SAM 27

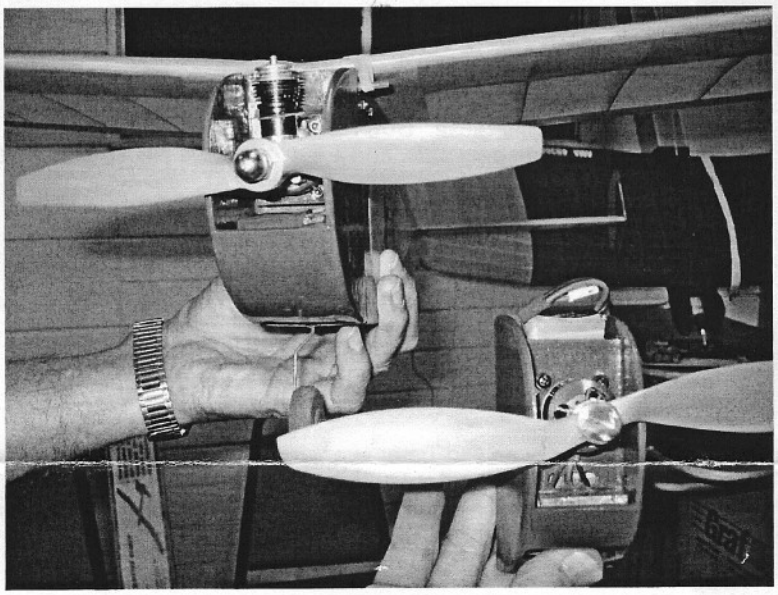
Antique Flyer

AMA Chapter #108 Summer 2005 Issue 246

AT THE MEETINGS . .



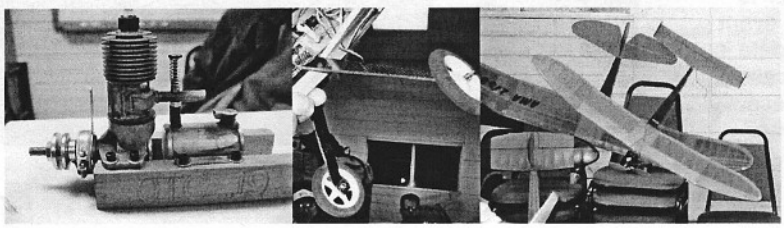
Now, that's a crock!



***Dick Irwin's** clever convertible power packs for his Cloud Chopper; a Cox 1/2A and an electric setup. It flies just fine on either!*

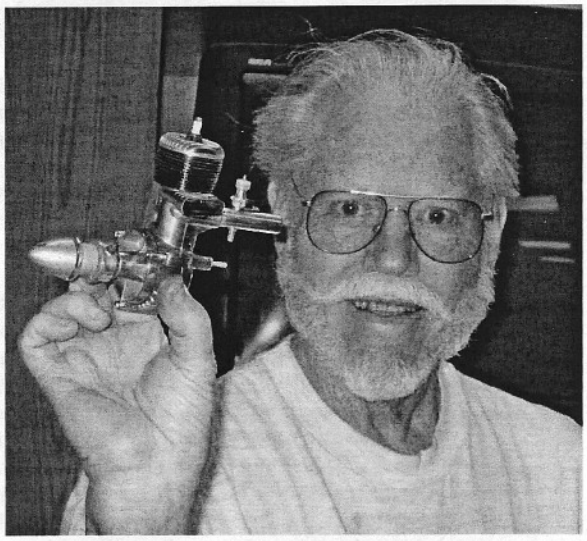
*Below: **Dick Irwin** shows his nifty electric 1938 Lanzo Airborn.*







***Bill Vanderbeek** shows his Vagabond free flight that was missing for five years.*
*Below: **Ed Solenberger** with a squeaky clean engine.*





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SAM 27 MEETINGS



John Carlson shows his electron-powered, 65% size, 1940 Super Scorpion at the March meeting. Red trim and nifty graphics on the wing and fin. John does nice work!

APRIL MEETING by **Jay Beasley**

The meeting convened at 7:30pm with 27 members in attendance, along with guest **Steve Roselle** from SAM 21. This was the largest attendance in at least 15 months. A short discussion of the current tiered dues structure took place. There appears to be some controversy on this subject. President **Andrew Tickle** suggested we should perhaps email our individual views on the subject to the Antique Flyer newsletter editor for collation. Andrew also tasked secretary **Jay Beasley** to study the merits of the current dues structure versus alternative ideas.

A **technical presentation** of electric Texaco models followed, with **Dick Irwin**, **Loren Kramer**, **Mike Clancy**, and **Andrew Tickle** displaying their fine models. SAM 27 is now the official sponsor for the new electric Texaco event. Twelve SAM 27 members have signed up to participate in this category of competition. Andrew had great success at the SAM 30 sponsored contest at Schmidt Ranch recently. He won the "A" gas Texaco event with a Lanzo Bomber (English PAW diesel) loaned to him by **Ed Hamler**. Adrew also won the electric Texaco event with his English Electric Wren with a 51 min, 12 sec. flight.

