Issue # 263

July / September 2009

Antique Flyer



Ned Nevels 2009

bringing modelers together

Academy of Model Aeronautics

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President's Comments

by Mike Clancy



Well, I just got back from a sailplane contest up at Davis. Hard day because of heavy wind and the plane that flew so well this past Thursday flew like a dog today. The 16 oz. lead bar I stuck in it probably did not help. I did manage a 3rd place in my class. So after a quick drink and dinner I came in to write this article. That was an hour ago—I got hung up on reading email and SAM Talk. SAM Talk reminds me of what we call "ragchewing" on ham radio. There is lots of information available—80 percent interesting, 10 percent really valuable, and the rest pretty forgettable.

Anyway while this was going on the phone rang and it was our editor Jimmy Walker wondering where the heck my article and photos were. So here goes.

The club is in good shape financially, membership is good, activity is high and at last Thursday's TOFFF almost all the planes were old timers. John Trumbull's nice electric Trenton Terror made its maiden flight and flew quite well. Last week Rich Minnick made a maiden flight of his 84" Quaker Flash, also on electric. Jay Beasley's electric cabin Playboy continues to amaze everyone with its great flying characteristics. We all believe that Jay really can land a plane now. And much to my dismay as a "slimmer" (thanks Nick); I have really been impressed with the efficiency of the electric propulsion systems—and the planes you don't have to clean.

Andy's Speed 400 sessions are continuing and flight times are going up. Bob Rose won the first session, and Chip Buss won on Thursday. Unfortunately we lost two old time airplanes last week. Bob Rose's Speed 400 Airborn and Bob Film's Electric LMR Playboy both suffered broken wings at altitude. There was lots of turbulence that day and that was blamed for the crashes. The free flight guys attempted to have a FAC (Flying Aces Club) contest the previous week end but it got blown out and will be rescheduled for next month. Thursday, despite some wind provided excellent thermals. John Pratt had some nice flights, Ding Zarate had a real nice one with his Jimmy Allen Bluebird and Gale Wagner was getting lots of exercise winding his two pound rubber motors! Not really 2 pounds but they are huge.

I have been selling off Walt Gunning's airplanes and material and so far have sold a bunch of balsa, an rc glider, and a Nordic towline glider for a total of $275 which all goes to SAM 27. Richard Beck said I could sell the rest of the planes on consignment at his store. All of Walt's planes are beautiful jobs and worth a lot more than they will sell for. But that is ok as I would rather give them away than have them end up in a dumpster.

While prowling the internet and SAM websites I was reminded that there is lots of valuable building and finishing instruction on our websites. If you have a project and are stuck on some aspect of the project check these sites. I was having a problem with some ribs not matching the trailing edge stock I had and found a neat fix on a SAM site.

We had an excellent turnout for our last meeting. There were lots of old timers and old timers. I thank the guys who come long distances to attend the meetings. Bud Romak and Bill Vanderbeek come from way north and south of Marin, Rod Persons, Ron Keil and the Forrest brothers also travel all the way from Clear Lake occasionally. And there are others I don't remember. Thank you to Bill and Bud for donating a Stahl Fokker D-8 and a Buzzard Bombshell which we auctioned at good prices much to Treasurer Jay Beasley's delight.

Sid Maxwell is running the SAM 27 hat concession on his own so if you want a hat contact Sid.

SAM 2001, Palmares Italy is having a Tomby Rally International Postal Contest. I believe we have enough free flighters or prospective free flighters to get involved with this. More info to come.

Ok, that's my page. I can hardly wait to see the next edition of the Antique Flyer. Mike



A Few Words from the Editor

by Jimmy Walker



This is a pretty short newsletter compared to the last few. The May meeting was lacking the president, Sec'y/Treasurer, and vice president so we simple had a nice visit then went home. Thanks to Ed Hamler for conducting a –spur of the moment—meeting.

Thanks go out to those that submitted photos for this newsletter. I had no response for "letters to the Editor" so maybe we can wait until the next one for more input. It all depends on what you have to say and whether you want it printed here.

I did get some comments from a few anonymous members that they'd like to see some changes, but they are reluctant to bring it up at the meeting. That has to do with the selection of officers; the main concern is that they would like to see a vote by all members as to the filling of those positions. We all know that the president's job is a very hard job and I suspect that there will be few that would even consider this task, but if we can decide on a way to fill the positions with a field of possible candidates that are willing to accept the job, then we could have a silent ballot in the last few months of the year. and then take it from there.

