Issue # 264

October / December

Antique Flyer



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bringing modelers together
Academy of Model Aeronautics

President's Comments

by Mike Clancy



Greeting to all you preservationists of antique model airplanes and saviors of the Society of Antique Modelers.

Ever since Jimmy Walker said he needed my final president's column I have discovered exactly what the term writer's block means. I have had a difficult time deciding what exactly to write and getting started doing it. Well, it's icy and frosty outside and I just brewed a big pot of coffee so here goes.

The four years I have been your president have passed very quickly. I can hardly remember all the things that have happened. What I do know is that I am leaving with a happy heart as I have truly enjoyed my tenure.

When I took the office there was lots of talk about the demise of the old timer flying movement and SAM in general. People were flying lots of non-old timer models and were engaged in several non-old timer type flying events. ARF's and electrics were rampant. We built a runway and fenced off a flight line. We were well on our way to becoming a standard "back and forth" model airplane club. Our newsletter editor of long standing had become discouraged with the non-old timer activities and refused to publish photos of non-o.t. events and aircraft. Meetings had become long and somewhat boring and we lost the participation of Rocco Ferrario and his students. I think we had become a little over-organized.

Now, I am a lifelong model airplane builder and flyer. I have built and flown all types of models; free flight, control line, radio control (sport, and a bit of pattern and IMAC) and specialized in rc slope and thermal sailplanes. I am interested in and enjoy all forms of model aviation. Therefore I have always approved of non-SAM activities in our club provided the main emphasis in the club is SAM models and events.

Before I became involved in SAM I knew a lot about it because of John Pond's articles in Model Aviation. John was one of my mentors when I was a teenager so I always followed his columns. I even attended a contest when they flew on Atherton Road in Novato, and another at Sears Point Raceway. I became active in SAM because of my glider flying buddies Larry Kramer and Ray McGowan. They got me to attend a TOFFF session. There I met John Hlebcar and he offered me a ¼ A So Long kit if I would join the club. I did and have had a ball since.

In honor of my o.t. friends I have tried to preserve SAM models. I have jokingly (really) decried the use of electric power and enjoyed much bantering with our friend Nick Kelez over the electric vs. "slimers" debate. I have disparaged ARF models—tongue-in-cheek of course. Actually my first successful model was an ARF—an A.J. Firebaby I got in 1953.

My philosophy **regarding o.t. and antique models** is as follows:
Ideally—Build them from plans or kits, and power them with ignition engines then fly them free flight. This is for the truly masochistic, skillful, and folks with a lot of spare time. There are still lots of folks that like building as much as flying. Radio control has helped the movement by making small fields usable and making for fewer long walks by old legs.

Quite acceptable—Build from plans or kits and use any power system you want. Buy, borrow or inherit models from others and power any way you want. ARF's of o.t. models are also ok.

I actually find that the move to electric power is no different than the massive and immediate switch from ignition to glow in the '50's.

Competition is great and encouraged but not necessary—I and many others have had a lot of fun flying my Kloud King, .40 2 cycle, throttle and muffler and heavy. It is a great flyer but not at all compeIt is a perfect trainer and sport flyer. Scaling: scale your old timers as you will or as competition rules allow. Don't modify them. Remember we are preservationists of the models as originally designed. I have always admired the competition flyer who has built and competed with an unusual or little known model that is obviously not competitive.

So, we are the Society of Antique Modelers. I believe originally this meant that we were builders and flyers of antique models. These days there is confusion—it seems we now a society of antique builders and flyers of models?

During the past four years as president of SAM 27 I have been delighted to see our membership continue to grow. Our financial position is excellent. We have enjoyed seeing increased participation in old timer flying and even in SAM competition flying. Our

annual Christmas party continues to be a highlight of the year. We have very successfully participated in or hosted the annual postal contests; Jimmy Allen, cd Jerry Rocha, Electric Texaco; cd Andy Tickle, and the Ehling International Half A Texaco. Our annual "Small Rubber" contest is still popular and draws many contestants from other clubs. And of course our long running annual Crash and Bash Old Timer meet, directed for the past 20 years by Ed Hamler, continues to be one of the largest and best SAM contests in the country—if not the world—excluding national championship meets of course.

SAM 27's free flighters are as active as ever. They fly indoor glider and rubber power, outdoor tow line glider, rubber power from Jimmy Allen's to very expensive Wakefields, free flight power both glow and ignition, AMA and SAM events, and our ever popular freeflight scale folks.

SAM 27, as a courtesy to fellow model aircraft enthusiasts and for the good of the hobby/sport has made our flying site available to other modeling groups. We have a small contingent of helicopter flyers who are members of SAM 27. Most of them do not do any old timer flying—but there is always hope. Our friends the Oakland Cloud Dusters lost their flying site. They asked if they could use our field a few times a year for their club free flight contests. Our members readily agreed to this. The Oakland Cloud Dusters is one of the oldest free flight clubs in the state and several SAM 27 members are also members of that club. We are also informally affiliated with the Marin Aero Club as we share many membes.

During these four years I have many people to thank for making my job easy. I got to run meetings and the Christmas parties many other folks did all the real work. First and foremost I would like to thank Jay Beasley for his excellent work as Secretary and Treasurer. He was also instrumental in keeping us all informed of all club activity via the internet and telephone.

Also thanks to our two excellent newsletter editors Steve Remington and Jimmy Walker. Having been newsletter editor for several clubs I consider this to be the most difficult and time consuming job in the club.

We should all be especially thankful to Ed Hamler for continuing to do the great and important job of running our annual Crash and Bash. This event is the epitome of what SAM is all about. My thanks also go to all who did programs at the meetings, brought items for show and tell, operated the raffles and put up with my "verbosity."

I want to extend a personal thanks to Don Bekins who really helped me at various contests. Don is a real workhorse at a contest. In addition to doing all his own (considerable) flying he helped me (and others) with every aspect of a contest. Starting cursed ignition engines, spotting thermals, supplying various items, launching and timing and looking for lost airplanes. One of the highlights of my old timer career was the glad/bad feeling of winning an A Glow flyoff against Don.

I want to welcome and thank Chip Buss for taking over the office. Chip has shown a definite enthusiasm for old timer building and flying and I hope and believe he will continue to promote SAM activities. Chip is going to take over at our December meeting rather than January as I will not be able to attend due to a previous commitment.

To all my good friends of SAM 27
Happy Holidays, Merry Christmas and Happy New Year,



A Few Words from the Editor

by Jimmy Walker



This is then time of the year when the days are shorter and the weather isn't the best for flying. This is the best time to start organizing your hanger and going over all of the projects that you set aside while you enjoyed the active outdoor part of the hobby. If you are like me you probably have a few dozen projects that can be tackled while the wind is blowing and the rain falls.

I spent the last few weeks cleaning off my workbench and making notes as to what I want to tackle first and what I want to realistically put away in the attic until next winter. I'm not a great organizer, but I do know that when I put things in their place it makes the time spent in the shop a lot less frustrating. I have a large workshop—with several long benches to work on and lots of space to store things. It's a detached garage next to the house and I have just about every tool that I will possibly need to build any model that I could possibly want (which is everything). The problem, however, is that though I have visions of beautiful model airplanes, I don't always have the self discipline to stick to it until the vision becomes real. I know, I have my business to tend to and my domestic chores to complete and the constant mowing, cutting, trimming, raking, digging...and the list goes on. But...I know that I can spend at least 6 hours a week on my hobby and still have time to just sit by the fire and stare out the windows. So if we make any new year's resolutions let's make this one—spend some time getting your workshop in order. Here are the steps that I think I'll try:

1. Go through the kits that I have and put aside those that I won't realistically finish this year.
2. List the projects that I have started, with the most completed ones at the top.
3. Clean the work area and put all of my tools in their proper place.
4. Purchase any parts and pieces that I will need for the first job and start it and FINISH it.
5. Go to the next project and so on...and don't get any new projects yet.