We plan to have the Lakeville flying field area completely mowed soon, followed by some grading and rolling where necessary. We'll put on a new surface material on the runway, since the old one has deteriorated over the winter. **Hap Miller** is getting quotes. Many thanks to **Larry Jobbins** who has twice mowed much of the area in the last few weeks.

Ed Solenberger gave a silent and amusing presentation on how to clean a model engine in a hot crockpot full of Prestone antifreeze. **Bob Rose** is manufacturing carbon fiber landing gear sets, and a few members placed orders at the meeting.

Guest **Steve Roselle** talked about his experience with the electric Texaco type models concerning battery requirements and other technical aspects. **Bill Vanderbeek** showed his Vagabond model that had been lost for five years before it made it's way back to him in mint condition - an interesting story. **Chuck Griffiths** and **Dick Irwin** showed a couple of interesting designs.

Not exactly an Old Timer event, pylon racing will be a recurring event on the 1st Thursday of each month. The 3rd Thursday we'll have an electric Texaco contest, and the 4th Thursday we'll have 1/2A Texaco.

UPCOMING EVENTS

Red Bluff Float Fly, Red Bluff 10-12 June
SAM 27 Small Rubber Lakeville Jerry Rocha 16 July
Jimmie Allen Postal Lakeville Jerry Rocha 13 Aug
SAM 27 Electric Texaco Team, Postal Event, **Andrew Tickle**, early September, exact date TBD
SAM 27 Crash & Bash RC OT Schmidt Ranch **Ed Hamler** 30 Sept - 2 Oct
SAM Champs Las Vegas 9 - 14 October
SAM 27 1/2A Texaco Team, Postal Event, Schmidt Ranch and Lakeville **Ed Hamler** 2 October



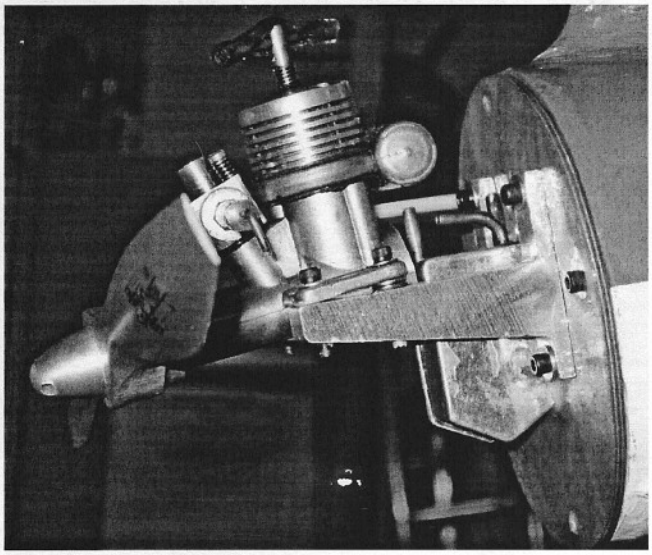
***Ron Keil** with his superb .09 PAW powered 1939 Zipper.*

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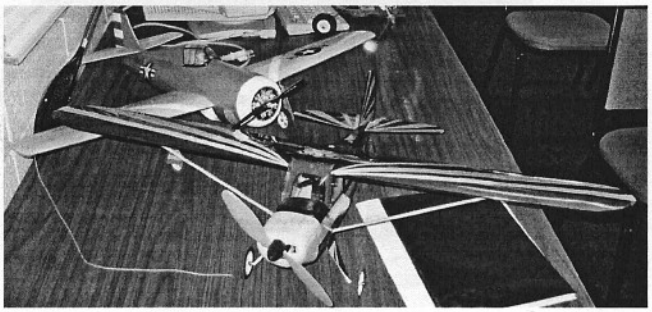
MEETINGS continued.