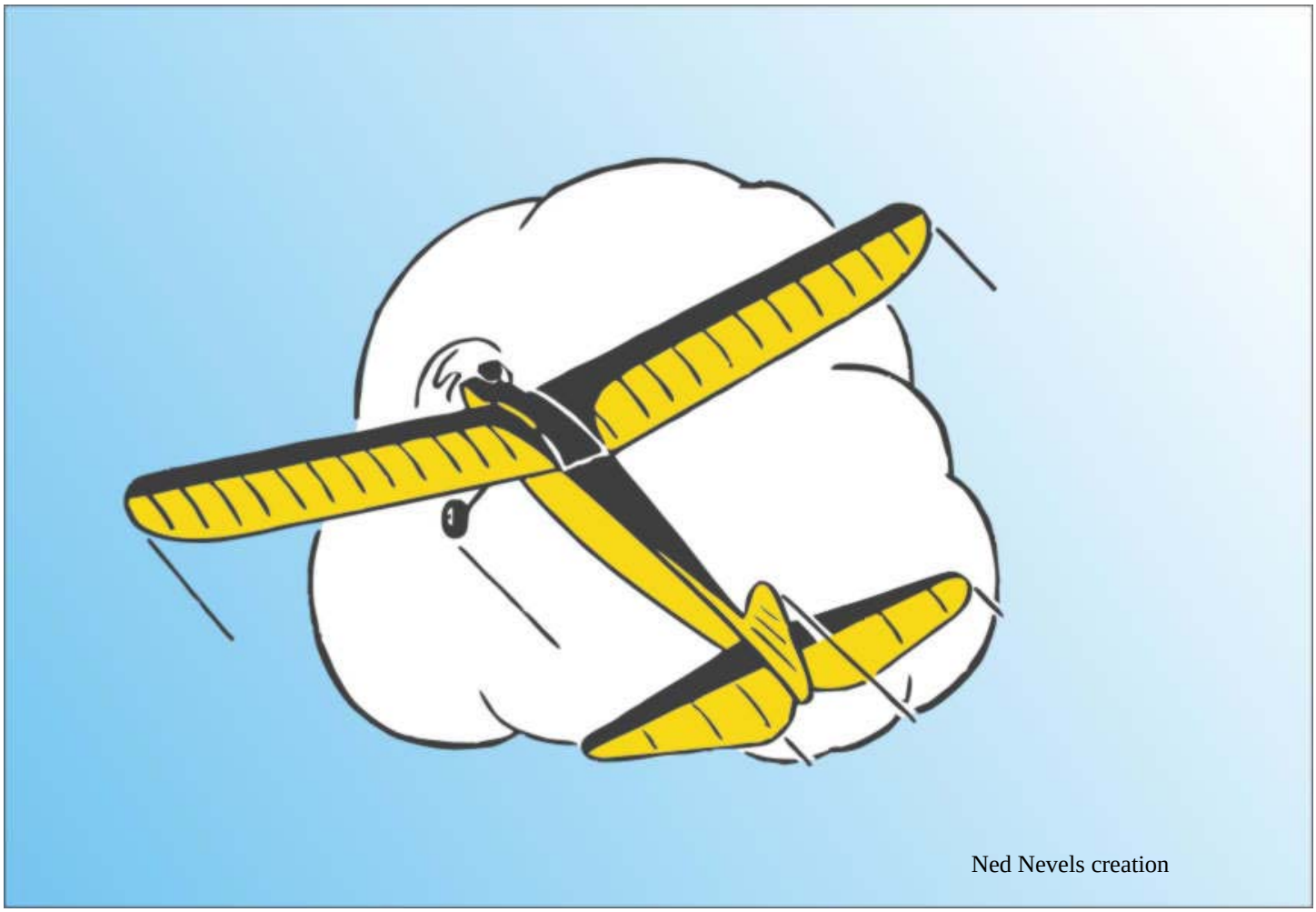
If anyone is available for any of the positions within the governing body of the club then please speak up and let me or Mike know that you are interested and we'll come up with an official campaign.

I personally would not want one of those positions since I'm still working on a rather unreliable schedule and would probably not be able to make all the meetings and such. If I ever retire then I'd be glad to.

So...some of you retired guys or those with a lot of time on your hands give it some consideration.

We all appreciate the hard work that Mike has done and he, by all means, should be on the top of that list.

Don't forget to look at the page about Crash and Bash. I'm sorry that I wasn't able to make it since I was across the big pond on those days. Maybe next year.



Ned Nevels creation

Crash and Bash 2009

Crash and Bash 2009! Decent turnout including people from far-away places like Australia and Florida. This is one of the most fun events of the year for us SAM flyers. Thanks to Mike Clancy, Tom Moore and Ned Nevels for the great photographs seen here. Ed Hamler was the CD of the event and his results are shown starting on page 10.





Crash and Bash 2009

Lots of pretty Red and White Airplanes.





Fred Mulholland launches Barbara's Playboy



Who wouldn't be proud to pose with this beautiful model. A nice shot a Lancer.

Crash and Bash 2009







Crash and Bash 2009



Eut Tillotson's 18 ounce electric powered Stahl Fokker D-8.







Wayne Conner is fueling his Lanzo Bomber. Fred and Barbara are in the background as well as in the two pictures on the right. It's nice to see such a good husband and wife team.

Crash and Bash 2009





Steve Roselle's Behemoth. Steve did some great flights with this including an unplanned landing after his rudder came off. Surprisingly there was no damage at all as the airplane came down like a gyrocopter. I think Steve has found a new type of dethermalizer.



All of the Crash & Bash Fleet kept cozy and in the shade. You can really pick out Ed Hamler's red and white Red Zephyr in the middle of this group. I (editor) have one of these partially finished (c,mon, don't we all have a few of those unfinished projects?) and after seeing his I have some incentive to finish mine. If I can do half as good a job as Ed I will have a nice model. I'm toying with the idea of electric, but I have a nice 4-cycle that isn't being used.

Crash and Bash 2009

Our Visitors from down under—Austrailia. Left to right: **Max Rixon**, **Allan Laycock** and **Bob Raadts** at right. The two guys in the back are **Mike Clancy** and **Don Bekins**.





Tom Moore launches **Mike Clancy's** electric Texaco Cabin Playboy.



Fred and **Barbara Mulholland** with 13 airplanes...mostly Lanzo Bombers. They drove from Tampa, Florida then Crash & Bash, then Arizona and finally the SAM Champs. Barbara was 1 point behind Don Bekins for the Crash & Bash overall championship.

Crash and Bash 2009

Final Results of the 34th Annual SAM 27 Crash & Bash
Smith Ranch, Elk Grove, California

	Contestant	SAM	Model	Area	1	2	3	Score	Prize
	1/2 A TEXACO								
1	Fred Landman		Spook	320	13:06	8:43	10:11	23:17	Mug+$8
2	Warren Pickering	30	Lanzo Racer	318	9:05	8:26		17:31	$14
3	Mike Clancy	27	Playboy	288	8:12	6:55	7:07	15:19	$11
4	Terry Ketten	27	Playboy	288	7:42	7:02		14:44	$7
5	Tom Moore	27	Miss America	310	5:28	6:02	4:23	11:30	$4
6	Floyd Higgens	30	Anderson Pylon	252	0			0:00	
	Speed 400 LMR								
1	Steve Roselle	21	Dallaire Sportster	300	15:00	15:00		30:00	Mug+$17
2	Ed Hamler	27	Lanzo Airborn	292	13:44	15:00		28:44	$22
3	Don Bekins	27	Anderson Pylon	292	8:29	15:00	9:17	24:17	$16
4	Loren Kramer	27	Lanzo Airborn	292	9:34	9:21	11:06	20:40	$11
5	Ed Solenberger	27	Lanzo Airborn	292	5:17	15:00		20:17	$5
6	Richard Coleman	27	Lanzo Airborn	292	10:03	8:29		18:31	
7	Richard Beck	27	Lanzo Airborn	292	7:32	8:31	6:21	16:03	
8	Bob Rose	27	Quaker	290	8:48	5:34	4:32	14:22	
9	Allan Laycock		Coronet	300	6:35			6:35	
	1/2 A Scale Duration								
1	Eut Tileston	51	J2 Cub	288	15:00	13:09		28:09	Mug
2	Fred Landman		Klemm L33	287	0:25			0:25	$8
	Commemorative								
1	John Trumbull	27	Trenton Terror					22:36	Mug+$5
2	Ed Hamler	27	Red Zephyr					9:52	$12
3	Loren Kramer	27	Playboy Cabin					8:50	$9
4	Eut Tileston	51	Fokker D8					8:36	$6
5	Ed Solenberger	27	Trenton Terror					8:22	$3
	Combined Antique								
1	Barbara Mulholland		Bomber/McCoy	1260	9:32	9:51	10:00	19:51	Mug
2	Don Bekins	27	Folly/O&R 60 SP	680	9:16	8:57		18:13	$8
	Brown Jr. LER								
1	Don Bekins	27	Folly	680				11:27	Mug+$1
2	Barbara Mulholland		Folly	680				8:59	$9
3	Stan Lane	30	RC-1	1084				5:10	$7
	Brown Jr. Texaco								
1	Don Bekins	27	Folly	680				45:05	Mug

