, Hap .....P.O. Box 425; Kenwood, CA 95452 ..... (707) 833-5905
MITCHELL, Milt .....150 Hampton Court; San Bruno, CA 94066-2727 ..... (650) 583-9385
MONTEBELLI, Gabriele .....Via F. Magellano n° 4; 47900 RIMINI (RN); Italy 011-39-541-770700
MUTHER, James S. .....2295 South Crest Avenue; Martinez, CA 94553 ..... (925) 370-6434
NEVELS, Ned .....1125 Westview Drive; Napa, CA 94558-4200 ..... (707) 486-7003
O'BRIEN, Dick .....5617 Oakridge Drive; Kelseyville, CA 95451 ..... (707) 279-4830
PACIOTTI, Stefan D. .....42 Drakes View Circle; Greenbrae, CA 94904 ..... (415) 461-9152
PASSARINO, Buzz .....318 Piper Street; Healdsburg, CA 95448 ..... (707) 433-3709
PATEL, Anil K. .....3 Maple Avenue; Kentfield, CA 94904 ..... (415) 258-0762
PERSONS, Rod .....115 Kerry Lane; Cloverdale, CA 95425 ..... (707) 894-5788
PRATT, John .....1734 Maderia Circle; Petaluma, CA 94954 ..... (707) 763-6164
PRICE, Walton (Lynn) .....1832 Ravenwood Drive; Concord, CA 94520 ..... (925) 676-2556
RAMSEY, Brian .....2001 Van Ness Avenue; San Francisco, CA 94109 ..... (415) 474-5175
REM INGTON, Steve .....1324 De La Vina; Santa Barbara, CA 93101 ..... (805) 560-1323
ROCHA, Jerry .....3583 Ruston Lane; Napa, CA 94558 ..... (707) 255-0651
ROMAK, Bud .....85 Sullivan Drive; Moraga, CA 94556 ..... (925) 376-4624
SAMUELSEN, Pete .....43 Adam Way; Atherton, CA 94027 ..... (650) 365-5560
SCHMIDT, Loren .....11948 Franklin Boulevard; Elk Grove, CA 95758 ..... (916) 684-2265
SEALE, Patrick .....W24841 State Roads 54 & 93; Galesville, WI 54630 .....
SIDWELL, Mike .....5227 Vista Grande Drive; Santa Rosa, CA 95403 ..... (707) 528-8268
SILVERMAN, L.J. .....17 St John Court; Novato, CA 94947 ..... (415) 897-3371
SOLENBERGER, Ed .....1551 Lynn Court; Santa Rosa, CA 95405 ..... (707) 542-1756
SPRAGUE, Lewis .....P.O. Box 177; Kenwood, CA 95452 ..... (707) 833-2338
STABEN, Al .....118 Chappell Gardens, Elizabeth City, NC 27909 .....
STANTON, Gary .....1172 Austin Way; Napa, CA 94558 ..... (707) 226-6715
STOBER, Paul .....46 Marston; San Francisco, CA 94112 ..... (415) 587-1760
SULLIVAN, Dick .....251 Del Rio Paseo; Sonoma, CA 95476 ..... (707) 996-0401
SYME, Thayer .....424 5th Avenue; San Francisco, CA 94118 ..... (415) 831-3331
TEMPLE, James .....1417 Eastman Lane; Petaluma, CA 94952 ..... (707) 763-4534
TERZIAN, Fred .....4858 Moorepark Avenue; San Jose, CA 95129 ..... (408) 725-1065
TICKLE, Andrew .....723 Vanessa Way; Petaluma, CA 94952 ..... (707) 773-3857
TULP, Karl .....15 Laurelwood Court; San Rafael, CA 94901 ..... (415) 456-1309
TUMLIN, Scot .....1486 So Novato Blvd, Apt #2; Novato, CA 94947 ..... (415) 892-8668
U, Kwei .....190 Great Circle Drive; Mill Valley, CA 94941 ..... (415) 388-4121
VANDERBEEK, Bill .....13300 Simon Lane; Los Altos Hills, CA 94022 ..... (650) 949-3366
WALKER, Tandy C. .....3602 Lynnwood Drive; Arlington, TX 76013-1120 ..... (817) 274-9600
WATSON, Bill .....701 Central Avenue; Sonoma, CA 95476 ..... (707) 996-7509
WERNHOLM, Tom .....784 Brooks Street; Brentwood, CA 94513 ..... (925) 634-0214
ZARATE, Ding .....1210 Center Avenue; Martinez, CA 94533 ..... (825) 372-8357



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 (Position Open)
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 cell (408) 828-2910
Santa Barbara, CA 93101

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

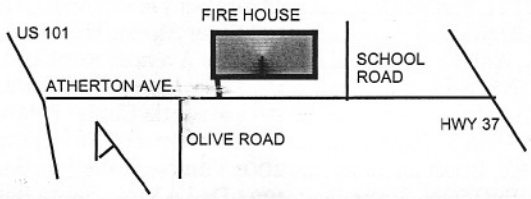
MEMBERSHIP

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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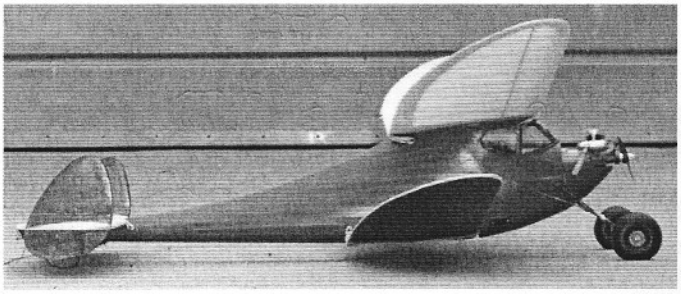




FIRST CLASS MAIL

CLUB ROSTER ON PAGES 2 AND 9

TO:



Does this model, the "Ladybird Special" look like an Old Timer to you? Would a diesel-powered Airborn Class A model become uncompetitive if this British beauty were allowed to compete? Read your editor's comments starting on Page 3.

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