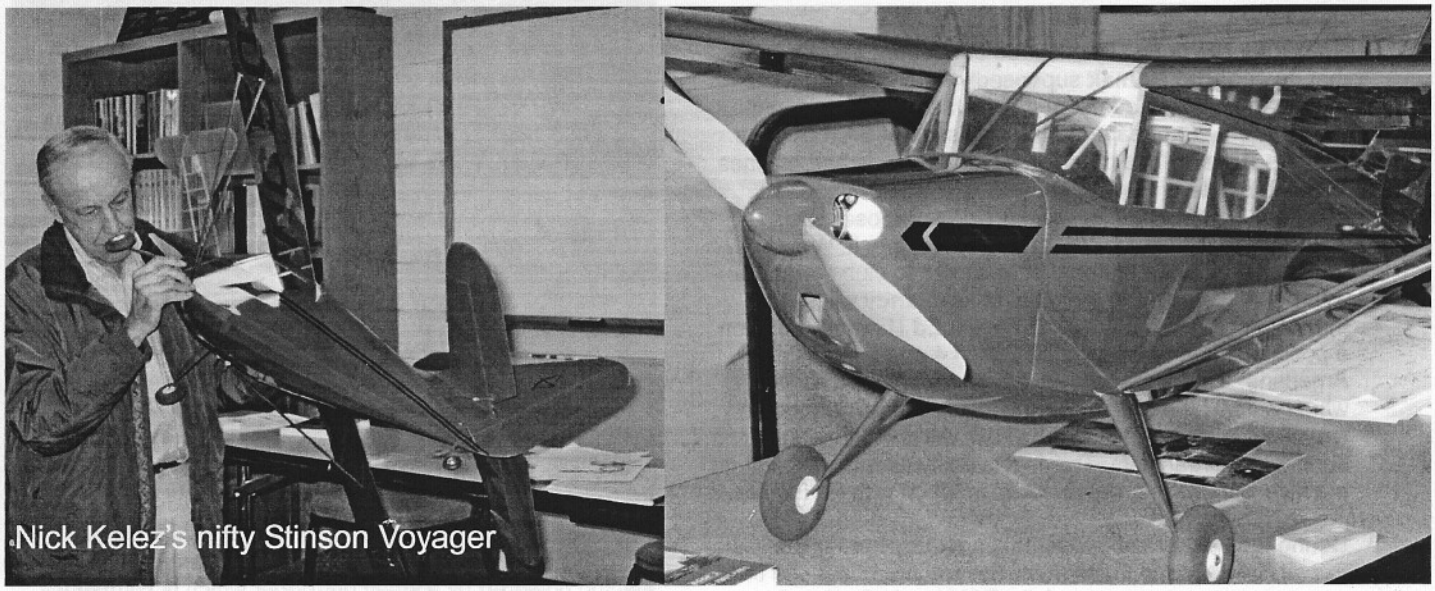
Antique Flyer

AMA Chapter #108 | Winter 2006 | Issue 249



Nick Kelez's nifty Stinson Voyager

AT THE MEETINGS

Minutes of the Meeting - SAM 27 - January 18, 2006
Submitted By Acting Secretary/President **Mike Clancy**

Your president arrived at the meeting site to find the members standing in the cold, dark, parking lot of the Atherton Fire Station. It seems that Ex-President Andy was in New Zealand with one key, and Secretary **Jay Beasley** was off skiing somewhere with the other key. Much to our surprise we found that the doors to the meeting room were unlocked. We entered and proceeded with the meeting.

Call to Order
2006 President **Mike Clancy** called the meeting to order at 7:06 p.m. There were seventeen members and two visitors present. The visitors were; **Sid Maxwell** who "wants to fly with old guys," and **Chuck Daley** who was referred by **John Pratt** and just wants to start gluing sticks again after an absence of many years.

Reading/Acceptance of the Minutes of the previous meeting. No Secretary. No minutes.

President's Remarks
Mike Clancy welcomed all the "model airplane flyers" and gave a short speech saying that all forms of model aircraft were welcomed and enjoyed by members but emphasized that we are a SAM club and that old time and antique models should and will be the main focus of SAM 27. He thanked last year's officers and members who contributed to making 2005 a successful year in which many SAM and non-SAM events were enjoyed by the membership. There will be no long discussions on the eventual demise/or not of SAM. We will continue our efforts to be historians and preservationists of o.t. and antique model airplanes while having lots of fun building and flying them as well. Our most excellent newsletter editor **Steve Remington** had sent Mike an email fearing that the club was becoming a "contemporary model airplane club" and did not want to be the newsletter editor of such an organization. Mike assured him that that would not happen and that we appreciate his work and want him to continue. Mike also stated that control line and free flight are considered old time activities by SAM 27.

Committee Reports
There was a short discussion on the damage to the field by trespassers in trucks. A sign or chain barrier was mentioned but **Ed Hamler** thought it best if we just stayed low-key. It was decided that we would just grade/roll the damage when the area dries out.

Mike Clancy wanted a sure-list of our major flying events and cd's for the year. They are as follows;
Small Rubber Contest—**Jerry Rocha**
Jimmy Allen—**Jerry Rocha**
Electric Texaco—**Andy Tickle**
1/2A Texaco (Frank Ehling Postal)—**Ed Solenberger**
Crash and Bash—**Ed Hamler**

Don Bekins stated that our membership should be made aware of not only our contests but the contests of other clubs. This would include SAM 21, 26, 30 and the free flight council. As usual **Jerry Rocha** would keep us posted on control line activities. It was decided we should get a calendar of all pertinent events printed in the news letter.

Continued Page 2

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Continued from Page 1....