Ron Keil's *.09 PAW diesel in his Zipper. Plenty of downthrust is evident.*

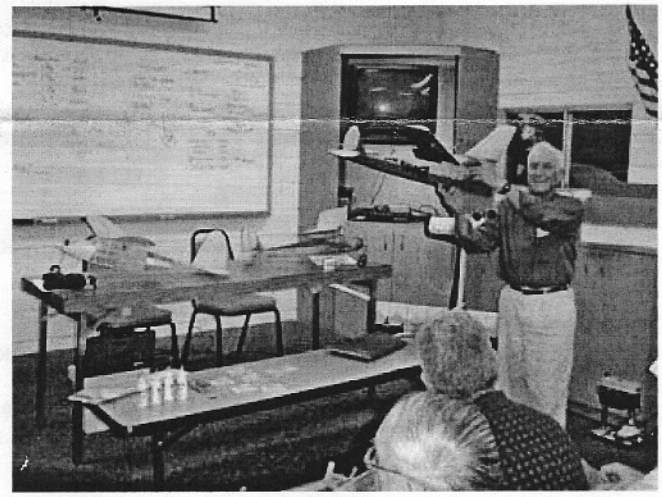


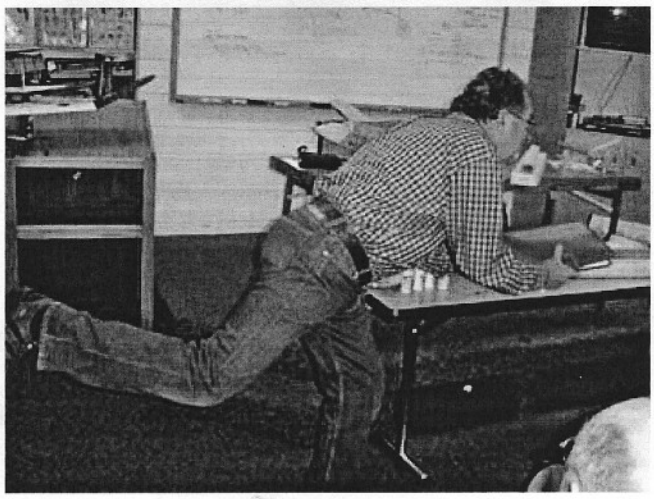
Fred Terzian *with his Russian composite F1H towline glider.*



MAY MEETING by **Jay Beasley**

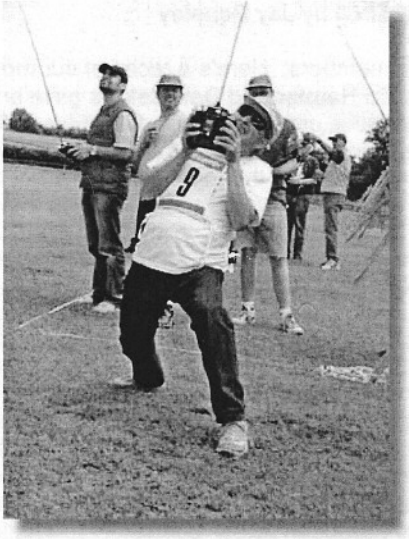
Greetings members. Here's a recap of our most recent meeting: **Ed Hamler** and **Don Bekins** gave an interesting and informative presentation on 1/2A Texaco flying, and showed several models in that category. According to Ed, 1/2A Texaco is one of the most popular, if not the most poplular, event in SAM competition. This class of model includes designs up to 1942 in the U.S., and 1950 in Europe. There are more varieties of models in this category than in any other event. The original intent in this competition was to use a stock Cox engine with an 8cc fuel capacity. Since then, modifications to the engine have been allowed, and the fuel capacity has been limited to 5cc. A prop with a max diameter of 8 inches is allowed, and minimum wing loading is 8oz per square foot. The competition consists of three flights, using the two best times. A 15 minute flight is a maximum. In the photos below, **Don Bekins** holds a Red Ripper, and **Ed Hamler** demonstrates body english used by one of his European fellow competitors. The last photo is of the man Ed is trying to emmulate: **Tiziano Bortola**i at the Euro Champs 2004.



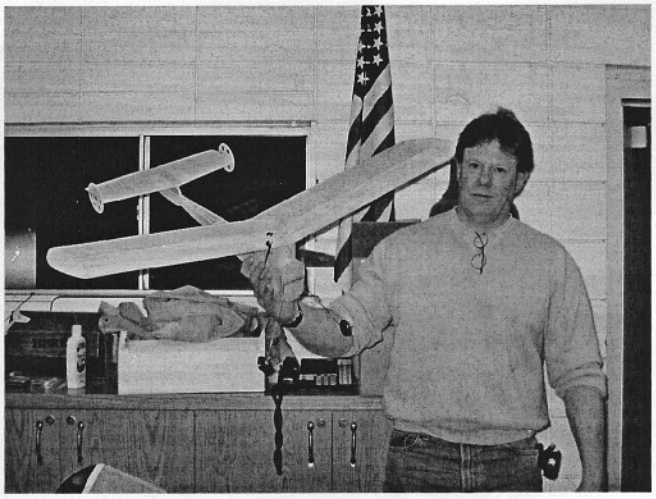


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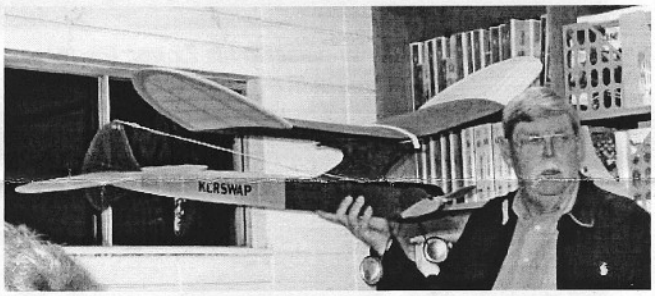