continued on following page

Crash and Bash 2009

Final Results of the 34th Annual SAM 27 Crash & Bash
Smith Ranch, Elk Grove, California

	Texaco								
	Contestant	SAM	Model	Engine	1	2	3	Score	Prize
1	Stan Lane	30	Anderson Pylon	OS 60 FS	34:52			34:52	Mug+$1
2	Barbara Mulholland		Lanzo Bomber	O&R 60 SP	20:14			20:14	$9
3	Steve Roselle	21	Boehle Giant		1:18	Crash		1:18	$7
	Class A Texaco								
1	Bob Raadts		Lanzo Bomber		7:45	10:14	15:00	25:14	Mug+$3
2	Max Rixon		Lanzo Bomber		9:45	6:55	15:00	24:45	$10
3	Warren Pickering		Kerswap		5:25	8:47		14:12	$8
4	Fred Landman		A-Box		7:28	6:25	4:57	13:53	$5
	Electric LMR								
1	Jack Albrecht		Lanzo Bomber		10:00	9:46		19:46	Mug+$5
2	Mike Clancy	27	Playboy Cabin		5:36	10:00	4:59	15:36	12
3	Allan Laycock		Viking		3:58	4:29		8:27	0:00
4	Don Bekins	27	Trenton Terror		4:27			4:27	0:00
5	John Trumbull	27	Trenton Terror		dq	dq	dq	0	$3
	Electric Texaco								
	Contestant	SAM	Model	Motor	1	2		Score	Prize
1	Mike Clancy	27	Playboy	Aveox	21:18	16:35		21:18	Mug
2	Loren Kramer	27	Playboy	AXI 2808	20:26	19:24		20:26	0:00

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Final Results of the 34th Annual SAM 27 Crash & Bash
Smith Ranch, Elk Grove, California

Final Results of the 34th Annual SAM 27 Crash & Bash
Smith Ranch, Elk Grove, California

	Ohlsson Sideport									
1	Contestant	SAM	Model	Engine	1	2	3	Flyoff	Score	Prize
2	Fred Mulholland		Thor	Ohlsson 60	7:00	7:00		7:35	21:35	Mug+$3
3	Don Bekins	27	Folly	Ohlsson 60	6:57	7:00	7:00	6:58	20:58	$10
4	Wayne Conner	00	Ethy	Ohlsson 60	7:00	7:00		DNF	14:00	$8
	Fred Landman		Rambler	Ohlsson 60	4:20	3:30	3:00		7:50	$5
1	**Ohlsson 23**									
	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
2	Ed Hamler	27	(F) Westerner B	FRV	6:28	7:00			13:28	Mug
	Fred Mulholland		Playboy Jr.	SP	7:00				7:00	8
	Class A Glow LER									
	Contestant	SAM	Model	Engine	1	2	3	Flyoff	Score	Prize
2	Mike Clancy	27	Lanzo Airborn	Veco 19	5:31	7:00	6:02	7:00	11:22	Mug+$5
3	Barbara Mulholland		Bomber	SuperTigre 19	7:00	7:00			9:13	12
4	Ed Hamler	27	Lanzo Airborn	Veco 19	7:00	7:00			8:06	9
5	Don Bekins	27	Lanzo Airborn	SuperTigre 15	5:45	dnf	dnf	dnf		6
	Ed Walker		Playboy Jr.	SuperTigre 15	0:48	dnf	dnf	dnf		3
	Class B Glow LER									
	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
2	Fred Mulholland		Lanzo Bomber	ST 29	7:00	7:00			14:00	Mug+$3
3	Joe Poco	21	Lanzo Bomber	OS 25	5:38	6:16	4:26	dnf	11:54	10
4	Bill Copeland	21	Lanzo Bomber	OS 25	4:26	3:54	3:48	dnf	8:20	8
	Bob Marky		Lancer	Webra 4.5D	4:21	dnf	dnf	dnf	4:21	5
	Class C Glow LER									
	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
2	Fred Mulholland		Lanzo Bomber	ST 35	4:27	7:05	7:52	dnf	14:57	Mug+$3
3	Don Bekins	27	Playboy Sr.	ST 35	0	0.259	7:00	dnf	13:13	10
4	Dave Saso		Clipper Mk I	OS 40	1:25	1:45	1:46	1:52	3:38	8
	Warren Pickering	30	Kerswap	?	2:59				2:59	5