Old Business

We had no minutes and no one remembered any old business from last month.*(Editor: Common for folks our age.)*

New Business

Bill Vanderbeek was questioned about the LaBlatt's truck that he and **Bud Romak** supposedly purchased for transporting models. Bill admitted that it was all a hoax. A photo and article had appeared in the last issue of SAM Speaks. **George Benson** had received several models and engines from the estate of **Harold Maxox**. The equipment was donated to SAM 27 to be used for club purposes. **Don Bekins** took the equipment and will inventory it. We will then use it as raffle material or auction it to club members with proceeds going to the club. **Mike Clancy** will send a thank you card to Mr. Maxon's family. **Ed Hamler** spoke on a postal contest being held on March 4 and 5 by SAM Argentina. It is for most SAM events including rc assist which will be held on the Sunday. Several members said they would make flights. **Ed Hamler** will compile results and send to the organizers. This is a low-key event. Let's just go practice flying with a watch. Keep in touch with Ed for info.

During the Fokker D-8 presentation by **Ed Hamler** the Preval Sprayer was mentioned. Several members use this spray system quite successfully. **Bill Vanderbeek** said he and Bud buy the canisters in boxes of 100. **Don Bekins** suggested that the club buy a box and sell the air canisters to members at cost. Motioned approved.

Adjournment

The Meeting was adjourned at 8:15 p.m.

Presentation

Ed Hamler conducted a forum on this year's club project, the Earl Stahl Fokker D-8. This project has been met with remarkable enthusiasm by our members. We now have seventeen kits distributed to our members. Most will be electric powered, 2 will be diesel, ignition will power one or two, a couple will be glo powered, and at least one will be free flight. It is fairly easy to build (from a stick model point of view). The laser cut balsa and ply parts cuts labor considerably and the $35 price for the short kit, plans, article reprint, and bill of materials make the project very desirable. **Ed Solenberger** and **Nick Kelez** will provide cowls and wheels. **Ed Solenberger** has a large stock of wood (especially the hard balsa for the fuselage stringers), and **Richard Beck** (Sonoma RC Hobbies) will be stocking wood for the project. Richard, of course, has all the tools, wire, tubing, paint, dope, and a variety of covering materials. Proxy flying of these models will be allowed at the SAM Champs so anyone that wants to can send his model with Ed and it will be flown at Muncie. **Ed Hamler** is the contact person for all you Fokker folks.

Raffle

None due to absence of raffle chair.

Show and Tell

Mike Clancy—Showed photos of his Pharis P-30 and his Kerswap. Both models were lost O.O.S. at the Lakeville site.



Sky Greenwalt—Showed a beautiful small scale model of a Luscombe Sedan. It features rc operated landing lights, electric powered by a small outrunner which is completely hidden in the cowl, graphics done on Autocad and Photoshop, easily ROGs to fine flights.



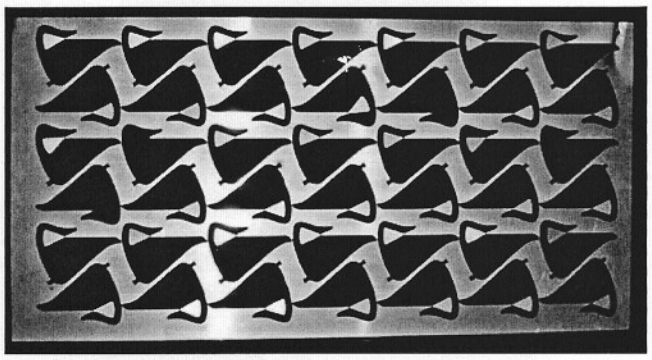
Don Bekins—A Doyle/Schumacher Folly o.t. free flight originally build by **Bud Romak** which he bought at the Oakland Cloud Dusters auction and converted to radio control. It will be powered by a Brown Jr. and/or an Ohlsson .60. Don also converted the wing from one piece to 2-piece for easier packing for its trip to the Sam Champs and Germany for the Euro Champs.

Nick Kelez—Nick is currently our beauty queen. Nick showed an gorgeous model of a Stinson Voyager (see Page 1). The plane is 500 sq. in., 60" wingspan weighs 29 oz. ready to fly, powered by an AXI 22-10, and is finished with Hobby Lobby Polycover. The model is almost ready to fly and should do so quite nicely.

We left the meeting room as we found it and painfully closed the gate at 9:30 p.m.(**Ed Solenberger** and I managed to roll it over my foot—hurt a lot but all is ok).

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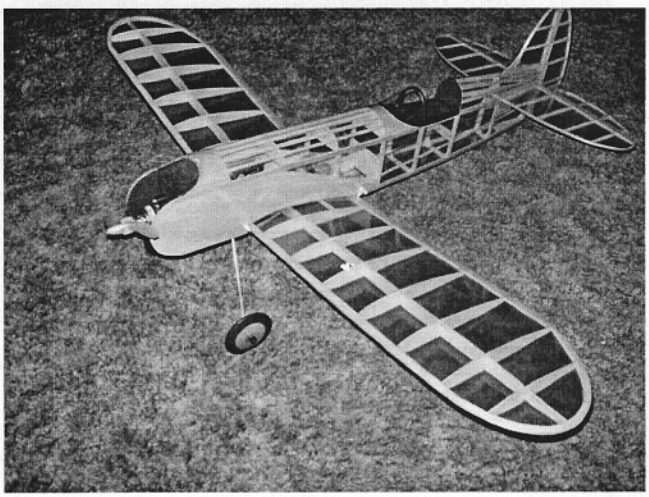
CURIOSITIES FROM ED SOLENBERGER