Tiziano Bortolai *at the Euro Champs .*



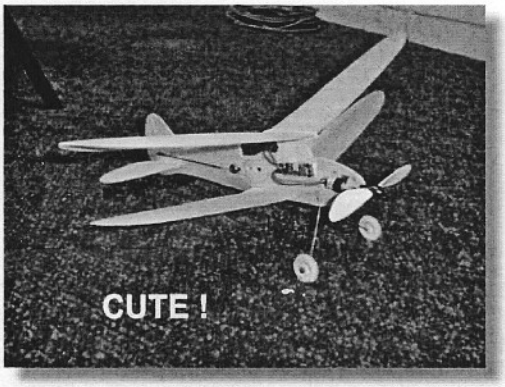
Chuck Griffith's *Chihuahua.*

Ed brought a guest named **Dick Griswold** who is going to the Czech Republic with Ed to compete. Dick joined SAM 27 at the meeting. Ed donated a Kerswap for the raffle, which was won by yours truly. I guess that means I have to buy one of those noisy little oil spitters to power it with (electric enthusiast speaking)!



Mike Clancy *with his electrifying Kerswap.*

Ed Solenberger gave a demonstration of how he machines beautiful small balsa wheels. These are curved on both sides of the wheel, and Ed is selling them for $2.00 per set. He also showed a kit he is producing: A microflight 1/2 size Jim Walker Fireball Biplane using unprinted wings from the American Junior Classics, Frank Macy designed Hornet. The kit includes laser cut parts, pre-formed wings, wheels, prop, photo instructions, and a list of micro R/C gear suppliers. The kit sells for $29.95. A photo of this model is shown below.





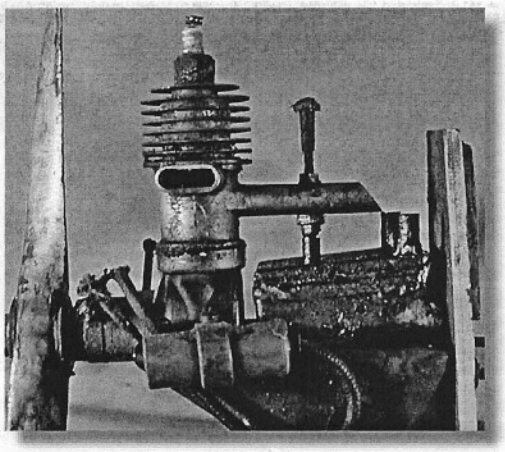
Texaco Trophy - Quick! What is that airplane?

Next month's topic is thermal flying, and the meeting will be on June 15th. Happy flying. **Jay Beasley** - secretary

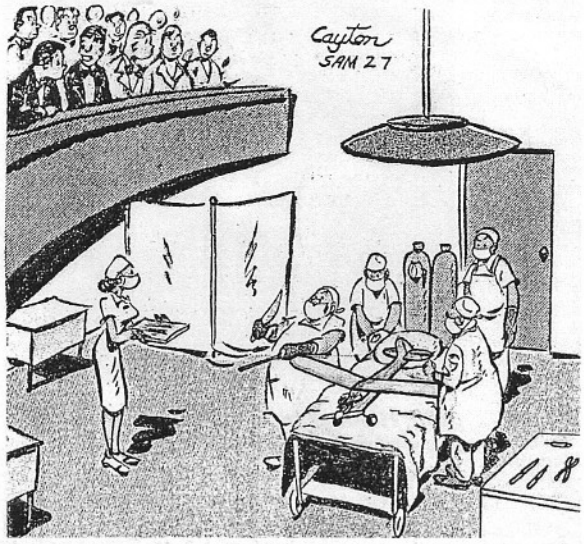
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Here's the **MYSTERY ENGINE** for this issue, brought to you by the diabolical mystery-master, **Ed Solenberger.** He says that this is quite rare; in fact one sold for over $1200 on eBay. Big clue is that it was made in 1939. Ed is perplexed over the lack of correct answers for his mystery engines and wonders why Anderson's isn't used. He muses that perhaps old electric motors might be in keeping with the electrifying members - Ed mentions an old motor from a Gilbert Erector set. Perhaps a Bassett Miss Philadelphia was once powered by Erector.



This is a very delicate operation. He is going to transplant a sparking coil.

PYLON RACING

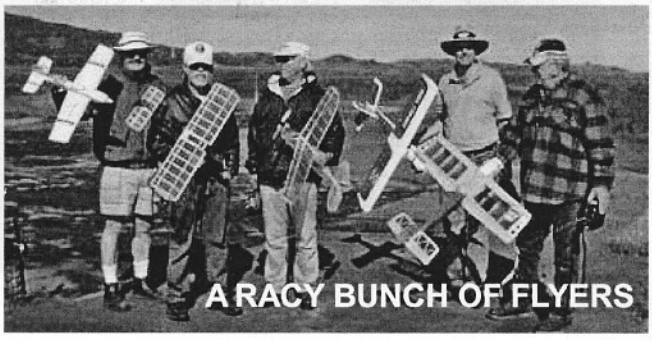
Mike Sidwell, **Richard Beck**, **Ed Solenberger**, **Hap Miller**, **Larry Jobins**, **Andrew Tickle**, **Terry Ketten** are some of the names on the Pylon Racing sheet. This ~~chaos~~ race has Mike Clancy as the track Steward taking the heat. A fly anything event on the first Thursday of each month - you gotta be there to appreciate it. Better yet, fly it! They keep score.