Anyone that gets this newsletter is welcome to come to my house and inspect my progress and really rag on me if I don't do as I say I will. The coffee's always hot.

I talked with Ed Hamler a few days ago and he's doing basically the same thing...he's uncovering all his beaten up models and rebuilding them. He sent a picture



of some of the work in progress.

So whether it's finishing a model or repairing an old model...it's that time of year to take stock of your projects and sell, give away, or finish them.

The Cover Story



Loren Kramer's New Lanzo Airborn Model.

Bob Holman Short Kit
Wing Span: 63 inches
Wing Area: 430 square inches
Weight: 22 ounces
Power: Super Tigre 400 outrunner
Battery: 2 cell 1300 mAh LiPo

The maiden flight was on December 5th and it flew perfectly—right off the building board.

...and now a few words from the New President



Gentlemen,
My friend and editor Jimmy Walker asked me to write a page for this newsletter. "A page"!?! Now I can see, maybe a paragraph or two, but "a page"? Well let's see how far I get.

First of all, let me say how honored I am to have been asked to take this position. I was happy being associate to the assistant field engineer. Mike Sidwell, our new Vice President, said being president does not mean I've been relieved of my lawn duties. So what can I do for the club? Most of you are better builders than me. Most of you are better pilots than me. I'll do whatever I can to make the club run smoothly and make it enjoyable for everyone.

I accept this position because I enjoy the club and all of the members in it. I will treat all of you equally with respect and integrity. I also feel it is a good way to serve the club. Serve is the key word here. We should all be asking ourselves, "What can I do to serve or improve the club". This is your club. I see my position as similar to the ground crew guy on the ramp with the red lights directing the plane to the gate. I'm here to guide. The club should make decisions by voting at meetings or special emails. This worked well when we relocated our last meeting. Consequently, if you don't attend, and you don't vote, then you can't complain. Well, you could, but only to the Vice President. (That will be one of his jobs)

So what's ahead for the next year? I'm excited. The Kerswap project is showing great interest. I'm told there are 30 members ordering kits. Plans are in the making for events such as the Speed 400, Crash and Bash, etc. Now here is where your power as a member comes in. Brainstorm. Think of new projects, events, or new ways of running existing events. Maybe they will be good ideas, maybe not. Either way, let's discuss them. Write yourself a note for the next meeting, email me, or call. Remember, this is your club.

Our next meeting is 7 PM January 20, 2010 so reserve the date. There will be some special events and I've asked Don Bekins to give us a short talk on the history of SAM 27 and "Big Sam". Not to mention, I get to use "The Bob Rose Power Gavel" once more.

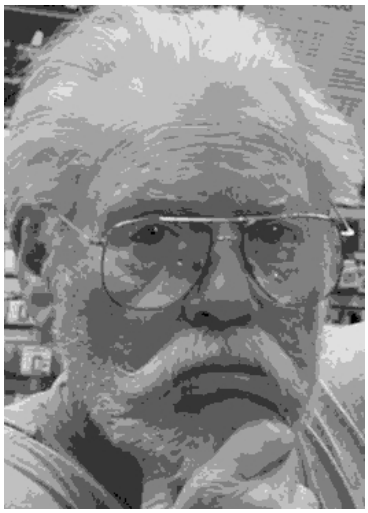
Finally, it is most important that we thank the outgoing President and Vice President. As long as I've been in this club, Mike and Richard have held these positions and performed their duties well. I can imagine that at times, their jobs seemed thankless and never ending. Yet they continued on in a professional manner without complaining. I'm sure that I speak for all club members in saying thanks for your dedication and service.

Chip Buss

My email is:
chip_buss@yahoo.com

Phone is:
415-883-7351

Rigidity vs. Flexibility



Before we go into this, let me say that I do not enjoy seeing model airplanes crash! Mine or anyone else's.

On this note, let us look at a construction trend that has developed in the last 30 or so years. That of seeking to strengthen wings to withstand forces far in excess of those experienced by our old time style models. Multi spar and monospars were both in vogue, even before our "Old Time and Antique" Era.
Each style was used, taking into consideration the type, size, and type of power to be applied.

Now, before anyone takes offense at the following, I am merely making an observation. This is not meant to denigrate the integrity of our kit manufacturers. It is just a simple statement to the effect that many kits today do not always follow the original plans. Original plans were often pencil sketches and only pictures of the "One and Onlys" appeared in the magazines—Many of which were poor quality, compared to modern photography. Kodak" Box Brownies" didn't provide much clarity!

Frank Zaic drew up designs by sight and memory for his yearbooks. A lot of our models have been built from these tiny drawings. Currently available plans, often having been redrawn by several draftsmen—each one adding his own touch, are what we work from today.
Now to the basic discussion.

RIGIDITY

A proper "I-Beam" is a solid mass, or a construction designed to be inflexible. Extreme Forces applied to the extremities can result in stress fractures near the point of anchor—fuselage in this case. This small fracture will suffer further expansion until total failure occurs. Note; "Bridge failure traced to small crack in "Eye Bolt".

So we attempt to "strengthen" multi spars by "constructing" an "I-beam" using various pieces of balsa, etc. ---------Big Discussion about to erupt about proper direction of grain, termination points, type of glue etc, etc. to begin in 5-4-3-2----!
I think you get the point now, so let's look.

FLEXIBILITY.

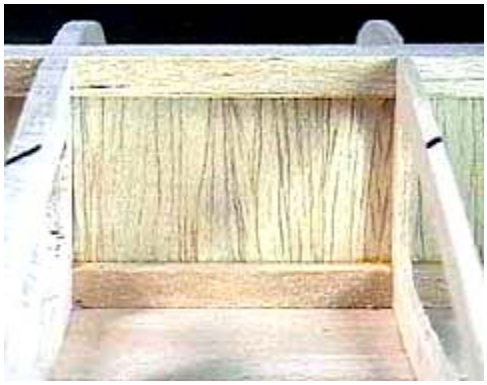
Examine a piece of balsa—-firm, but not too firm, light, but not too light. Say about 1/4" x 3/4" x 36".
Which way does it bend most easily?
What do you want it to do—flex wildly, or offer a combination of stiffness and some flexibility?
A tree that does not bend in the wind will fracture and fall.
Need a little more firmness? Perhaps a second spar aft of the main will work?

Carl Goldberg used multiple vertical spars, (Sailplane) remember?

I think that we have seen some evidence of unexpected wing failures, and perhaps a look at some of the Prewar plans will be of some interest.
Earl Stahl's Fokker D-V111 used top and bottom spars, but did NOT have webbing in between.

Just something to consider when you start the next project.!!!
Fly high and come back in one piece!!!

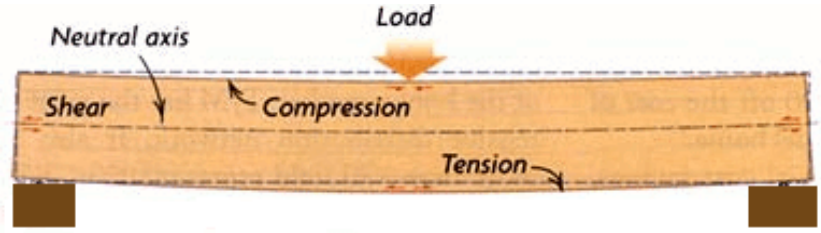
Cheers, Ed Solenberger



The above image of a shear web used in sailplanes is from a great website that explains this sort of thing.

www.airfieldmodels.com

Scan through this site for some really good information on building models and a good explanation of forces as seen in the image below.
(editor)



The above image is courtesy of Truline Truss

Monthly Club Meeting - October 2009

In keeping with the spirit of chapter officers evading their duties at meetings during the summer, President Mike Clancy took the night off and left Vice President Richard Beck in charge. Secretary/Treasurer Jay Beasley was on hand to add a bit of sarcasm and/or weak attempts at levity.