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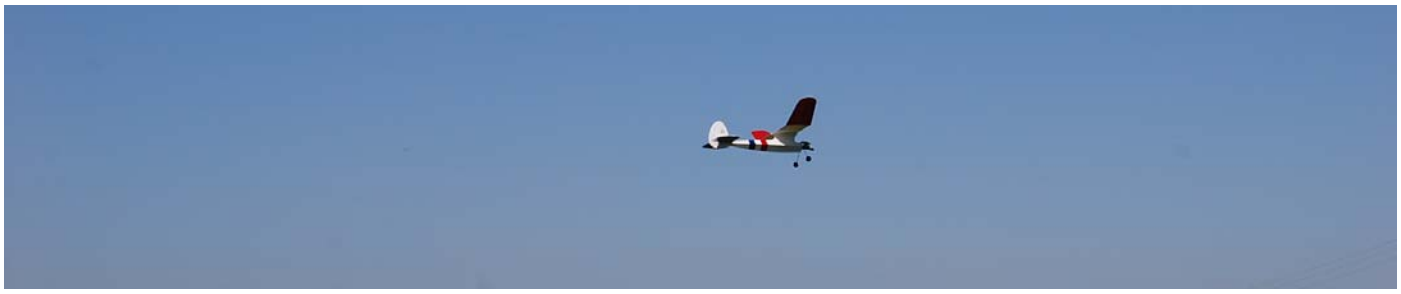
Final Results of the 34th Annual SAM 27 Crash & Bash
Smith Ranch, Elk Grove, California

	Class A Ignition LER									
	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
2	Barbara Mulholland		Lanzo Bomber	Shilen OT 19	7:00	7:00			14:00	Mug
	Fred Landman		Stormer	Elfin 2.49	1:53	3:21	1:06	dnf	5:14	$8
	Class B Ignition LER									
	Contestant	SAM	Model	Engine	1	2	3	4	Score	Prize
2	Barbara Mulholland		Lanzo Bomber	McCoy 29	8:00	8:00			16:00	Mug
	Stan Lane	30	Anderson Pylon	EDH 29	4:55	5:55	1:45	7:21	13:16	$8
	Class C Ignition LER									
	Contestant	SAM	Model	Engine	1	2	3	4	flyoff	Prize
2	Barbara Mulholland		Lanzo Bomber	McCoy 60	9:00	6:54	9:00		13:18	Mug+$1
3	Don Bekins	27	Hayseed	McCoy 60	9:00	9:00			11:37	$9
	Wayne Conner	0	Lanzo Bomber	Orwick 64	9:00	8:12	9:00		dnf	$7





Everyone ate very well...there were hamburgers, tri-tip steak, and more than enough food to make for a great meal each time. No one went away hungry.



Round Engines

We gotta get rid of those turbine engines; they're ruining aviation and our hearing
A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn"t pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from OFF to START and then remember to move it back to ON after a while. My PC is harder to start than that.

Cranking a big old round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes the pilots weren't even allowed to do it

Turbines start by whining for a while, and then they give a little lady-like poof fart and start whining a little louder.

Big old round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, some more clicks, then begin to pour out a generous amount of smoke and finally produce a seriously low pitched throbbing roar. We like that. It's a GUY thing

When you start a round engine your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan. Maybe useful, but hardly very exciting. When you start a round engine successfully your crew chief looks up at you like he would let you kiss his girl too.

Turbines don't break or catch fire often enough. This leads to aircrew boredom, complacency and inattention. A round engine could puke at any minute, leaving a long trail of oil, loose parts, and smoke in its wake. This helps pilots concentrate their minds on the flight.

Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.
Turbines smell like a Boy Scout camp full of Coleman Lanterns. Round engines smell like God intended engines to sme







The photos are a few that I took at the Air Force Museum in Dayton Ohio.
Jimmy Walker

Results of the Rubber Powered Contest at Lakeville

The following pages are recordings from the free flight event that was held on July 25th at Lakeville. Jerry Rocca was the CD and the scores and names are listed in the following boxes with the totals of the best times for each participant.

In case you want to make your own old-time rubber model for competition there are many plans available or you can buy a set of plans and parts from Bob Holman Plans.

The picture on the right is of Tom Moore's Dyna-Moe—a very beautiful flying work of art.



Old-Timer Small Rubber

Official Times

Contestant	1st	2nd	3rd	4th	5th	6th	Fly Off	Total	PLACE
Randy Bush	88.00	95.00	58.00					241.00	
Joe Bresnan	120.00							120.00	
Bill Langenhers	120.00	120.00	120.00				98.05	458.05	Second
Ernst Johnson	120.00	120.00	120.00	240.00			180.00	780.00	First
Ding Zarate	120.00	94.00	62.00					276.00	
Ed Solenberger	120.00	120.00	120.00				96.00	456.00	Third
John Pratt	114.00	120.00	120.00					354.00	Fourth
Tom Whitworth	120.00	59.00	120.00					299.00	
Senator									
Tom Moore	72	53	53					178	
Dyna Moe									
Jerry Long	120	78	94					292	
Senator									
George Benson	39	44	107					190	
Senator									
John Pratt	94	120	92					306	
J. Long	44	155						199	
Jimmie Allen									

Results of the Rubber Powered Contest at Lakeville

It is a common myth to think that a hand-launched glider—whether it is thrown with brute force or by a catapult—is the simplest form of model flying. Looks can be deceiving. What appears to be a few sanded pieces of wood are often engineered to the nth degree to get every fraction of a second in flight times. The weight, the airfoil, the finish and all of the proportions and moments are carefully selected to maximize the performance of this well-tuned flying machine.

As we all get a bit older and don't quite have the throwing abilities that we had when young, the catapult glider is the way to go. Essentially a strong rubber on a stick. I remember buying them at the five and dime when I was a kid. (what the heck is a five and dime?) My first flight were perfect half loops—over my head and straight into the ground. After a little help from the older kids I was able to zing it up to a respectful altitude and hope it didn't come down in a neighbors



The above picture is a very sophisticated kit available from ***Aerosente*** for $32 plus shipping which includes the dethermalizer. Contact: **bolt55@aerosente.com**