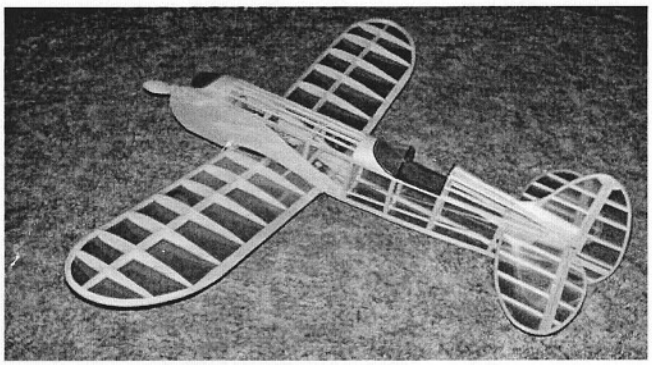


Ed has submitted this "object" as this month's "Mystery Object". Ostensibly it is a model-oriented something - check it out both vertically and horizontally.



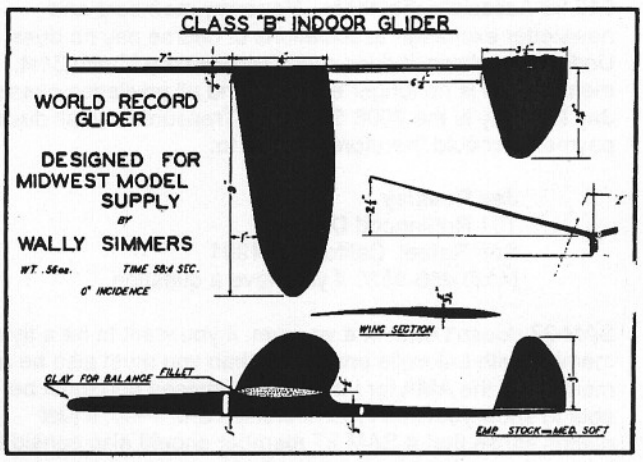
Ed Solenberger has constructed the "Tethered Trainer" U-Control, shown below, from a 1944 *Air Trails* magazine. This is not a "bones" but is actually covered in low temperature "Polycover" from Hobby Lobby. Ed says that the covering is very stable and doesn't shrink in hot weather. Don't overshrink it, Ed warns, and just pass the iron over set low. The original model had sheet sides. Ed built one of these when he was a kid. Notes that an offset rudder and tip weights weren't called for on the plan so it didn't last very long! Ed didn't mention whether this one has flown yet.







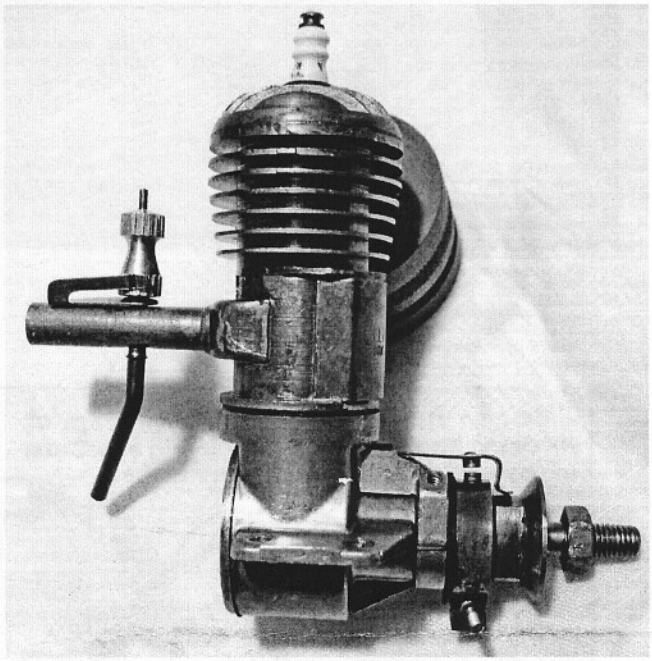
From Midwest Model Supply catalog (Chicago) - 1940.



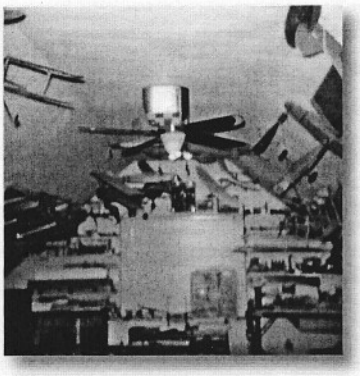
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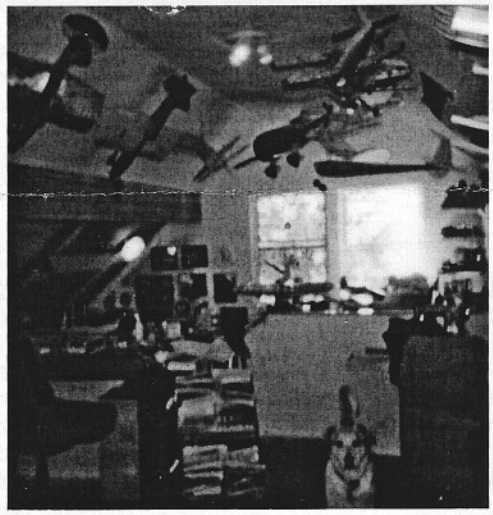
MYSTERY ENGINE



Here's the mystery engine for this issue - there's a small clue if observed very carefully. With apologies to **Ed Solenberger**, your editor came up with this one, but Ed gets to guess.



John Dammuler sent these two photos of his spacious shop located upstairs above his garage - he says that he hasn't had the chance or time to fly at Lakeville but he enjoys seeing the flying activity reported in the newsletter.