No new members were introduced, but we did have one guest—Lawrence Tongas—who is running for AMA district 10 vice president. Lawrence talked about his background and what he would like to do within AMA if elected. After his talk and a question and answer period the membership presented a vote unaminously to endorse his candidacy.

The usual reports followed: We have lots of members and several new ones in the last few months. We have a nice balance in the bank and the flying fields are still holding up well.

Ed Hamler gave a report on the Crash & Bash. This year the weather was perfect and everybody had a good time as usual. There were 40 AMA members signed in and 29 flyers including 11 from SAM 27. Don Bekins was the overall champ. For the first time the Speed 400 event was the largest with 9 entries. Overall there were 20 events which Ed says is too many.

After previously stating that he would retire from being the contest director at Crash & Bash, he has taken a cue from Brett Favre and has decided to do it again next year. Maybe that's from the fine help that he got from Ned Nevels and Chip Buss.

Andrew Tickle gave a report on the Speed 400 postal contest held at Lakeville. Ed Hamler was 1st, Ed Solenberg was 2nd, and Rich Minnick was 3rd. We won't know for a while how we did in the overall competition. Chip Buss was the Lakeville season Speed 400 Champ. He blew away the competition. Chip has volunteered to be the CD next year.



Chip Buss receiving a trophy from Andrew Tickle for his wins in Speed

Jerry Rocha reported that we lost the Jimmy Allen postal contest by 26 seconds. Jerry won the Jimmy Allen contest at the SAM Champs. He also won a total of 3 out of 4 events that he entered. Way to go Jerry! Ed Hamler lost the overall ignition contests by one second at SAM Champs, but won the overall glow events. Way to go Ed!. Now he says his trophy has no room for more plates.

The commemorative model for the next SAM Champs is the Kerswap.

Elections for the new SAM 27 officers are coming up. Andrew Tickle suggested that Chip Buss would be a good candidate for president and John Trumbull for Secretary/Treasurer.

Jay Beasley asked that members contribute to the running of the meeting—such as just one person taking notes at just one meeting a year then sending them to the Secretary/Treasurer. If everyone volunteers for this it will help a lot. It's not much to ask and needs to be addressed.



Ed Hamler's trophy from the SAM Champs

Chip Buss made a motion that expenditures over $100 be approved by members. The motion passed.

No Show and Tell!! That's a first!

Monthly Club Meeting - November 2009

The SAM 27 meeting on Wednesday, November 21, 2009 had 23 members attending and three guests.

Mike Clancy presided and thanked all for coming and gave the usual reminder that SAM 27 is dedicated to building and flying old-time models. The usual officer and committee reports followed.

Jay Beasley reported that we recently paid about $455 to have the Schmidt Ranch septic systems repaired and upgraded. This was a gift to the owner of the Schmidt Ranch—Miriam Schmidt—and showed our appreciation for taking care of us for so long and accepting all our (expletive). The previous upgrade to the system was funded through personal gifts primarily from Ed Hamler and Don Bekins. As a club we appreciate all that Miriam has done for us. Thank you Miriam.
Jay reported the treasury figures and suggested that we did an informal audit of the records. We had three volunteers—John Trumbull, Jim Temple, and Frank Plexico. This should take place sometime in January.

Chip Buss and Mike Sidwell reported that we need a new piece of carpet to cover the section where the pit area meets the taxiway. They will look into a source for some adequate indoor/outdoor material. They recently applied some tape to the area that had been torn up by a vehicle. The repair was well done and now there is a smooth spot in that area. We often got our planes snagged on that area and now it isn't a problem.

Sid Maxwell's T-shirt sales are going well, and we should cover the cost as soon as everyone has taken delivery and paid for their T-shirt.

Contest reports:
SAM 27 placed 2nd in the Jimmie Allen Postal contest. The team consisted of Ed Solenberger, Jerry Rocha, and John Pratt.

SAM27 placed 3rd in the 1/2a Texaco Postal contest with Ed Hamler, Don Bekins, and Mike Clancy as the team.

SAM 27 placed 5th out of 9 teams in the Speed 400 Postal. We were the only American team.
Taft: Ed Hamler and Ned Nevels both flew and did well despite the three wrecks in very dusty and dirty conditions.

Ed Hamler talked about when to schedule the next year's Crash & Bash; October 1st through October 3rd was decided upon. Ed talked about the Kerswap as the next commemorative model for the SAM Champs in Muncie and suggested that it would be a good club project. There was overwhelming agreement and Ed took a count of 20 orders for the 288 sq. in. version to be kitted by Bob Holman.



Miss America Flys Again!

Old and New Business:
The Christmas Party is December 12th at Papa's on Lakeville highway. Papa's is under new ownership and management. Mike Clancy and Jay Beasley met with the new owner and manager and reviewed the menu options and pricing. The price has gone up to $25 per person from the previous price of $18 in the previous three years. The menu options were basically beef, chicken, and vegetarian in the Greek, Mediterranean style of Papa's Restaurant. We explained how the normal parties were conducted and we should expect no changes to our normal routine.

Officer Selection is in progress and Jimmy Walker sent out emails to those interested in taking one of the positions and got a good response (52) from members. Most were not interested in running for an office, but the candidates for president were:

President—Chip Buss

Vice President—Richard Beck, Richard Coleman, and Mike Sidwell

Sec/Treasurer—Jay Beasley

Mike Clancy announced at the meeting that he would place his support to Chip Buss and Mike Sidwell and declined to run again for the office of President.

Jimmy Walker will now send an email to select the Vice President only, since the other two office candidates ran unopposed. Jay Beasley will phone those without email. The deadline to vote is December 1st.

Show and Tell:
Mike Clancy showed us his Klarich kitted 1941 Advanced Hurricane 69. Mike explained his technique of using a laser level to line things up—a unique method that would help all of us. He said that this is a very complex and difficult model to build and after looking it over I think we all

Monthly Club Meeting - November 2009

agreed.

Andrew Tickle showed a 7 foot Miss America that he won at the raffle at Crash and Bash. This is a Frank Zaic design built by Fred Emmert.

Guest and former member Sean Crowley and his son Stirling showed a nice 288" Kerswap that they recently built. This is the same model that many members ordered at the meeting from Bob Holman through Ed Hamler. Sean has an .049 on his model, but it can easily be adapted to electric for the Speed 400 class. Stirling also showed a couple of hand-launched gliders that he built.

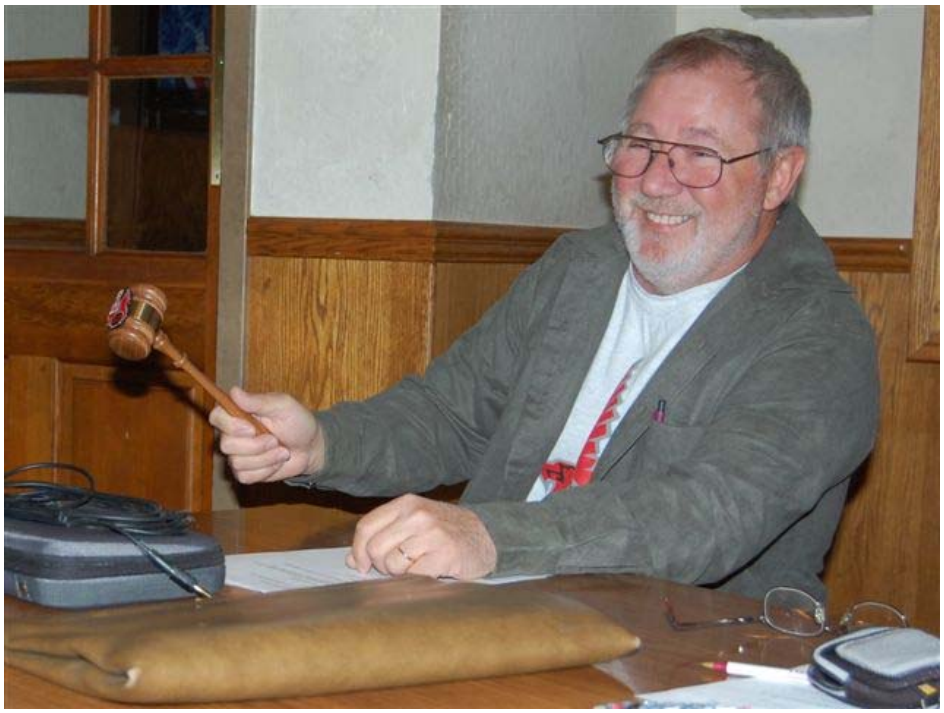
Ed Solenberger talked about wing designs. Ed noted that several of the Airborn wings have broken up in flight at Lakeville this summer. The Airborn design has an I-beam design (shear webs between the main spars) which makes for a very stiff wing.
See Ed's article on page 5 of this newsletter.