Hand Launch Catapult Glider

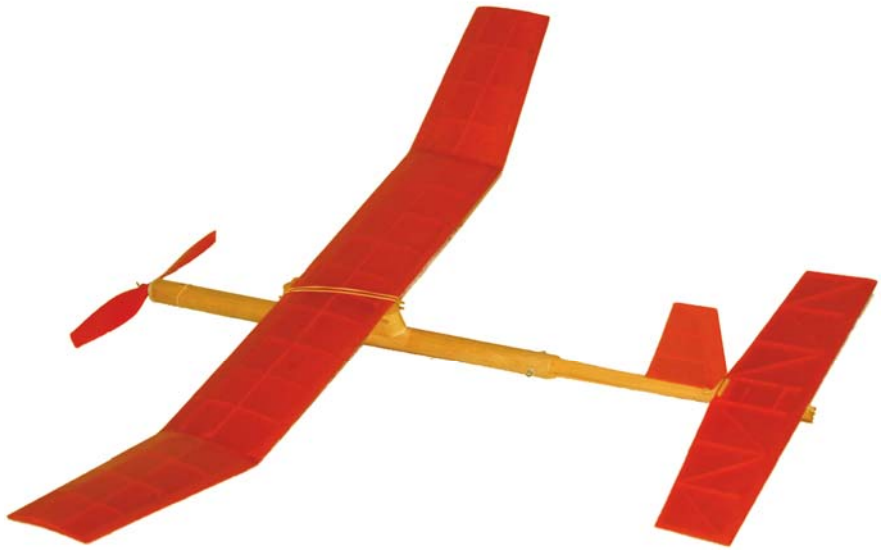
Official Times

Contestant	1st	2nd	3rd	4th	5th	6th	Fly Off	Total	PLACE
Randy Bush	32.32	28.00	120.00	28.00	120.00	28.00		272.32	First
Sterling Davis *Zenith 17"*	38.37	17.00	120.00	37.80				196.17	Fourth
Fred Terzian *Dynamo Hum*	31.00	23.00	46.00				100.00	177.00	
Tom Whitworth	44.00	92.00	18.00	14.00	20.00	15.00		156.00	
Tom Moore	13.00	18.00	6.00				6.00		
Bill Langenberg	32.00	26.00	120.00	33.00	38.00	93.00		251.00	Second
Jim Muther	21.00	61.00	120.00	63.00	15.00	23.00		244.00	Third

Results of the Rubber Powered Contest at Lakeville

A Very popular event. Here are a few of the rules that are set forth for the P-30 events:

- No part of the model can exceed 30 inches in assembled condition.
- Minimum weight without rubber motor of 40 grams.
- Propeller must be a commercially available plastic A flight of more than 20 seconds shall be considered an official flight.
- The maximum recorded duration for each flight shall be 120 seconds (two minutes).



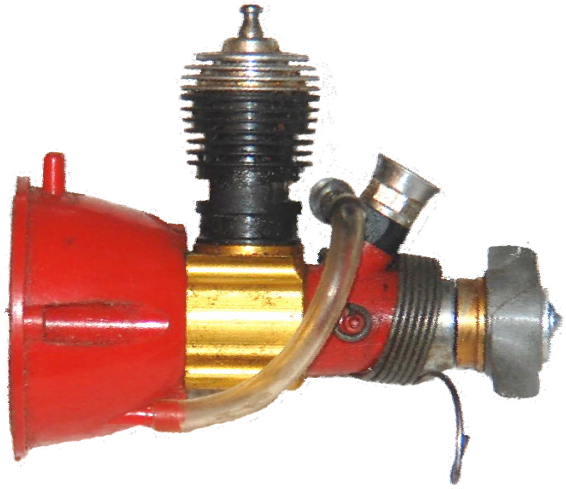
Ed Solenberger's P-30 - Ed Solenberger Photo

P-30 Rubber

Official Times

Contestant	1st	2nd	3rd	4th	5th	6th	Fly Off	Total	PLACE
Sterling Davis	120.00	80.00	120.00					320.00	Second
Roudys									
Ding Zarate	109.00	84.00	94.00					287.00	Fourth
Ed Solenberger	105.00	120.00							
Ray Bazurto	78.00	79.00	120.00					277.00	
Jim Muther	88.00	88.00	110.00					286.00	
Joe Bresnan	120.00	99.00	77.00					296.00	Third
Jim Johnson	120.00	120.00	120.00				137.00	497.00	First
Lynn Price	50.00	64.00							

Results of the Rubber Powered Contest at Lakeville



.020 Replica and 1/4a Nostalgia

Contestant	Official Times 1st	2nd	3rd	4th	5th	6th	Fly Off	Total	PLACE
Glenn Scneider	120.00	102.00	120.00					342.00	First
Jasco Streak									
Jim Muther	103.00	118.00	78.00					299.00	Second
Bill Langenberg	83.00	74.00	70.00					227.00	Third
Glenn Scneider	120.00								
Jasco Streak O.T.									

Results of the Rubber Powered Contest at Lakeville

Jimmy Allen was a popular fictional character on radio from 1933 to 1947. He was the product of two WW1 flying aces that worked in radio at the time. They wanted to create a series directed to children and teenagers about a 16 year old pilot and his many adventures. This great hero spent his time traveling the world solving crimes, and mysteries, and participating in air races.

Models were often given away as prizes to young kids by oil companies. This spurred many youngsters into modeling and chances are they are now in a SAM club somewhere and flying their Jimmy Allen models. Plans are readily available from Bob Holman along with the parts.

The Postal event went well at Lakeville. Ed Solenberger—who might just have listened to some of those episodes—came in first with 334 seconds. As you can see from the results below, the second and third place were only a few seconds behind. That's the kind of competition that makes this a fun event.

I don't have a picture of it, but Paul Stober built the most pristine Jimmy Allen Bluebird that I've ever seen. Leave it to Paul to build something this well—a great modeler and a very competitive flyer.

Now Paul, if you would just bring it to the meeting and show it to everyone!





Jimmy Allen Postal

Official Times

Contestant	1st	2nd	3rd	4th	5th	6th	Fly Off	Total	PLACE
Jerry Rocca	87	120	78					327	Second
Ding Zarate	91	114							
John Pratt	107	103	78	111				321	Third
John long	58	29	50	46					
Rod	57	64	76	60					
Ed Solenberger	55	120	120	94				334	First
Tom Whitworth	77	120	107	73				304	
Jay Beasley	91	120	49	95				306	
Ray Bazurto	50	46							
John Pratt	108								
							Total times = 982		