SAM 27 DUES

Club renewal dues for 2006 should be paid by now; the miniscule fee for belonging to such a prestigious organization is only **$25** for members flying at Lakeville and only **$15** for Associate members. Honorary members and newsletter exchange associations of course pay no dues. Under our bylaws, if dues aren't received by March 31st, membership is no longer effective and all privileges cease. **Jay Beasley** is the 2006 Secretary/Treasurer and all dues payments should therefore be sent to:

Jay Beasley
104 Robinhood Drive
San Rafael, California 94901
(415) 456-9520 if you have a question.

SAM 27 doesn't exist in a vacuum; if you want to be a flying member with Lakeville privileges, then you must also be a member of the **AMA** for insurance purposes and must be able to show your AMA membership card. Also, it just makes sense that a SAM 27 member should also consider being a member of the national **SAM** organization even though you might not be a competitor - the *SAM Speaks* newsletter is the glue that binds us all together.

SAM MEMBERSHIP AND RENEWAL APPLICATION

Subscriptions to SAM Speaks are not available without membership.

Membership rates:

☐ 1 yr. Canada and US - $25.00
☐ 1 yr. Foreign- US $40 (Air mail only)
☐ Renewal ☐ New Membership

Name_____
Address_____
City_____ State_____
Zip_____ Telephone_____
SAM #_____ Email_____

I agree to follow the rules of the Society of Antique Modelers and uphold the principles stated in the SAM Preamble.

Age:___ My Interest Rubber Models ☐ Gas Models ☐

Note: AMA membership is required to fly in SAM contests.

Please put your SAM number on your check if renewing.

Checks payable to: The Society of Antique Modelers.

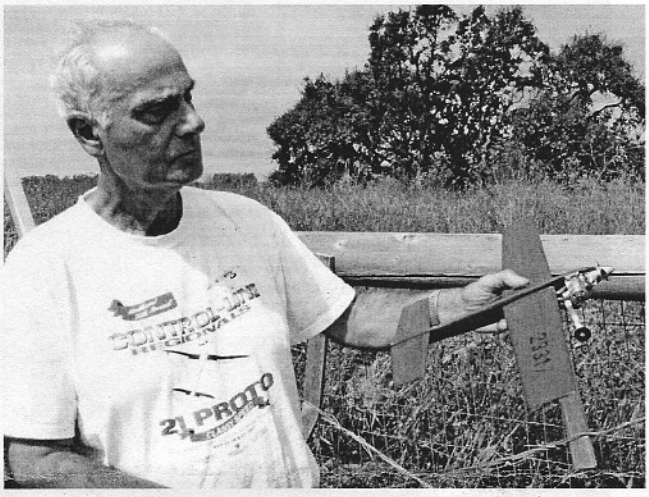
Address: PO Box 860236, St. Augustine FL 32086.

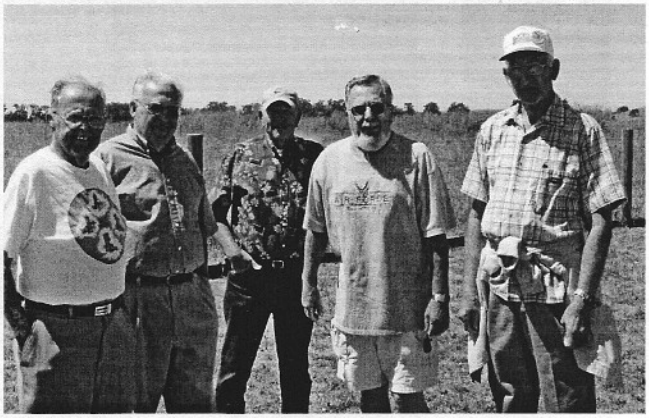
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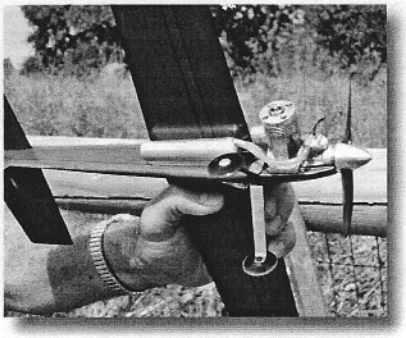
NAPA SPEED CONTEST

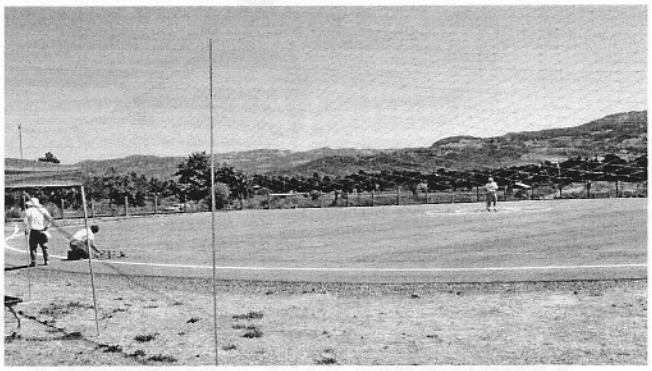
Jerry Rocha holds three National AMA speed records besides being the SAM 27 resident Jimmie Allen expert. These photos were taken by **Mike Clancy** at an August 2005 speed contest held in Napa. Jerry is shown below with one of his record holding ships.