Let's see if any of you can identify the young lad in this picture. He isn't a member of our club, but his son is. Do you see any resemblance to one of our members? This picture was taken in 1918...almost a hundred years ago and yes...he did grow up to fly airplanes—big ones.

Monthly Club Meeting - December 2009





And now that we have a new president we have new rules: Pizza and Beer for All, Limo Service to and from the Mettings, and all for Free!! Well...back to reality. Since the Fire Department building, where we usually have the meetings is filled with Toys for Tots , we had the meeting at Roundtable Pizza. And yes indeed the pizza was free, but not the beer. It was a nice room set aside for meetings and we had 18 members attending. Chip used his new gavel that he got at the Christmas party (thanks to Bob Rose) and brought the meeting to order. He mentioned later that he thinks we should have had the meeting before the mugs of beer where brought out...it was a little loud and the attention spans were slightly impaired. No one had too much and everyone enjoyed the venue. We might consider this again sometime.





Jay Beasley reported the financial status to the members (which is now reduced by the purchase of 3 large pizzas that were in the oven as he spoke). He also reported that we have 127 paid members in 2009 including 14 new members. We will probably lose at least two of those members in 2010 who never showed up at all this year.

Monthly Club Meeting - December 2009

Don't forget to pay your dues if you have not already done so and be certain to show Jay your AMA membership card for 2010. The AMA membership is mandatory to fly at the field.

Bob Film gave a short discussion on the hazards of Lithium polymer batteries. He gave us some anecdotes that should scare most of us into being much more aware of the potential of these seemingly harmless little blocks of electricity. Some people still think that it can't happen to them but it can. The rules are:

- DON'T CHARGE YOUR LIPOS ANYWHERE NEAR OR UNDER ANYTHING THAT WILL BURN.
- STORE THEM IN A FIREPROOF CONTAINER (Jay Beasley keeps his in an old ammo container with bags of sand under and over them; it hasn't been tested to prove effective, but it has to better than some methods.)

The discussion came up about the Petaluma Hobby Expo in February. Most of the members thought that there was very little interest shown in SAM 27 by people attending the last tow expos; we tentatively decided not to participate in coming expo, but each member is, of course free to attend on their own. There were lots of cars, trains, and plastic models, but very little flying model airplane stuff.

In the past we have donated to the Lakeville Volunteer Fire Department and we voted to make another gift of $250 this year. those folks would likely be the first responders in case of serious injury or fire at the flying field, Craig Jacobsen, on whose farm we fly, is a retired volunteer fire fighter and his son Chris is now a Captain with the Lakeville Fire Department.

Ed Hamler showed his Kerswap project. He is having a few problems in getting the plans and kits together, but it will all work out





for the 25+ orders for the club project kits.

We adjourned at 8:50 after a satisfying meeting.

Using SAMSPAN (Polyspan) covering

Mike Sidwell received this article a while back as an email from John Carlson and sent it in to the Antique Flyer for reprinting. Some of the older members have probably seen this, but there are a lot of new guys that will benefit from it.
A few minor changes were made and updated information was added as to cost, source, and availability.

Editor

TECHNICAL PRESENTATION ---- SAMSPAN (Copied from SAM 27 Notes of the 6/21/95 Meeting) (Revised 9/18/96, 7/19/97, 8/5/97, and this issue of Antique Flyer.

Don Bekins made a presentation on Polyspan (SAM 27's SAMSPAN) covering material and techniques. Don was very enthusiastic about this product, having just completed using it on most of his reconstructed Class C Lanzo Bomber and on a new Rambler model. According to Don the product is a tissue made of non-woven polyester fibers and looks much like Silkspan, shrinks with heat better than MonoKote and much better than Micafilm. It is very puncture resistant, unaffected by humidity and, when shrunk and doped adds to the structure strength like silk. Weight is about 0.077 oz.(2.2g.) per square foot. The material is made in Germany under the trade name "*Viledon*" and is used there in the manufacture of clothing as an interfacing material between layers of fabric to give body and support. The German model builders apparently discovered that the material was very suited to model covering. Presently two US model suppliers import in bulk, cut, package and sell the material as Polyspan. These are *Starline by FAI Model Supply* in Pennsylvania who sells it for $15.00 for a 12 feet by 20 inches roll and *Model Research Labs* of Mission Viejo, CA. who charges $25.00 for an 18 foot by 38 inche roll. It is available locally from Sonoma RC Hobbies to SAM 27 members only for a super value at $1.00 per linear foot—that is 38" (approximately 1 meter) wide. If you aren't a member of SAM 27 it is $2.00 per linear foot.

Don applied the Polyspan much like silk, first coating the structure with a couple of coats of nitrate dope, applying the material, and brushing on thinner through the covering to adhere it to the structure. Polyspan is not dampened like silk, it is shrunk with heat and can be made to conform to compound curves by applying heat with an iron and pulling to stretch. Shrinking with a heat gun is much easier than with an iron, however care must be taken to avoid local overheating or holes will result. Creases resulting from folding disappear following heat shrinking. The material has an easily seen grain which runs lengthwise in the sheet and which should run in the long direction of the structure being covered. One side is shiny and the other more or less dull. The shiny side should face out. The material as furnished is white and color must be applied after doping as described later herein.

Polyspan is porous and must be sealed. Don used two coats of 50/50 dope and thinner applied with a disposable sponge brush and believes it to be sufficient to effectively fill and seal the material. To color the Polyspan Don recommends a mixture of 90% thinner and 10% dope to which is added about a fifth of a teaspoon of aniline dye per cup (8 oz) of thinner/dope. The dye is available from either of the two suppliers indicated above but Don says it may also be ordered from several of the mail-order woodworking material suppliers. ** (Starline International is now furnishing Higgins Fade-proof ink, available in a number of colors, in lieu of the aniline dye. The recommended mixture is 10 parts thinner, one part ink and one part dope, although some think 2 or 3 parts dope is better.) The mixture is applied by spraying with an airbrush or a touchup gun. Many light coat passes will result in even and full penetration of the coloring into the doped Polyspan resulting in a pleasing translucent finish. Rod Persons reported that he has had good success with Hobby Poxy where an opaque finish is desired. Another coloring method which Don expects to experiment with is to spray the dull side with a mixture of methanol and dye before covering the structure. See ***(3) below regarding the use of Design Master floral spray for another method of applying a color finish.

Scissors work well for cutting the material, but trimming with Exacto blades requires frequent changing. Rod Persons said he had good results with a single-edge razor blade frequently stropped on a pine board. Conforming to a sharp edge such as a trailing edge requires the use of a covering iron much as is required with MonoKote. Edges sand satisfactorily after doping. Don has experimented with the UHU glue stick and feels it may produce satisfactory results. The UHU has a tendency to do a certain amount of balling up when applied and should be smoothed out with a finger or stiff piece of plastic before applying the covering. The covering can be applied before the UHU has set or after set by heating with a trim covering iron to soften the glue. A recent article in one of the modeling magazines said that UHU can be allowed to dry, even as much as days, and then applying the covering and brushing through to the structure with isopropyl (rubbing) alcohol which softens the glue allowing the covering to adhere. **(See also A-F July 1996 under Show & Tell re further experience with UHU Glue Stick.)