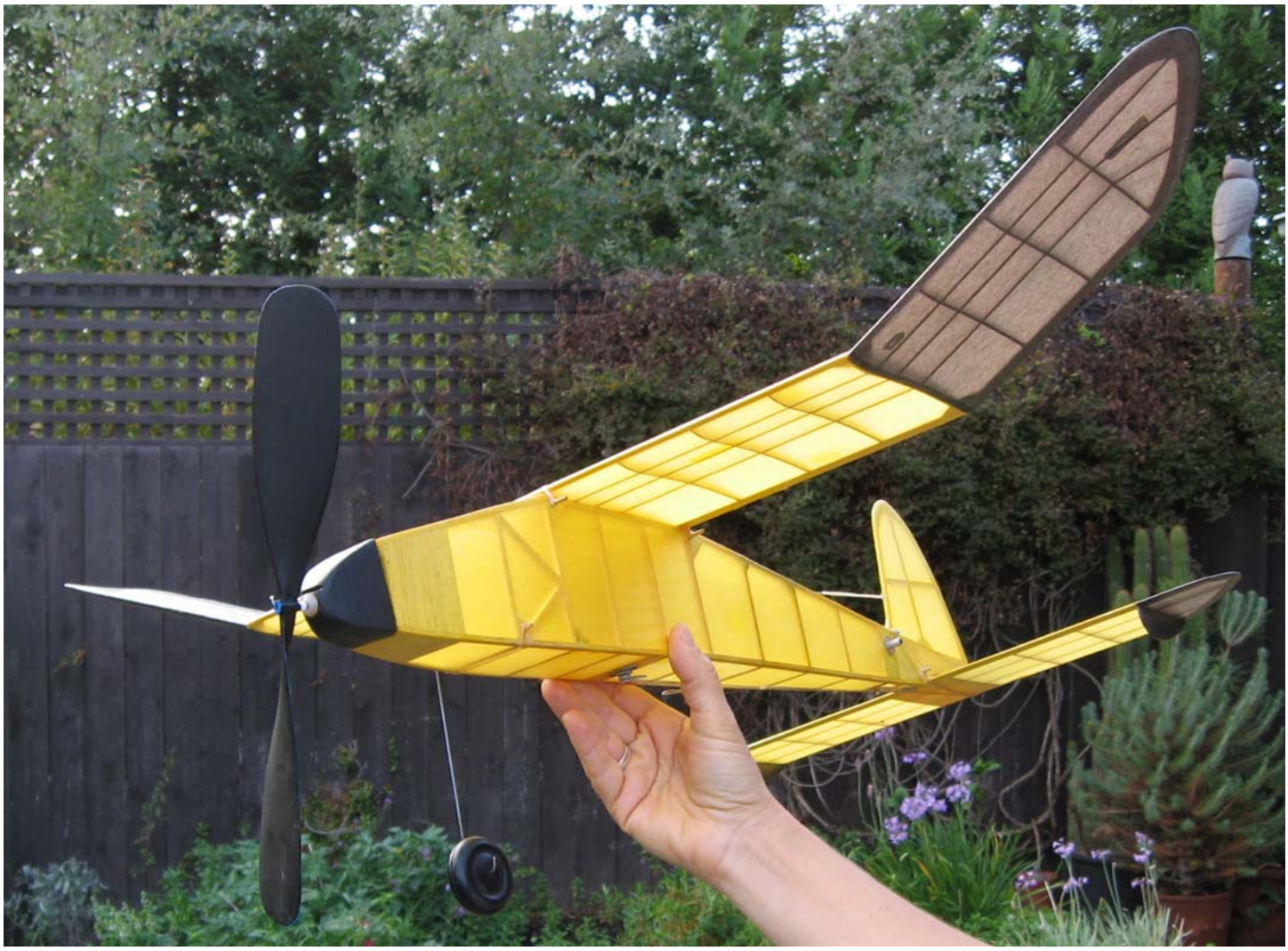
Results of the Rubber Powered Contest at Lakeville

Though the SAM 27 club consists of many RC flyers, we have a lot that fly both and a lot that fly only free flight. I hope the previous few pages give all you guys with transmitters a good insight to what goes on with that other group at Lakeville International. It's hard enough to create an RC plane from scratch and then fly it right off the bench (those ARF models excepted). But...to build a model and fly it without any other controls than what was built into the model shows a level of skill in building and flying that is to be admired. I attended the free flight nationals in Taft several times and the first time I felt like this was a new world that I only read about in magazines and books. There were models of all sorts including ultra light indoor models that seem lighter than the air itself and high powered models with engines that cost hundreds of dollars and shot their craft up with the power of a rocket launcher—and all that with FAI fuel which means no nitro. The best part was the fact that the ages of modelers was from very young to very old and a lot of in-between. There was a lot of camaraderie similar to our group at Lakeville. I was sad to see the weekend pass...I could have stayed there a whole week. Though I brought a model to enter in 1/2a gas I wasn't able to fly since I had engine and structural damage to the fuselage, but that didn't make any difference to me because I enjoyed watching everyone else. I urge any of you to try your hand at free flight if you haven't done so already and give it your best shot. What better place than our SAM 27 group to get all the help you need.

Just looking at the model below of Tom Whitworth's Senator should give you incentive to spend some time at the workbench/kitchen table/whatever and create a model of your choosing. Even if you don't fly in competition your efforts will be well spent.

Let's see more of this at the meetings when we do show and tell and take lots of pictures for me to put here in the newsletter.

Editor



Monthly Meetings

I was unable to get a copy of the minute for the meetings...I was absent for several of them and Mike and Jay were also away so no minutes or pictures were taken. I do have a few pictures though and hopefully we'll have more in the next newsletter.



Raffe tickets were being sold to Crash and Bash at the meeting.



Bill Vanderbeek is showing a trophy from the Rocky Mountain Free Flight Championships in Denver, Colorado. The small plaques represent event places. Bill did very well at the meet with three first places and a third.

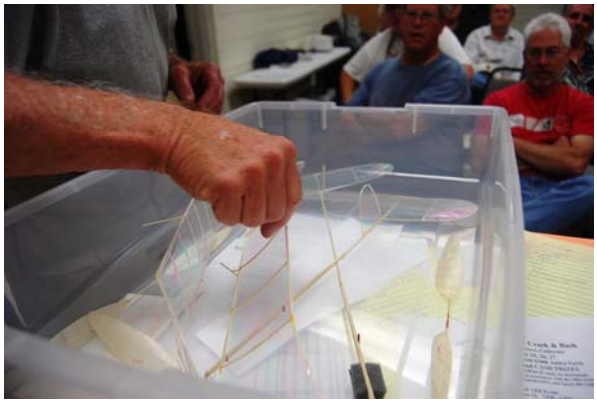


Ed Hamler is showing his new unflown Ohlsson 23 powered Foote Westerner. The Model flew the next day and was a real tiger under power. Ed Plans to experiment with it to try and calm down its extreme dutch rolling climb.