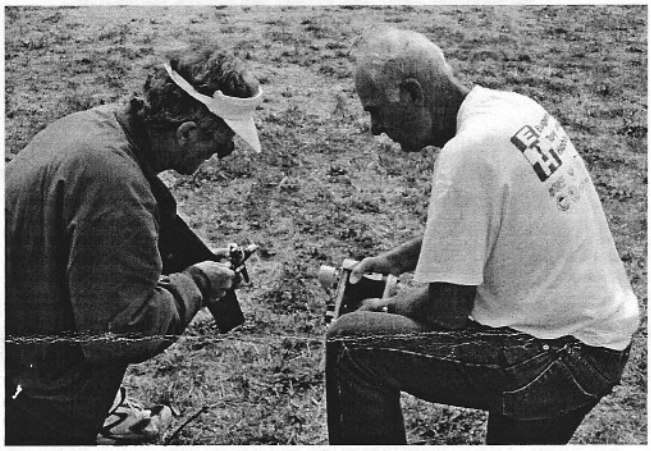


There were several SAM 27 spectators and **Jerry Rocha** fans at the speed contest. **Ray McGowan**, **Ray's brother**, **Terry Ketten**, **John Hlebcar** and **Dick Irwin** were among the enthusiasts. Ray and his brothers were instrumental in getting the first circle built in Napa in **1946**.

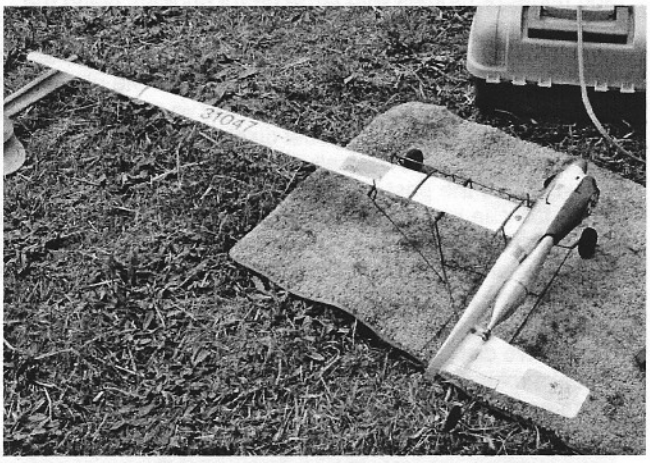




Napa speed circle - an outstanding facility for U-control.



Jerry manning the starter at Napa.



Typical speed ship. Technically a marvel. Note the under-carriage dolly which drops off. Below: Pit action.

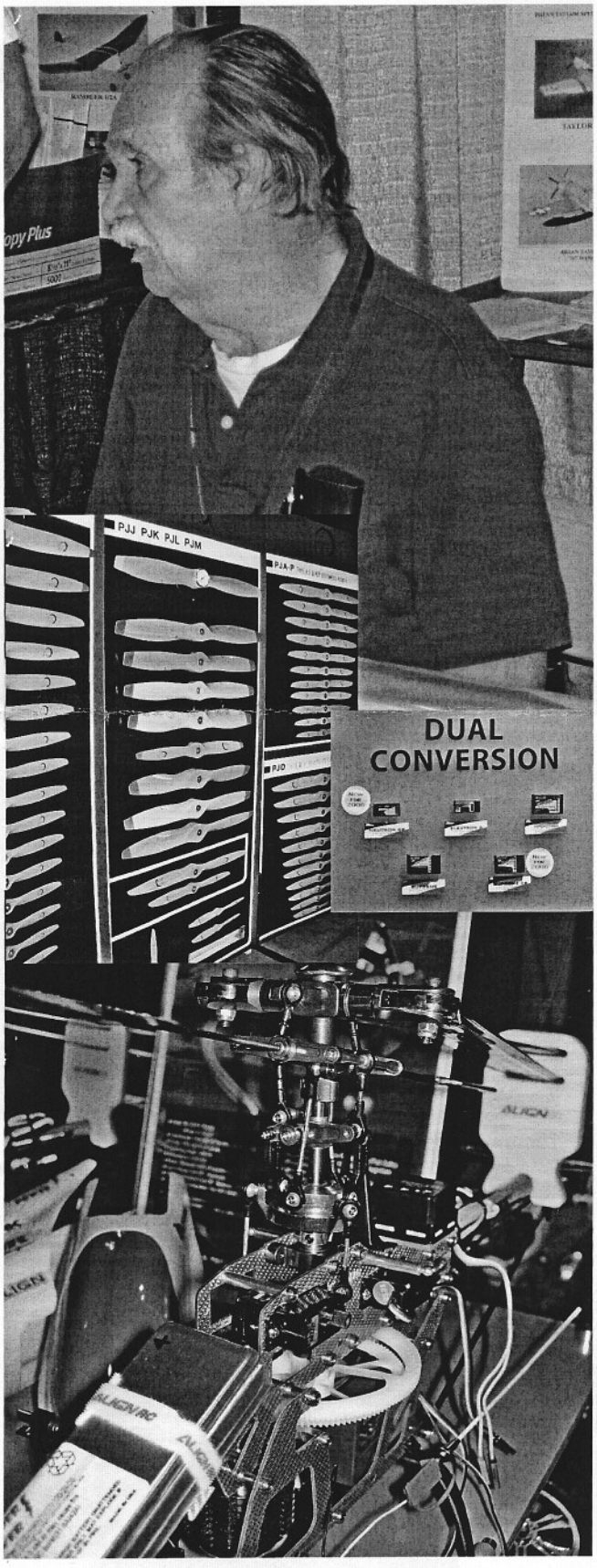


SAM 27

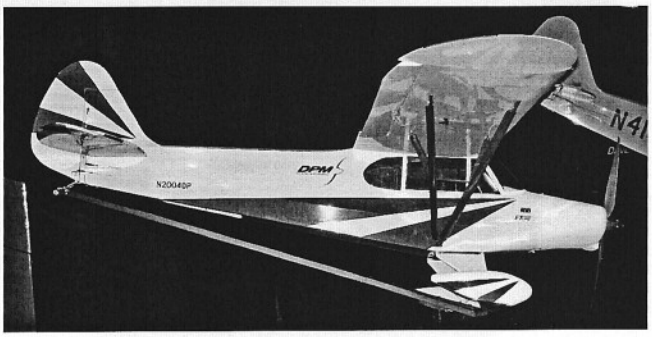
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AMA Convention 2006