Don was so enthusiastic about Polyspan that he purchased a whole roll, 50 meters long and 1 meter wide and proposed that the club buy it and sell it to members at only slightly above cost. The roll cost was $210 which works

Using SAMSPAN (Polyspan) covering

out to about $1.28 a linear foot (1 meter wide). The most recent purchase of a larger quantity allows the offering of SAMSPAN to SAM 27 members for $1.00/LF, 1M wide at Sonoma RC Hobbies.

A very complete article on the material appeared in the December 1994 issue of Flying Models magazine.

The following is from the 7/96 Antique Flyer

John Carlson showed his nearly completed 56" Tabi Brooklyn Dodger for RC Class A Ignition. Power will be an Elfin diesel. The model was covered with SAMSPAN with three coats of 50% SIG LiteCoat. The SAMSPAN was adhered with the UHU glue stick. John was very enthusiastic about the use of this product. The structure to which the covering was to attach was given a couple of coats of 50% nitrate dope to seal the wood. **** (2). The UHU is then spread on these surfaces. If it tends to lump up or go on unevenly it can be spread out with a finger tip, a plastic spreader or with a brush moistened with rubbing alcohol. The covering can be applied immediately in which case the UHU is still tacky, making repositioning a little difficult, however by brushing through the covering with rubbing alcohol the UHU becomes quite slippery making positioning very easy. The UHU can be allowed to set for hours or days before applying the covering and then activating with alcohol. To secure the covering in place and prevent further movement, the alcohol dampened covering can be touched with a hot trim iron. This method works well with wing undercamber providing the ribs and flush spars are given the dope and UHU treatment. After the covering is in place and the UHU set either by drying with time or the aid of heating with the trim iron, the SAMSPAN is shrunk with a heat gun. Wrinkles or puckers not removed by shrinking can be reworked by the use of alcohol, the trim iron and pulling to stretch the covering. Shrinking and conforming is considered to be as good or better than any other product used by John. The color coats are yet to be applied. These will probably be with the use of the Higgins ink/thinner/dope mixture currently recommended by Starline. See (3) below

(1) The shiny side is sometimes difficult to identify, even with a good light. A scrap of velcro - the hook side, gently rubbed against each side of SAMSPAN will immediately indicate which is the shiny and which is the rough side.

(2) Subsequent experimentation indicates that when using UHU as an adhesive, it appears that pre-doping of the structure is not necessary.

(3) Several people have reported good results with the color coating of doped Samspan with Design Master floral spray paint, (available at most craft stores). This product covers well, is available in several colors, has minimum tendency to run and, after drying, is not affected by water. At this time, the affect of fuels is not known by this writer

Letters to the Editor

I may have told you already that I am donating the use of two models to the club for certain of our new members to practice their flying skills and get lots of "stick time" with old-timers. One is the 1936 Red Zephyr by Herb Goldberg with a throttled 40 glow engine. The other is the familiar Miss 2 with electric power. Both models are extremely stable and basically fly themselves. They are good trainers, but like most old timers, they will fly away if the pilot doesn't concentrate on keeping them in sight and near the field.

I have also donated a model flight simulator computer program for training and practice anytime—especially during inclement weather. It has been used by several members so far and to schedule your use of it please contact Jimmy Walker at 415-897-6789 so he can direct you to the latest "owner". Be aware that you have to have a computer for this and it should have a modest amount of memory and a decent video card. Most modern computers will work fine.

Ned Nevels and I discussed with Richard Beck about making space available at his Napa Hobby Shop (the Sonoma location is closed) for demonstrating the framing, covering, etc. of Old-Timer models with the objective of passing on the old techniques and recruiting more members into SAM 27. This will be more fully developed after Richard has consolidated his inventories and finalized shelving and furnishing at the shop. More on this later.

Ed Hamler



Otto's maiden flight of his piper cub. A small electric airplane built from laser cut parts and powered by a ?? . This airplane only weights 6 ounces.

2009 International 1/2A Texaco Postal Challenge

Congratulations to SAM 84 of Queensland, Australia and all of our friends in Australia, Italy, and the USA for making this a great event. Have a wonderful year and be ready for the Postal Challenge hosted by SAM 84 next year. 2009 CD Bob Grice SAM 51

SAM 84	VINTAGENTS QUEENSLAND, AUSTRALIA CD GREG MARTIN				
GREG MARTIN	*Kerswap*	900	845	1745	
MICK WALSH	*Kerswap*	737	900	1637	
PETER DOOLAN	*Atomizer*	900	668	1568	4950

SAM 600	VICTORIA, AUSTRALIA CD BARRY BARTON				
ROBERT TAYLOR	*Stardust Short*	900	900	1800	
KEVIN FRYER	*Stardust Long*	771	798	1569	
MAX HEAP	*Bomber*	900	533	1433	4802

SAM 27	NOVATO, CALIFORNIA CD MIKE CLANCY				
ED HAMLER	*Airborn*	865	649	1514	
DON BEKINS	*Anderson Pylon*	618	696	1314	
MIKE CLANCY	*Playboy*	593	699	1292	4120

SAM 51	SAM 51 CARMICHAEL, CALIFORNIA CD BOB GRICE				
BILL BROWN	*Dallaire*	821	599	1420	
BOB GRICE	*Dallaire*	900	343	1243	
MONTY PATE	*Dallaire*	510	528	1038	3701

SAM 2001	L'AQUILONE, ITALY CD SANTONI CURZIO				
LUSTRATI SILVANO	*Kerswap*	625	678	1303	
GAZZEA G. LUIGI	*Contest*	613	668	1281	
FONTANELI ANTONIO	*Lanzo Bomber*	696	326	1022	3606

Continued on next page

2009 International 1/2A Texaco Postal Challenge

SAM 9 LOUISIANA, NW CD PATRICK LeRAY

PATRICK LeRAY	*Kerswap*	900	405	1305	
JOHN KENNEDY	*MG-2*	600	515	1115	
REED KALTENBACH	*Kerswap*	450	635	1085	3505

SAM 30 LINCOLN, CALIFORNIA CD CECIL CUTBIRTH

STAN LANE	*Anderson Pylon*	552	759	1311	
CECIL CUTBIRTH	*Playboy Senior*	555	512	1067	
FRANK WOMACK	*Valkyrie*	520	483	1003	3381

SAM 21 SAN JOSE, CALIFORNIA CD DAVE LEWIS

JAKE CHICHILITTI	*Baby Playboy*	771	900	1671	
GARY LEOPOLD	*Rambler*	410	298	708	
DAVE LEWIS	*Alert*	230	390	620	2999

SAM 12 MAYS LANDING, NEW JERSEY CD ROY WILSON

ROY WILSON	*Dallaire*	519	619	1138	
MIKE SCHALL	*Coronet*	494	440	934	
ED MILENSKI	*Lanzo Bomber*	344	295	639	2711

SAM 26 SANTA MARIA, CALIFORNIA CD BOB ANGEL

BOB ANGEL	*Playboy Junior*	526	575	1101	
JIM BIERBAUER	*Bomber*	318	440	758	
HARDY ROBINSON	*Playboy Junior*	349	420	769	2628

SAM 60 JOHNSTOWN, PENNSYLVANIA CD SCOTT HOLSOPPLE

CLIFF MAJERSIK	*Lanzo Bomber*	536	446	982	
SCOTT HOLSOPPLE	*MG Cabin*	478	288	766	
KEN REESEY	*Lanzo Bomber*	277	220	497	2245

2009 Jimmie Allen Championship Contest

Gentlemen, here are the results of the 2009 Jimmie Allen Contest. Thank you for your participation. Our hearty congratulations to this year's winners--The Flying Aces Club Cactus Squadron of Mesa, Arizona. They have also won thetask of running the 2010 contest. We look forward to competing with you again next year. This is a very enjoyable event and we ask you to promote it to your fellow clubs. Regards, Jerry Rocha, CD.