Monthly Meetings



Mike Clancy with his Electric Cabin Playboy. Mike flew this nice Bill Curry built model to a 1st in E-Texaco and a 2nd in Electric LMR at Crash and Bash.



Ed Solenberger's method of transporting his indoor models. A lot of consideration of these ultra-light models is taken to pack them.



Ed Solenberger shows everyone how to fly an indoor model. They are so light that the body heat of the crowd will create a thermal and send it to the ceiling. One tends to walk very slowly around them while flying.

La Page Mystère



This aircraft was on of the last in a series. From the inception of the series during World War Two where it shot down Focke-Wulfs, Me-109s, and even the jet powered Me-262 to its final days where it shot down a B-26, a Neptune and the predecessor to the Mustang—the F-51 fighter.

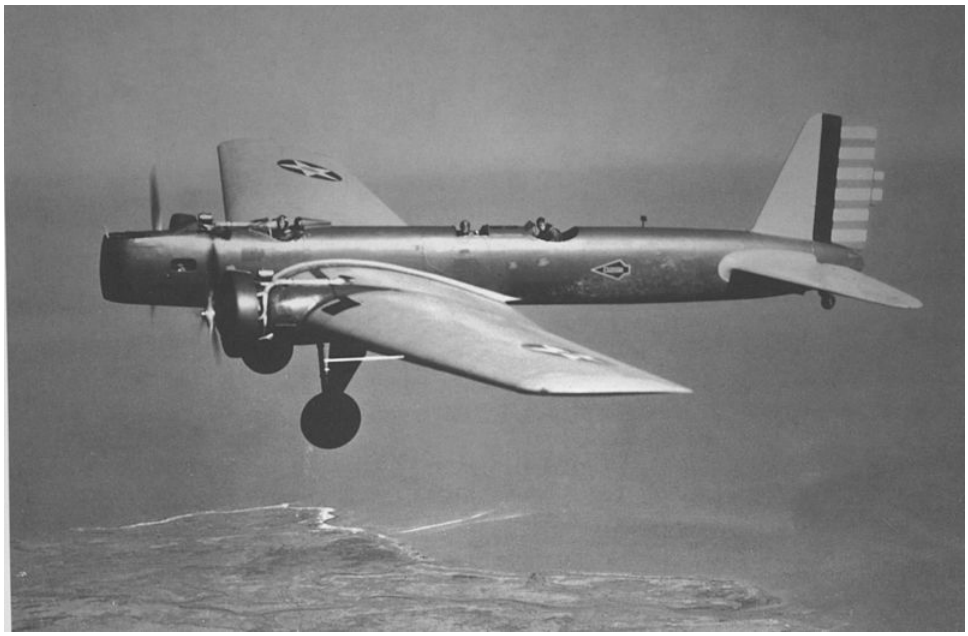
The maiden flight of the variant pictured was in May 1947. this version was made entirely of metal (unlike its earlier wooden version). The maximum speed was around 420 mph. The massive powerplant—the ubiquitous Shvetsov radial—put out 1850 horsepower and brought the fighter to its ceiling of 35,000 very quickly.

A flying one still resides in New Zealand where it sometimes comes out for airshows. Several are still seen in museums in England and China.

Quite a bit of action was seen in Korea. Though it was acceptable by WW2 standards it was no match for the Sabers of the UN forces. Even the piston powered Mustangs and Corsairs found this to be an easy target. Their big problem was their vulnerability to 50 caliber fire. Even a few hits from a 20 caliber would do it in. The jet age came and the poor level of training and tactics used by its pilots made this an obsolete fighter very quickly. It had classic lines very similar to a focke-Wulfe 190 and would make a nice scale model.



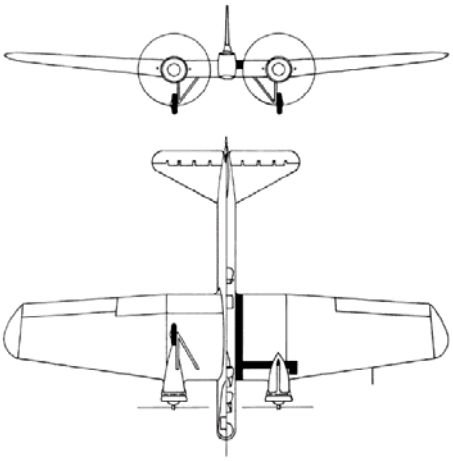
May / June Mystery Plane —Boeing B-9



Thanks to Earl Cayton for recognizing this airplane. In fact he noticed that this is an early model with fixed landing gear—later models had a retractable gear.

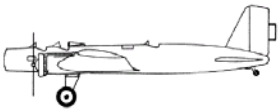
The airplane is none other than the Boeing B-9—first flown as the XB-901 in April of 1931. The aircraft was an alteration of the Model 200 commercial transport. It had the Pratt & Whitney R–1830 Radial engine which gave it a top speed of 163 mph.