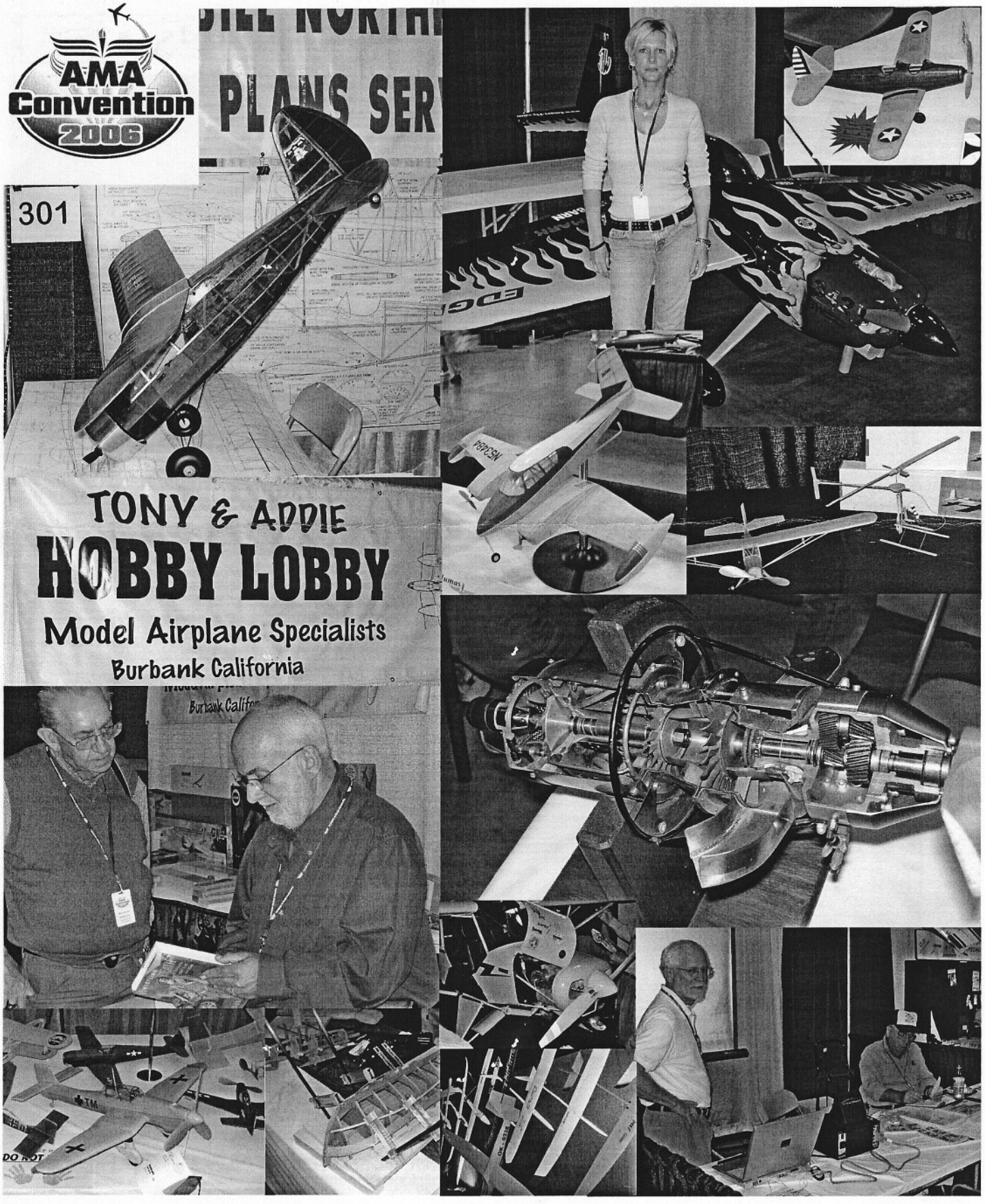
Your editor dutifully attended the 2006 AMA Convention at Ontario on the opening Friday. Old Timer subjects were primarily exhibited by the usual suspects: Bob Holman, Bill Northrop, Peck Polymers, the SAM booth, Woody Bartelt, and some stick-and-tissue companies such as Dumas. Tony and Addie had their Blacksheep indoor rubber flying exhibit going strong and the Collecto area had a mixture of some Old Timer material such as kits, engines and magazines along with a lot of modern, trashed out RC "trainers". It's pretty evident that the flying model hobby business is rapidly changing as hobbyists are interested in flying, not building. The preponderance of ARFs and RTFs, in all sizes, couldn't be missed. Electrics are taking over the small and mid-size models with large petrol engines being the power of choice for the huge models. Not many small engines were exhibited. Also very evident, the popularity of helicopters, from mini-electric to large size - the ultimate in nearly RTF - not much building but you've got to be a good mechanic and stick. The model display area, both airplane and boats, exhibited basically the same models that have shown up for the past five years - not much new. An Old Timer fan can benefit somewhat from a visit to the convention - pick up a few engine parts from Woody, check on radiio systems, explore the new in electric motors, talk with Bob Holman and check out his new kits, and, in particular, purchase those batteries that you always need from the impressive display by Batteries America. Where would the model airplane industry be without plastic? Will I go again next year? I always say I won't, but I probably will.