CONGRATULATIONS

To the newly wed **John Dummulers**. John says that he still has the same phone and email but a new address which is printed on page 10 of this newslatter. He says that his new digs are pretty good - he's got a two-car garage for his shop (doesn't mention his wife's car!) and an upstairs for his model shop - all detached from the house so he can run engines indoors in the winter with no complaints about noise or castor oil.



Remember the March rains? Terry's mudder goes along with his rubber boots. Does that say something about the field condition or not?

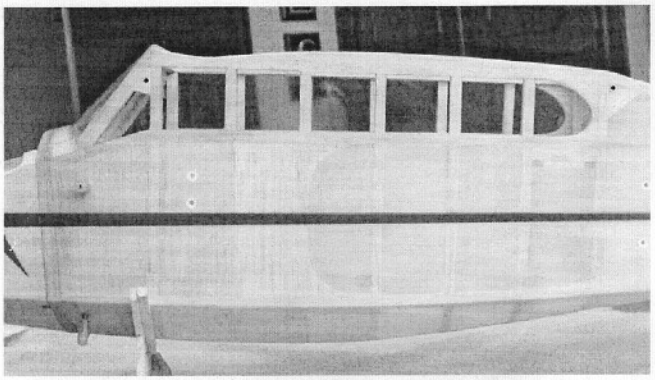


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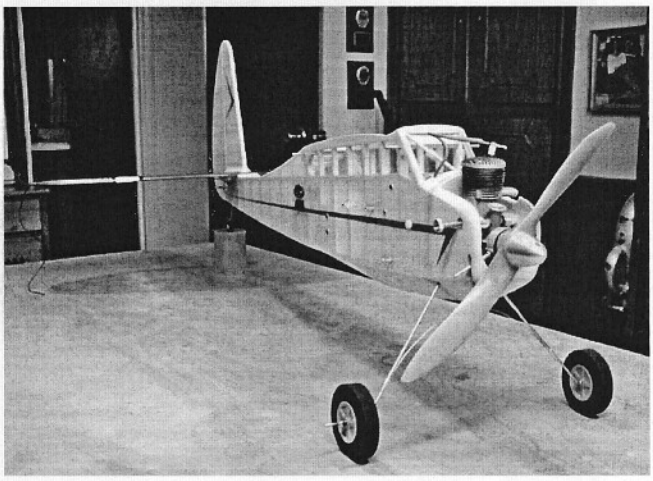
SLIPSTREAMS

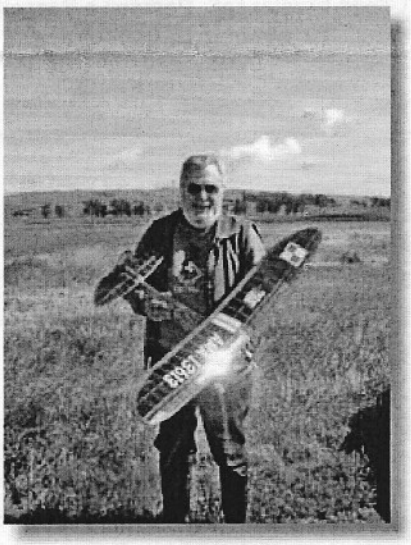
A long-distance member of SAM 27, **Tandy Walker**, of Arlington, Texas, sent the following correspondence: "I was looking through the last issue of the A-F and noticed a number of great pictures of various models and the members that built them. Even though I am an associate member, I thought maybe you could use a picture of me building the new Lanzo Airborn I recently completed. The fuselage and rudder are double covered in silk and dope with an air brushed top coat of clear satin Klass Kote for fuel proofing. The wings and stab are covered with Ultracote Light. It is powered with a Shilen Torpedo 29 ignition engine for the SAM Class B Ignition LER event." Tandy's exquisite models reflect his career as an engineer - his superb craftsmanship on his old timers is always a pleasure to see.



Tandy Walker's *Airborn. Now that's a real cabin with no fakey windows. Good vision for the necessary pilot and a total of fifteen windows for all the invited passengers. Editor's note: Now Tandy, if you'd only get rid of that plastic prop! Also, could you explain why you double cover the silk on the fuselage and rudder?*







John Hlebcar *holding his glistening jewel of a 1/2A Texaco Playboy on March 20th at Lakeville. If this was in color, you could see the green grass, a wintertime phenomenon in "golden" California.*

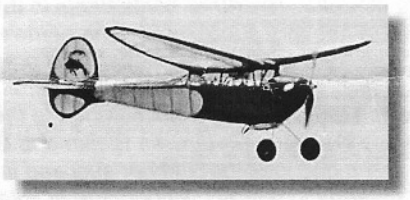
FLOAT FLY AT LAKE HENNESSEY.