Cactus Squadron (FAC), Mesa, AZ

Place	Contest Director	Contestant	Design Flown	3 Flight Total
1	Joe McGuire	Joe McGuire	BA Cabin	358
	6001 E. Southern Ave., #72	Neal Hudson	BA Parasol	340
	Mesa, AZ 85206	Jim Seamster	BA Cabin	311
			Team Total	***1,009***

SAM 27, Napa, CA

Place	Contest Director	Contestant	Design Flown	3 Flight Total
2	Jerry Rocha	Ed Solenberger	Skokie	334
	3583 Ruston Lane	Jerry Rocha	Skokie	327
	Napa, CA 94558	John Pratt	Skokie	321
			Team Total	***982***

NX 211

Place	Contest Director	Contestant	Design Flown	3 Flight Total
3	Albert C. Zimmer	Earl Brockmeier	Skokie	277
	14 Parrot Drive	Sid Harden	Skokie	202
	Highland, Il 62249	A. C. Zimmer	Skokie	140
			Team Total	***619***

The Thermaleers, St. Louis, MO

Place	Contest Director	Contestant	Design Flown	3 Flight Total
4	Robert Klipp	Hal Schwan	Sky Raider	236
	10115 Newbold Dr.	Al Zimmer	Skokie	110
	St. Louis, MO 63137	Earl Brockmeier	Skokie	224
			Team Total	***570***

Old Time Eagles, Airmont, NY

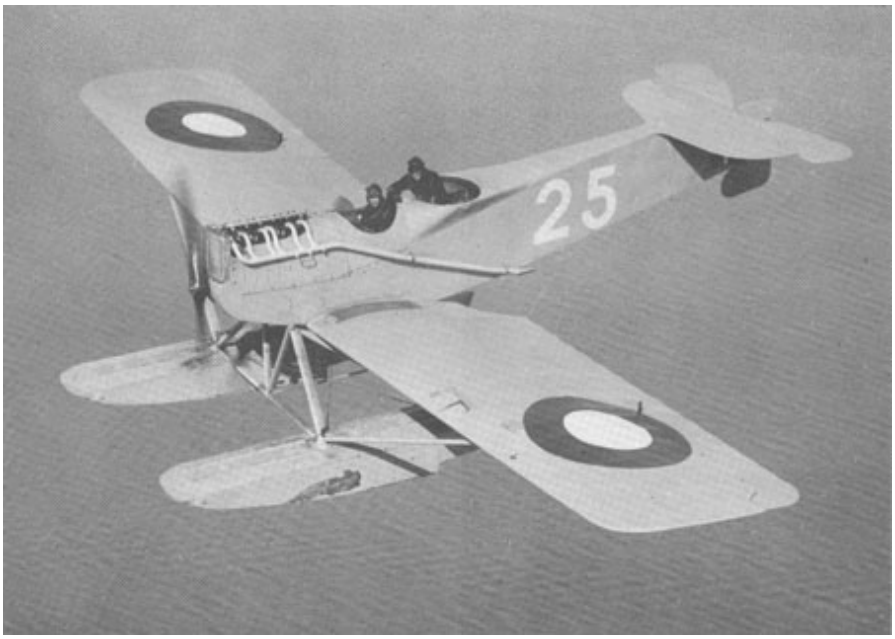
Place	Contest Director	Contestant	Design Flown	3 Flight Total
5	Richard Eimert	Bob McCloskey	BA Cabin	194
	8 Overbrook Dr.	Richard Eimert	BA Cabin	181
	Airmont, NY 10952	Dominic Algieri	BA Cabin	175
			Team Total	***550***

SAM 26, Santa Maria, CA

Place	Contest Director	Contestant	Design Flown	3 Flight Total
6	Hardy Robinson	James Bierbauer	BA Cabin	175
	1456 W. Trimera Ave.	Jim Elliott	BA Cabin	162
	Santa Maria, CA 93458	Hardy Robinson	BA Cabin	181
			Team Total	***518***

La Page Mystère





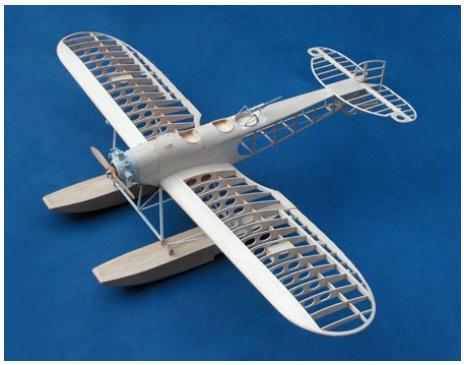


The original Airplanes from this Austrian manufacturer were produced after the war in Finland, Norway, Denmark, and Japan. The airplane shown was first built and flown in 1918. It had three machine guns as armament—two were mounted on each side of the tall inline engine and another on the tail for the rear of the airplane. This was a very important plane for the German Kriegsmarine.

Not a lot of information is found on this airplane. I looked online and was surprised to find very little.

The pictures below show a different version of the airplane with a radial engine. Both pictures are of the kit that is available for this electric powered RC model.
The real airplane had a large wing and a powerful Bristol Jupiter engine which made it a very versatile floatplane. It also was used as an ambulance and a light bomber.





June / September Mystery Plane — Lavochkin

For those that follow aviation history you probably recognized the mystery plane from the last newsletter—the Lavochkin fighter designed for the Soviet air force.
The first airplane built was the LaGG-1. It was not very successful, but led the way to a series of one of the most formidable fighters of the Soviet Air Force.



The early version LaGG-1

Originally designed in 1938 to be built of laminated wood it flew in 1940. It was underpowered with the inline Klimov M-105 engine along with other weaknesses which led to the LaGG-3—a much better version which served the Soviets when Germany invaded in 1941. improvements led to a radial engine (the more powerful Shvetsov Ash-82) which solved the power problems and that led to the La-5.
The La-5 was built in vast numbers and was Russia's main force against the Messerschmidts and Focke-Wulfs of the German Luftwaffe. It resembled the Fock-Wulfe so much that a story has been told of the top Russian Ace—Ivan Kozhedub—who shot down several German Planes that were attacking an American bomber escorted by Mustangs. After the Lavochkin downed the German planes the Mustangs attacked it thinking that it was a German Plane. Kozhedub then downed both Mustangs and when he realized that he made a mistake he immediately landed. One of the Mustang pilots died in a crash and the other one parachuted to safety and was picked up by the Russians (allies at that time). He told them that he was shot at by a red-nosed Focke-Wulf. I'm sure that mistaken identity has been the cause of a lot of 'friendly fire' for centuries.
The plywood fighter was upgraded in 1943 with alloy components and streamlining changes



La-5



La-5

were made to the new La-7. A number of them were used with under-wing ram jets or a tail mounted rocket. None of those were ever successful.
The La-7 under the command of Ivan Kozhedub was the only Soviet fighter to shoot down a German Me-262 jet fighter in February of 1945.
The next version was the Lavochkin La-9 as seen below. This air plane was in production in 1946 and had all metal construction with a laminar airflow wing.
It had a top speed of 428 mph and was powered by the Shvetsov Ash-82FN air-cooled radial that put out 1,850 horsepower.
The La-9 seen below is the only one still flying and the picture was taken at a air-show in New Zealand. A few others remain in museums in China and Korea.
A final La-11 was made with some improvements.



Lavochkin La-9

The Annual Christmas Party

Another great Christmas Party. Though it was a rainy day, that didn't stop us from attending this traditional event. The same place—Papa's Taverna on Lakeville Highway—was chosen again since it's central to most members and it has such a nice open room for this type of party. Each person that brought a gift received a raffle ticket for the gift drawing. If their spouse brought a "ladies" gift they also got a ticket and placed the gift in a pile at the front of the room.

The cost for each person's dinner was a bit more expensive than last year, but the consensus was that the food was better; the restaurant is under new management.