SAM 27

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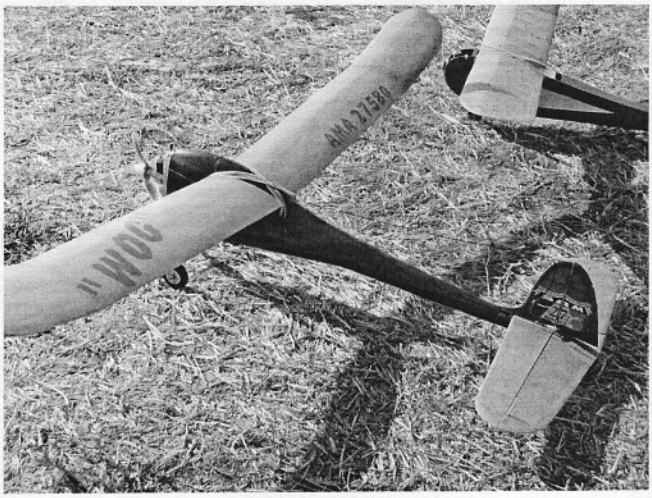


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A couple going steady. Leon Shulman and girl friend Marian Weidele usually fly as a team.

Leon Shulman from the January 1942 *Flying Aces*. Not sure if these models are the prototypes but they definitely show the family lines of Shulman's Zomby and the Banshee. No question that these models are Old Timer qualified.

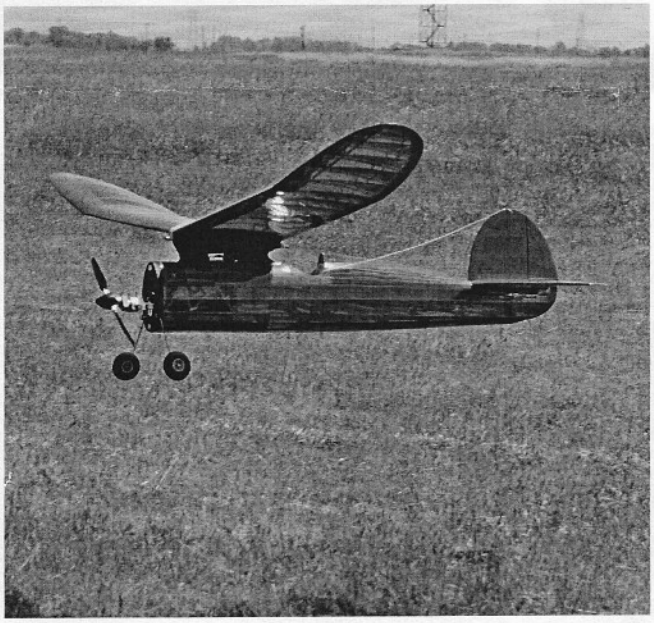


Dick Irwin's WOG as shown at the 1/2A Texaco Meet in October 2005. Notice that Dick uses a 1/2 elevator which is more than adequate for these free flight designs.

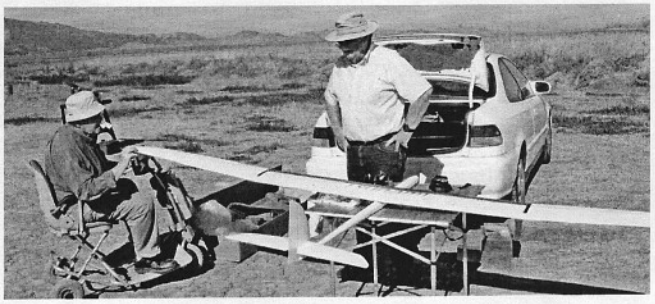
Models



Ed Hamler's Airborne which was flown by **Mike Clancy** at the October 2005 1/2A Texaco Meet.



An electric New Ruler on approach to landing - built by **Tom Ball** of the Sacramento Valley Soaring Society.



John Carlson is checking out our Pres **Mike Clancy's** sailplane of modern design.

SAM 27

Antique Flyer

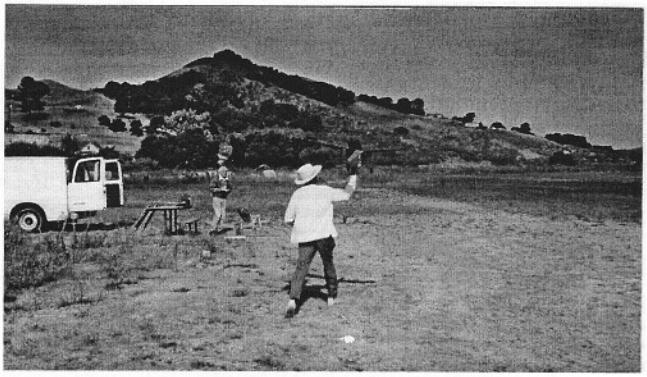
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I had a nice chat with **John Zgunda** at the AMA Convention. John is the Plans Service Coordinator; he is very enthusiastic about the collection of plans which came from John Pond and he promises good service once all the plans are scanned (they've done this in-house with their own equipment). Their plan prices are based on the square feet of printed paper - same as Kinko's. See the AMA website for info or email John at johnz@modelaircraft.org.