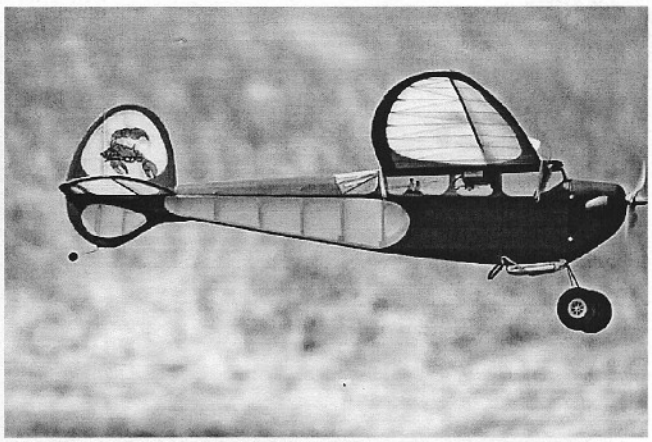
No pictures this issue, but be assured that the Friday Float Fly tradition is carrying on with an 8:30 start. Andrew keeps the flyers advised and Hap brings the rescue boat. Fuelers or electric, your choice. Give Andrew a call if you want to know more about this hydro-branch of SAM 27.

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SLIPSTREAMS







John Carlson *flies his swift Super Scorpion at Lakeville in April. This newly-built model is a reduced size built from* ***Ed Hamler's*** *Ben Buckle plans. Electrified. That must be the battery behind the landing gear - easy to replace with rubber bands and gets maximum cooling effect. Notice the nice cheek scoops on the cowling that John has built in to help cool the motor. John has shifted to an all-electron fleet - no more of that greasy kid stuff. Thanks to* ***Ned Nevels*** *for these photos.*

MORE TOFFF









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BITS AND PIECES SCRAP BOX

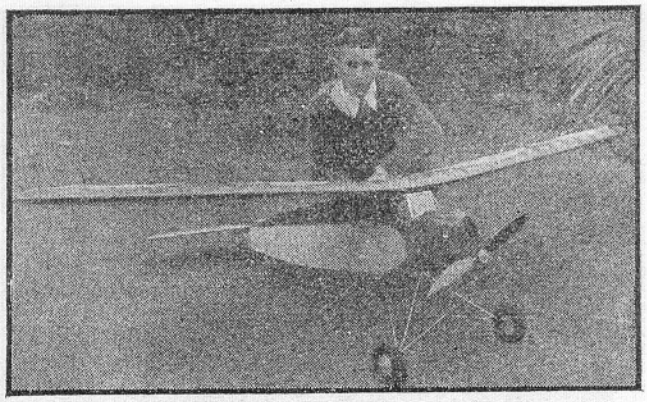
CORRESPONDENCE Earl Cayton wrote: "**Dick Irwin** mentioned in the last issue of A-F tht he is planning to build a scaled down SEA HAWK for electric power. **Chuck Hollinger**, the SEA HAWK designer, is into electric R/C assisted models also. He is 86 years old now and still an active modeler. His Brown powered NOMAD pod and boom design was published in a 1941 Air Trails issue. Chuck recently built a couple of scaled down NOMADS with electric motors and R/C assist. There are a lot of really nice people in this hobby and Hollinger is one of them. Many of you know **Hank Cole** who is a member of SAM 21 down the peninsula. We were students living in Tacoma, Washington where Hollinger owned the H and H Model Shop. He was the model airplane mentor for many of us in that area before most of us went into the service during WWII. The great depression was still on and we didn't have much money to spend but Chuck was always very patient giving us information about building and constructing models. Charlie Hollinger and Cal Smith (my old Army Air Corps pilot friend and editor of Flying Models after WWII) built the best looking flying scale models of any modelers I personally knew. Many of their pretty scale free flight, U-C, and R/C models were published and kitted in the old days. Sincerely." *Thanks for your note Earl.*

A truly happy person is one who can enjoy the scenery on a detour.

ANTIQUE MODEL HISTORY

Antique gas-powered models were around well before 1938. Most of the big names in the early days of model engines and kit manufacturers were, themselves, active modelers. Two examples from the August 1934 issue of MAN in the "Air-Ways" section.

*One of the finest looking gas jobs to come to our attention, and incidentally it gives an excellent performance, has been built by **Irwin G. Ohlsson** of 1437 Bellevue Avenue, Los angeles, Calif. Ohlsson and his plane are shown in picture No. 11. In picture No. 12 it can be seen climbing for altitude after a takeoff. The ship has a span of eight feet, a chord of sixteen inches and weighs seven pounds. It has a one cylinder, two cycle motor which turns a twenty inch propeller at two thousand one hundred fifty revolutions per minute. The thrust is approximately five and one-half pounds and the flying speed is about forty miles per hour. The construction consists of a balsa frame covered with silk. As can be seen, the motor is comnpletely cowled. The whole plane has an unusually fine finish. Ohlsson hopes to be able to attend the National Contest at Akron and enter this ship in competition.* (Note: Irwin's first big engine used in this model was a converted boat engine that he purchased from **Bill Atwood** - in '35, he used a Brown Jr.)