The first person to speak was Mike Clancy and he talked about his tenure as the past president and how he appreciated everyone's support in making SAM 27 such a great club. He also gave a solemn toast to all members that have passed on.

Bob Rose made a gavel for Chip Buss so that he can officiate at the meetings as our new president. He presented it to him at the Christmas party.



The nice thing about this party is that. occasionally we get a chance to meet the spouses that we have only heard of and never met. As you would expect with a club full of such nice guys—the better half is just as good.
We've got some new members this year and by this time next year they will all have the fun of attending this event.
We had a few cancellations, but the total attending was 45. this was down from last year, but it was a rainy day which keeps some from going out. Rain or shine be sure to make next year's party.



The front table where the action took place. The gifts are starting to pile up and each person that brought a gift will go home with a gift. No names are put on them and if you want to take something that someone else took you can "steal" it and that person then draws for another gift. Some of the gifts were "stolen" up to two times which was the limit. There were some very nice gifts this year.
(I went home with a very nice laser-cut Jimmy Allen kit —editor)



The Annual Christmas Party



Peruse this picture and I'll bet you might know some of these people. There were a lot of tables set up with room for everybody.

Kerswap 1/2A Texaco Old Timer

This is from an article in Model Builder Magazine in November 1985. The article and plans were scanned and sent to me by Chuck Griffith (SAM 27 "Keeper of the Plans). The article was written by Bob Isaacks.

Though most of us will undoubtedly purchase the short kit from Bob Holman with plans from Jim O'reilly, we can also learn some from this article. Remember it was written over 20 years ago and a lot has changed in our building techniques such as glue, paint, and covering materials. The one thing that hasn't changed is the Kerswap and the enjoyment we all have of building.

The Kerswap was designed by Gil Morris, who built three of them in 1941-1942. Originally powered by an Ohlsson .19, the 288 square inch airplane must have been a "bomb". In 1982 the NFFS Digest reported that a Kerswap was being flown Freeflight in the California area powered by a rare Ohlsson 33; that one had to be even more spectacular. Rumor has it that the Kerswap was named for the sound it make when augering in. As Gil is still around (in 1985), and an active free flight competitor, I plan to check out the rumor.

Design Considerations.

The Kerswap is a straight forward, simple airplane. In its original size it is almost ideal for conversion to ½A RC Texaco. To keep the airplane weight down, I changed some of the wood sizes from the original; but the Kerswap, as presented in this article, conforms to the original in planform and size.

The Kerswap has minimal frontal area and a surprisingly thin undercambered airfoil when compared to other Old Timer airplanes. Both of these factors contribute to its ability to penetrate the wind. Because the wind blows all of the time in Texas it is important to build airplanes that can cope with that problem.

The airframe is about as simple as you can get (allowing for the elliptical flying surfaces). Although I am a notoriously slow builder, the airplane constructed for this article was built in two weeks of part time (evenings) effort.

Construction

At about this time in most construction articles, the author states that "I am not going to bore you with the details of how to glue 'A' to 'B'". If you have read this far you are in for a surprise! I fully intend to describe the construction process, as this airplane may be attempted by a "first time" builder.

Fuselage

The Fuselage is constructed almost entirely of 3/16 square balsa strips. Try to pick out four fairly firm pieces for the main longerons, the remainder can be built from medium light stock. I normally jig-build my fuselages to keep them straight; this is accomplished on the kerswap in the same manner that wooden ribs are constructed fro full-size aircraft. Using a flat wooden building board, tape the plans to the board, cover with waxed paper and proceed as follows:

Bevel the main longerons to match the plan at the rear of the fulselage and glue them together (I use Goldberg Super Jet); cut a number of short lengths (½ to ¾ inch) of scrap 1/4 square hard balsa and secure the longerons to the plan/board by placing the 1/4 square pieces opposite each other, snug against the longerons securing them to the board with small wire brads.

Note that the fuselage is exactly 2 inches square; therefore the majority of the uprights as well as the cross pieces are exactly the same length. I fashioned a "stop" on my miter box and expedited the construction process by cutting the equal length pieces, all at one time.

After the uprights are glued in place you can carefully lift the first fuselage side off the plans and build the side in its place, utilizing the 1/4 square strips which are still nailed to the board. This will produce two identical fuselage sides, ready for assembly without the annoyance of having to separate them as is the conventional practice..

When the second side is complete, you may continue to use your fuselage jig for assembly. Remember that the fuselage is square so you can stand the fuselage sides vertically on the fuselage side view and proceed with the addition of cross pieces. Note that there are a few 3/16 square pieces which form a base for the pylon. Remember to bevel the inside of the longerons at the rear before joining the fuselage at that spot. Now add the 1/16 balsa sheeting at the front and rear of the fuselage being sure to observe the grain. I find that use of a machinist's square (or a drafting triangle) helps to insure a square fuselage; also "eyeballing" the fuselage from the rear during construction will assure an even taper and make for ease of assembly and an easy to trim airplane. Double-check the front of the fuselage for squareness; then add 1/8 plywood firewall using epoxy.

The landing gear is bent from 3/32 inch diameter music wire

Kerswap

and attached to the firewall with clips made from .202 brass sheet; small sheet metal screws are adequate for this job.

The hatch is simply a piece of 1/32 inch plywood two inches wide times the length indicated on the plan. It is attached to spruce gussets with small sheet metal screws.

The pylon is made up of three layers of 1/8 thick wood, laminated with epoxy. Note that the center layer constains a 1/8 plywood center section; also be careful to orient the wood grain on each layer as indicated on the plan. The wing saddle is also constructed of 1/8 balsa; again note the grain direction. After the pylon is radiused fore and aft, yuou may add the wing saddle taking care to see that it is perpendicular to the pylon and centered on it.

Wing

Prepare a wing "kit" before assembly. The kit consists of C-grain ribs, tip pieces, leading edges cut to length and laminated, trailing edges cut to length and notched, and spars which are a snug fit in the rib notches.

Begin by planning the leading edge, tip pieces, and the trailing edges on the wax paper covered plan. Using your favorite instant glue, assemble the tip pieces and the tip leading edge. Proceed by assembling the ribs to the leading and trailing edge. (note that you will have to shim ribs 1/32 off the plan to allow for bottom capstrips. After the ribs are added, you may proceed to unpin the wing and bevel the dihedral angles and join the wing at the dihedral joints using instant glue. Now turn the wing over and add the wing spars and dihedral braces. I add the ribs at the dihedral joints last and "split the difference" to provide and equal angle between wing panels. Sheet the wing center section with 1/16 sheet and add the rib capstrips using instant glue. Sand the leading edge and tips to shape and the wing is ready to cover.

Stabilizer

The stabilizer is built flat on the plan in the same manner as the wing. Notice that the entire leading edge is laminated and capstrips are on the top only. To get a smoothly tapered elliptical stab, I ustilize rectangular pieces of balas for the ribs and sand the entire stabilizer to shape with a long sanding block. Using this method, it will be necessary to trim away 1/32 from the tip of the ribs to allow for the capstrips and center sheeting.

Note the stabilizer is hinged on one side only; this is simpler to build and provides adequate pitch control. I use a jigsaw to separate the elevator from the stabilizer after covering is complete, then sand a bevel on the leading edge of the elevator. Mylar hinges are positioned 1/32 below the top edge of the elevator spar.

Rudder and Sub Fin.

Build these surfaces on the plan then jigsaw the vertical stabilizer and rudder apart on the hinge line. Radius the leading edge of the rudder and finish sanding all edges as indicated. Add a music wire skid to the bottom of the sub fin

Covering and Finishing.