Had a talk with a Hitec rep at the convention and I asked him about their plans for the new 2.4 GHz system. As you may know, there is one unit currently on the market for park flyers, the Spectrum DX6. Hitec is not ready to hit the market yet with 2.4GHz as there are still many areas to be explored. Also, I've been successfully using the Hitec 555 receiver for many years which hasn't given me trouble with ignition interference. This receiver is no longer available and has been "replaced" by the dual conversion **Electron 6** so I may be brave and buy one to check out.

I fly just about every Saturday morning at our **SAM 26** flying field located at Drum Canyon between Buellton and Lompoc. The picture below shows **Jim Bierbauer** launching his really handsome Lanzo Puss Moth 1/2A scale as I'm watching in the background, If you would like to join us some Saturday morning, just give me a call for directions; we start at 9:00 a.m. and generally wind up by noon.



I managed to fold the wing again on my 75% Playboy Sr. It's getting to be a habit. What fun stuffing all it's innards back in the fuselage after it plays like a lawn dart.

Seems like every airplane related organization I belong to has the same problem of aging members and lack of younger enthusiasts filling the gap. My Santa Barbara friend, **Bill Morez**, a free flighter, recently had an interchange of nostalgia printed in the **SAM 21** newsletter. Sort of a "times change" and we might as well make the best of it approach. Much has been discussed about the role of **SAM** and whether there will be an Old Timer movement in the future. There're probably as many suggestions about SAM as there are members. Does SAM need to be fixed? I say not - it's a great organization as it is and perhaps it will die out in time but, so what? SAM was formed with **competition** in mind and the SAM Champs are the main focus. That said, let's keep in mind that only a small percentage of SAM members are die-hard competitors and they show up at the Champs with regularity to keep things going. I have no interest personally to fly in competition but I certainly applaud those intrepid flyers that do. The *SAM Speaks* is a superb magazine for Old Timers and I enjoy the array of different models that are featured from issue to issue - such as **Charlie Bruce's** amazing Valkyrie. So, nix on any changes to the competition aspect of SAM. Maybe we should be thinking about adding some sort of non-competitive (no timing) activity to the SAM mix in order to foster preservation of true Old Timer modeling - nothing to do with SAM Champs, of course, but something to encourage and recognize those flyers that build the vintage designs that you never see on the list of winners but can be a lot of fun to fly. Oops, did I say Fun Fly? Most SAM membrs (75%?, 85%?) never compete so really aren't getting full value from SAM. Ideas anyone?

The preservation of vintage designs by continuing to build and fly them is a demonstration of our love for the hobby of the Golden Age - for some it is nostalgia, for others it is a desire to explore a past that predates their youthful endeavors - an exercise in history by recreating the mechanisms of a less technical age. Stick and tissue, gas and oil, spark plugs and coils, rubber and Jimmie Allen. SAM competition has somewhat lessened the nostalgic value of Old Timers wherein a Lanzo Bomber with a souped up McCoy 60 is considered to be an Antique Class model - yet, if you explore the ephemera of the Golden Age of modeling, you won't find an "antique" of that sort in the magazines and record books. It's sort of like having a Civil War Re-enactment using tanks. No change to any rules, just add something to inspire SAMers to build and fly the lesser known designs and engines. Like a gold ribbon if you can put up ten flights on a GHQ powered "Zenith." Checkout the antique "Zenith" shown below which was a Nationals winner in 1938.



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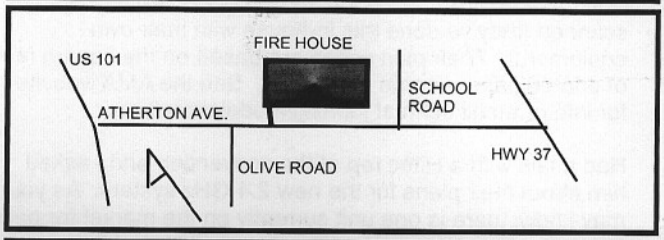
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FIELD ENGINEER	Hap Miller	(707) 833-5905
DEPUTY FIELD ENGR	Mike Sidwell	(707) 528-8268
WEBMASTER	Ned Nevels	(707) 255-7047
DEPUTY WEBMASTER	Larry Jobbins	(415) 883-3882
RACE MARSHAL	Hap Miller	(707) 833-5905

MEMBERSHIP

Membership dues (for **2006**) are based on the class of membership; the **Full** membership includes flying privileges at Lakeville and voting rights for only **$25**. **Associate** membership includes the newsletter and meetings only for **$15**. 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 **Jay Beasley**, Treasurer. Make checks payable to SAM 27.

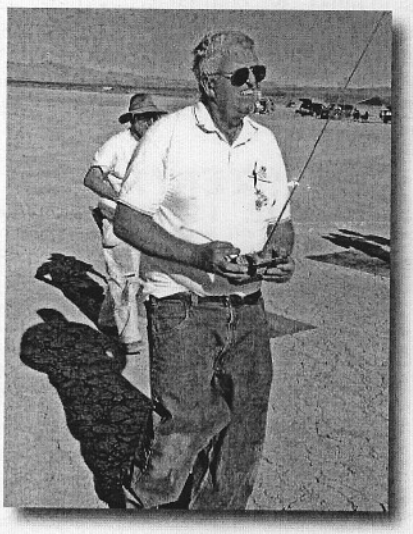


Meetings: The Third Wednesday, Each Month, 7:30 p.m. at the Novato Fire Department Training Room

Antique Flyer

104 Robinhood Drive, San Rafael, CA 94901

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Don Bekins, the timer, submitted this photo of SAM President, **Mike Myers,** which proves he does fly RC. Application form on Page 4 for SAM membership
Photo by **Steve Roselle**.





FIRST CLASS MAIL

TO:

Notice that since everyone has a camera cell phone, no one talks about seeing UFOs like they used to?