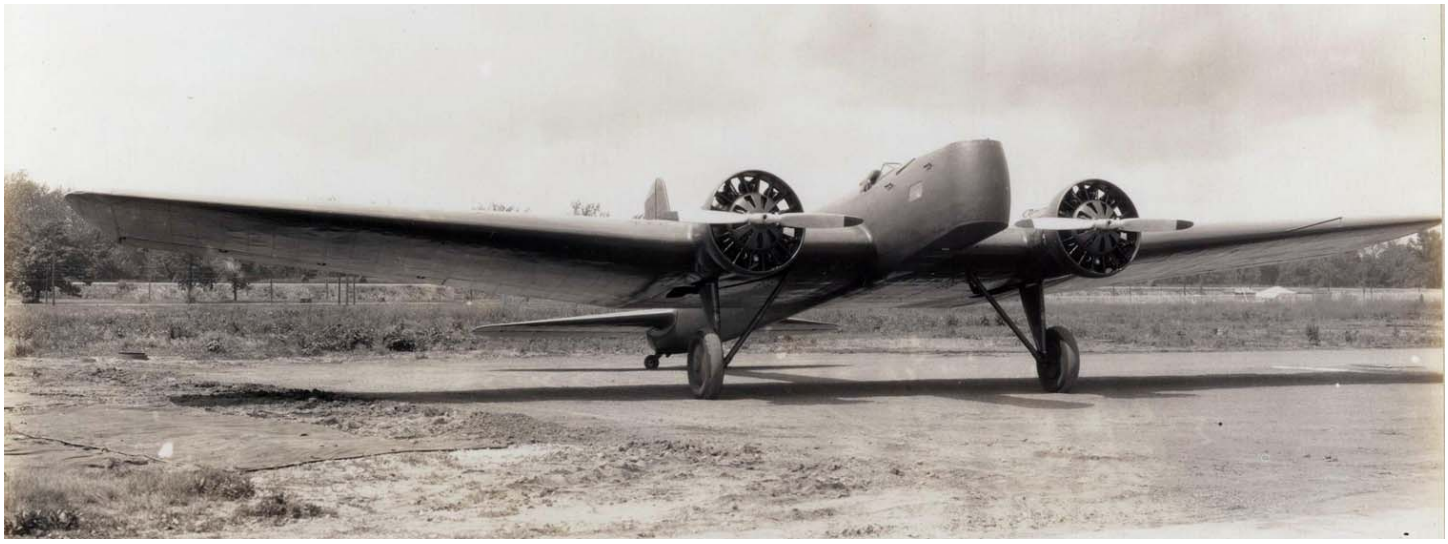
A later versions used liquid cooled Curtiss engines which gave it more streamlined nacelles and this increased the top speed to 173 mph. The air-cooled radial was lighter and more reliable so it was the only one used in production for the military. It was also not as vulnerable to damage. Later a larger Pratt & Whitney R-1860 was used which made this huge airplane faster than all existing American fighter aircraft. You might notice from the pictures that the canopy was open—this was carried out on all produced aircraft and a closed canopy was never used. It's history was short and it was quickly replaced by Martin's B-10 and B-12.



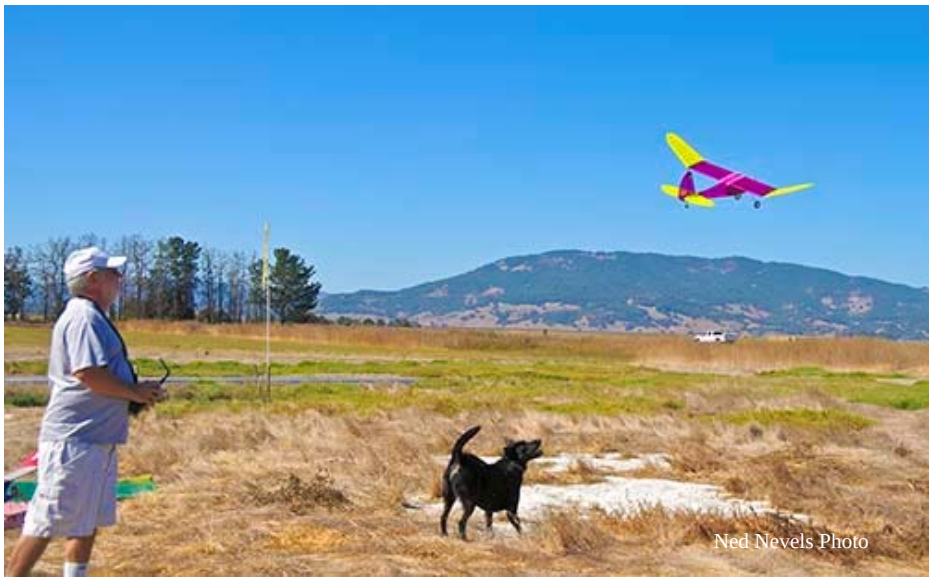


The Martin B-10 replaced the Boeing B-9 and went into service in June of 1934

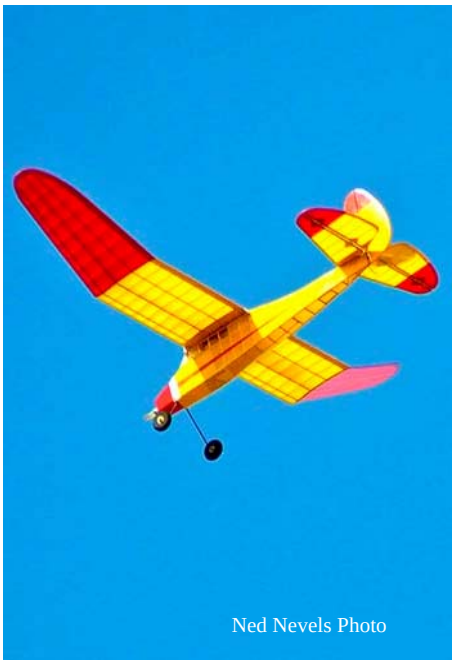




News and Views from Lakeville International Airport



Chip Buss launches his Airborn Speed 400 model while being observed by a 'friend.'



Loren Kramer's Cleveland Viking.

Lots of good flying at Lakeville International. We were plagued this summer with a lot of strong and gusty winds, but there were enough nice days to make it worth a trip to this great flying site. On Saturday, September 19th we had a Speed 400 Postal event.





Ed Hamler is getting ready with his Foote Westerner for the SAM champs in Boulder, Nevada. It takes a lot of practice and trimming to get ready for these events. It appears that Ed is trying his hand at fueling and talking on his cell phone at the same time. As Ned Nevels put it...he's "multitasking"

On the left The "King of the Air" (a Red-Tailed hawk) does a fly-by inspection of the events at Lakeville.

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Club Meetings

Monthly Meetings are held on the third Wednesday at 7:00PM at the Novato Fire Department Training Room on Atherton Avenue between highway 101 and Highway 37. The training room is located behind the fire station. Ample parking is available.

Membership

Membership dues are based on the class of membership. The **full membership** includes flying privileges at the Lakeville site and voting rights for only $25 yearly. An **associate membership** includes the newsletter and meetings for only $15 yearly. Associate members will not be allowed to fly at the Lakeville site.
Dues are payable to the treasurer/secretary as shown above and require proof of current AMA membership.