All components were given three full-strength coats of nitrate dope, lightly sanding with 400 grit wet or dry sandpaper between coats. The fuselage was covered with lightweight silkspan adhered to the frame with nitrate thinner which is brushed through the silkspan. After the silkspan is adhered to the framework and trimmed, spray it with rubbing alcohol. When the alcohol dries you will have a taut smooth outer surface. Dope the silkspan with three or four coats of 50/50 nitrate and dope and nitrate dope thinner and you are finished. The colored trim on my fuselage is silk on the forward section and Japanese tissue on the rear. This was applied using thinner to give me a double-covered surface with very little weight gain.

The stabilizer was covered with lightweight silkspan applied in the same manner as the fuselage; the same story on the trim. The rudder is with Japanese tissue as was the sub fin.

The Pylon was covered with silk; only two pieces were used to cover the pylon sides and wing saddle. Try that with and iron-on covering sometime.

The wing is covered with silk, again using nitrate dope. A tip in order here: Use bath soap applied to the pre-doped structure where you don't want the silk to adhere. I used soap on the spar bottom between ribs and on the tip to prevent the silk from pulling down too far and spoiling a smooth covering job.

The stabilizer, vertical fin, sub fin, and pylon are now assembled to the fuselage with slow drying epoxy. You will have to cut away the silkspan/tissue at appropriate places for this operation.

Be sure that the stabilizer is mounted at zero degrees to the thrust line and that the pylon has about 1/8 inch positive incidence. Also be sure that everything is square. Hinges are cut from sheet drafting mylar and Hot Stuffed in place. (*One of the original cyanoacrylate glues was named Hot Stuff and this name stuck as a verb -editor.*)

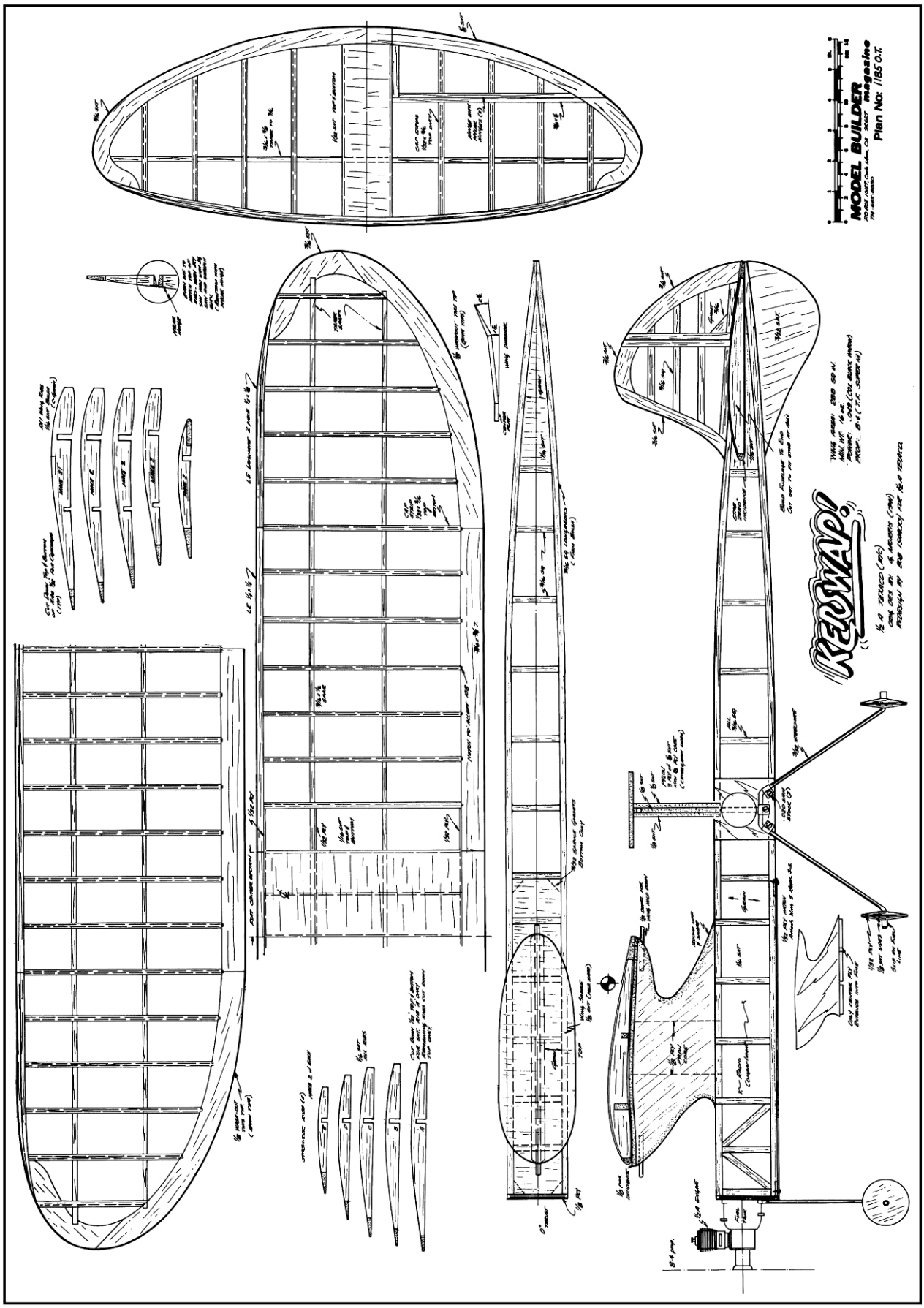
The Cox Black Widow is mounted to the firewall with 2-56 screws and blind nuts. Wing hold-down

Kerswap

dowels are glued into carefully drilled holes using epoxy.
Disassemble the engine and landing gear and give the entire frame a light spray coat of K&B clear epoxy paint for fuel proofing. Next reassemble the airplane and install the radio of your choice. I used a mini-flight pack from Indy RC which weighs in at about 3.5 ounces. Incidentally, I used Golden Rods (flexible) for control surface to servo hook up. I have not experienced any significant trim changes in varying weather conditions using this product despite what others in the model press have said about them.

Trimming and Flying

A word is in order here about colors. My Kerswap is done in a red, white, and blue color scheme; at a distance red appears black and is easy to see. Believe me, this airplane is going to get up there, so please don't use an all-white or white-yellow combination because those colors will "gray out" or disappear in many sky conditions.
Your Kerswap should balance at 85-90 percent of the wing chord. I know this is different from what others have recommended, but it works! An aft C.G. location will help you in two ways: the airplane will glide more slowly and control response will be excellent. The control throws on my Kerswap are 3/4 inch left and right on the rudder and 5/16 inch up and down on the elevator. You will find these deflections will give good response and allow use of trim only to set up the glide circle.
For Power I use a Cox Black Widow with two extra head shims and a Top Flite 8-4 Super Maple prop. This combination delivers about 5500 rpm and a five minute engine run. This airplane will fly out of sight in about 2 1/2 to 3 minutes so count on reaching altitude and cruising around under power for several minutes.
Build your Kerswap to the plans, keep it light, fly it often, and enjoy!


MODEL BUILDER
magazine
Plan No: 1185 O.T.
KRAZY-8!

AMA Chapter 108 CLUB OFFICERS AND DIRECTORS

President

Mike Clancy
2018 El Dorado Court
Novato CA 94947
415-897-2917
mikelsfv@comcast.net

Vice President
Richard Beck
20091 Broadway Street
Sonoma CA 95476
707-938-9765
sonomarchobbies@yahoo.com

Secretary/Treasurer
Jay Beasley
104 Robinhood Drive
San Rafael CA 94901
415-456-9520
vr21jrb@aol.com

Contest Director
Ed Hamler
3379 Crystal Court
Napa CA 94558
707-255-3547
ehamler@comcast.net

Newsletter Editor Jimmy Walker
PO Box 449
Novato CA 94948
415-897-6789
Jimmy@startrain.com

Official Photographer Mike Clancy

Recording Secretary Various

Rafflemaster Richard Beck 707-938-9765

Field Engineer Mike Sidwell 707-528-8268

Webmaster Ned Nevels 707-255-7047

Deputy Webmaster Larry Jobbins 415-883-3882

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.