Pict. No. 11. Here is a real performer. Irwin Ohlsson and his 8 ft. gas model

*Picture No. 2 shows **Bassett** during the contest holding the winning model.....The other contestants in the gas engine event were not very successful. One of the members of the Bamberger Aero Club, Alfred Huber, had prepared a cabin job....the ship got off the ground and flew for eleven seconds, when unfortunately it succumbed to the forces of gravity and cracked up. Ludwig Bielko and **Ben Shereshaw** also entered gas jobs, but did not succeed in making a flight. Bielko's plane did a terrific swoop and cracked up on a sharp turn after getting off the ground.* (Not much change in 70-years!)



Pict. No. 2. Maxwell Bassett with his plane with which he won first place in the Gas Powered event of the Eastern States Outdoor Contest, held recently at Newark Airport. It flew for 6 min., 7 1/5 sec.

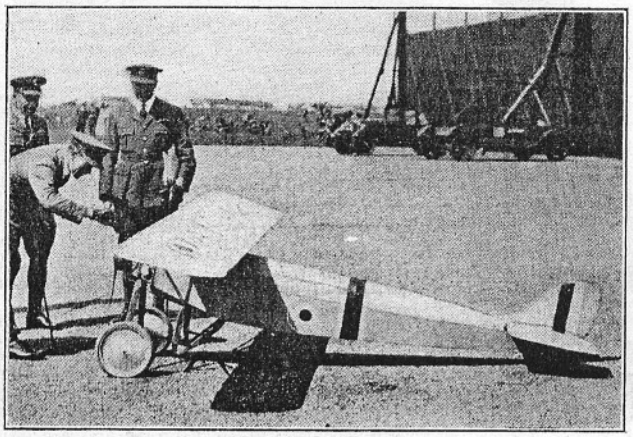
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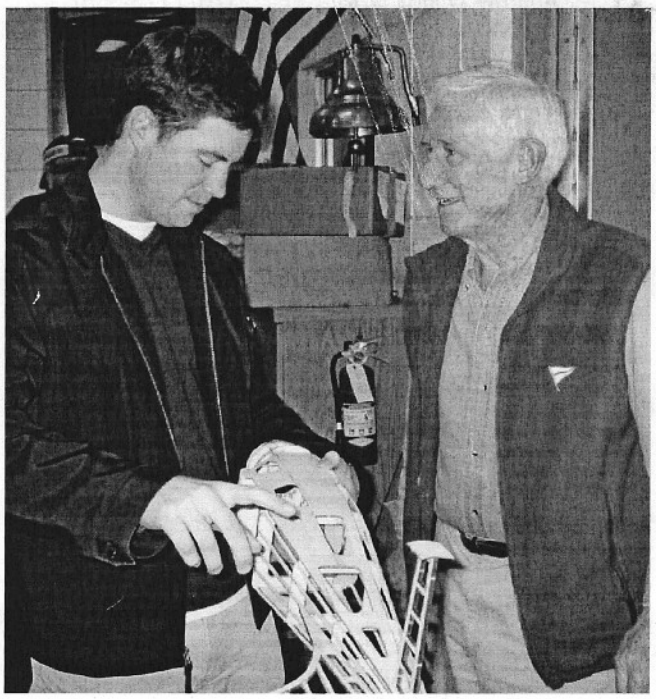
PROPWASH - 2006 Member Dues PROPOSAL
The majority of SAM 27 members do not use our flying field. Some live too far away. Some live in foreign countries. They enjoy staying in touch through the Antique Flyer and attending the monthly meetings when they can. Some fly regularly at their own local SAM club sites. The "field fund" is a priority. However should members who do not use our field contribute to the fund?
1) The non-field-use fee is $25. 2) The (approx) 35 field users pay the typical rate, for Sonoma clubs, of $80 a year. 3) The officers and staff get no preferential rate. THEN: 1) The current membership scheme is greatly simplified. 2) Everyone gets what they pay for. 3) The annual revenue will be higher for 2006 than for 2005. 4) Members select whether they wish to be field users or not. **Jay Beasley**, the Membership Secretary, and I have discussed a scheme of this nature as a motion to put to the Board of Directors; But before proceeding further we would like to know a couple of things: 1) Any major problems? 2) What to call the two membership classes? Associate Member and Member?; Member and Field Member?; Member and Flying Member?; What are your suggestions? Please email you responses to **Steve Remington** at **72245.747@compuserve.com** who will act as the custodian. Happy building, happy flying, happy thermaling. **Andrew Tickle** SAM 27 Pres. 2004/5

ANTIQUE MODELING

This delightful "antique model" photo was taken from the September 27, 1926 edition of "Aviation," a weekly and the forerunner of today's "Aviation Week." I wonder if this "RAF" model is on the list of "legal" SAM antiques? Free flight with absolutely no dihedral! "Said to be capable of flying for 15 minutes," but it doesn't say whether it ever flew.

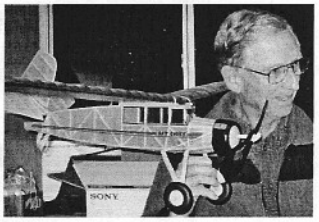


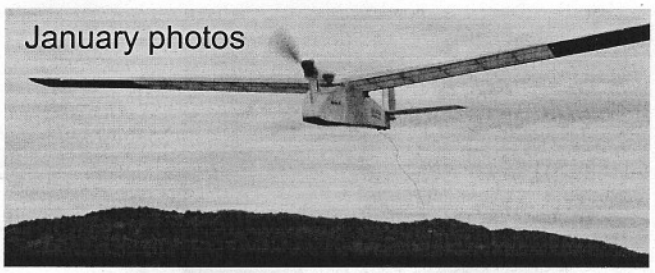
The smallest airplane with a gasoline engine. A model built by student officers of the Royal Air Force at Cranwell, England. It is said to be capable of flying for 15 min.

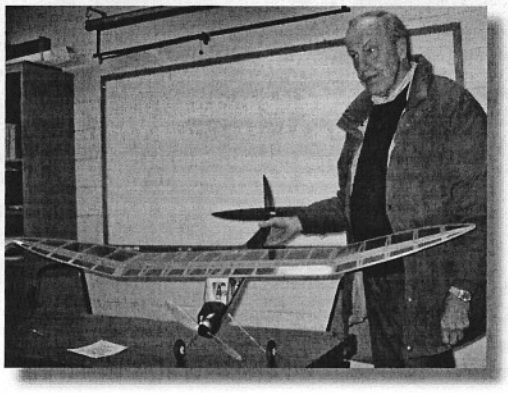


***Sky Greenwal**t shows his deHavilland Beaver to **Don Bekins** at the January meeting. Sky has developed the plan with a CAD program and has laser cut the parts.*









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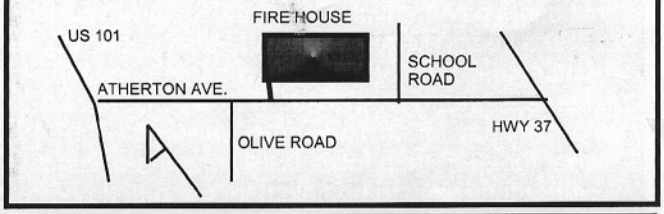
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DEPUTY WEBMASTER	Larry Jobbins	(415) 883-3882
RACE MARSHAL	Hap Miller	(707) 833-5905

MEMBERSHIP

Membership dues (for 2005) are based on the type of flying activity with **OldTimer** flyers or mentors receiving membership for only $25. Newsletter members are $20. Regular members are $100. 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. Newsletter 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 **John Dammuler**, Treasurer. Make checks payable to SAM 27.



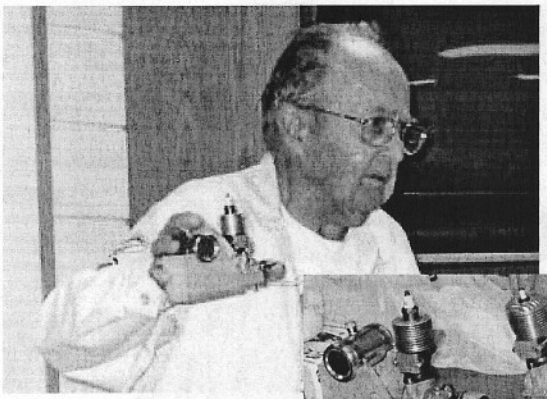
Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

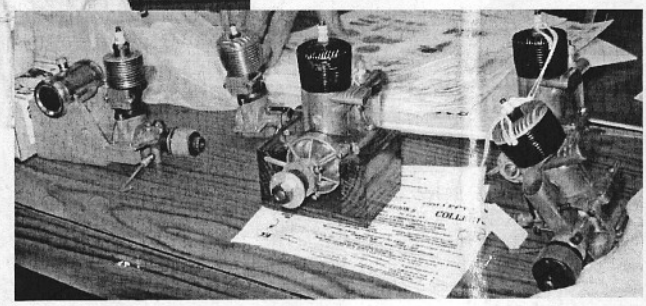
Antique Flyer

104 Robinhood Drive, San Rafael, CA 94901



Summer 2005





Ray McGowan at the February meeting; he presented tips concerning engine care and feeding and gave an informative handout to everyone. See Irwin Ohlsson, p. 8.

FIRST CLASS MAIL

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