Issue # 268 July - September 2010

Antique Flyer



Ned Nevels Photo

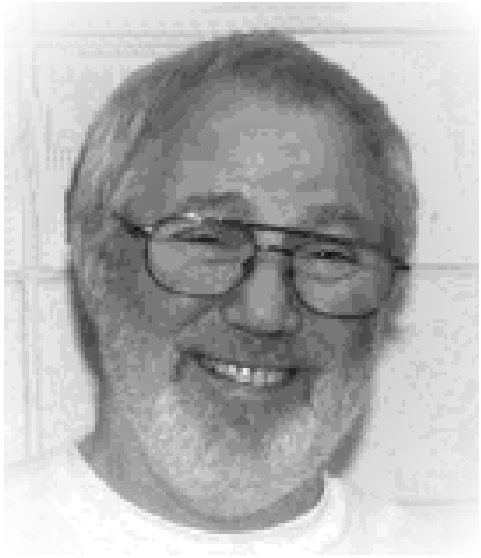
bringing modelers together
Academy of Model Aeronautics

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President's Comments

By Chip Buss



September is here and where did the summer go? I can't believe the nights are colder and the days are shorter. Then again it happens every year. I should be aware of this but I still get the "I don't want to go back to school" feeling. I'd rather be flying!

September is a busy month. We have Speed 400 Postal, ½ A Postal, SAM Champs, and our normal TOFFF days. Then the big event, Crash & Bash, is October 1, 2, & 3. Ed Hamler and Ned Nevels are planning another great one. They may need some volunteers so if the call is heard and you can help, please do.

I thought I would say a few words on privacy. In this day and age, ID theft is everywhere. One thing we can do is to protect out member roster. There is much information on the roster that is meant for members only. This info is a great tool for us to keep in touch with each other, but in the wrong hands, could be a potential disaster. Each one of us needs to keep the roster to members only and not share any info without permission.

Over the past year or two, I've noticed a few members have smoked their brushed motors. We use brushless most of the time and three cells work great. Usually, brushed motors are rated at 6 or 7 volts. It is very easy to use a three cell battery instead of the required two cell. It may run for awhile, but then, nothing. What happens is that the three cell applies 12 volts to the 6 volt motor and, poof !

The field is in great shape. Our new fence is perfect and has provided a safe area for flying. Thanks to all who help maintain our field.





Guess who is the proud owner of both of these giant airplanes??? Chip bought the bottom one—the junior sized Rocketeer and Chip and Andrew Tickle are both owners of the Grand-daddy Rocketeer in the top photo.

A Few Words from the Editor

by Jimmy Walker



Welcome to the second issue of newsletter number 268. One of the pitfalls of working with those little boxes with all the wires and chips and spinning parts and fans is that occasionally you might run into a problem that is...well, unsolvable. I wrote an 85 Megabyte copy of the original newsletter then—like a fool—decided to do some changes on my laptop and behold: I couldn't open the original file. Now matter what I did I could not open it. I use Microsoft Publisher to create this newsletter and then I transfer it to a PDF file which makes it smaller and easy to open by anyone. I could open all the last newsletters, but not the latest. So...this one is from my memory of the last one. Hopefully any changes are for the better. We didn't have this problem with typewriters and mimeograph machines. But...the pictures are much better now.

If I can recall the words of my last page of miscellaneous ramblings, it was about the problem we face as model builders in keeping a good supply of basic materials on hand. We do have an advantage in our "online" era by being able to search the internet for our needs and with a credit card number and fast delivery we're able to attain just about anything we need in order to build our flying machines of choice. But...there's something lacking here. Let's say that it's early evening and you've just finished dinner and want to go to your workshop or wherever you do your building and you find that you are short just one simple item—whether it's a trailing edge, glue, sandpaper, or a sharp blade—to finish your project. So you say, "I'll stop at the hobby shop tomorrow morning and get what I need". Then when you go you hear, "I'm out of it right now, but I can have it in a few days." That is so frustrating! If you went online and ordered it or phoned the mail-order place you would have it sooner. Fast delivery costs a bit more, but you're anxious to get to work and you're in the building mood. So you wait a few more days for the hobby shop's shipment (which still hasn't arrived) and by now you're out of the mood so you watch football instead.

How is this avoided? That's a good question that can be answered in several ways:

- Keep an good inventory of basic building materials.
- Plan ahead for any special items needed then buy them before you start the project. A good time is when you get the plans laid out.
- Beg the hobby shop to keep up their supply of basic needs for modelers.

The first two are in your hands and in theory that works fine, but Murphy's law says that if something is missing it will be at a time when you need it most.

When I was in the Hobby business as a distributor salesman I found over the years that hobby shops come and go. Some last for a long time and some are just a flash in the pan. I recall one in the south bay that advertised as the world's largest hobby store—and it was huge. I also saw them slowly focusing on big sale items and neglecting the basics I saw the writing on the wall and guess what...they are no longer there. I've seen shops try to beat the discount mail-order places with low prices on high-ticket items and cut their profits so much that they couldn't afford the basic supplies.

And I've seen shops that have every nut and bolt and every piece of wood, covering, props, wheels, and glue. they have been in existence for years and will still be there for years to come.

If you went to the home builder's supply and asked for a few nails and some wood and they said that they were out, but they have a good deal on portable drills, you probably wouldn't go there again.

If you found the basic stuff you needed you might also be interested in that nice portable drill on sale. It's no different at hobby stores. You've all probably been to a shop and asked for a roll of covering material and the clerk looked at you like you had two heads...and asked you what you meant.

So...when you go to your local hobby store beg them to keep a good supply of basics and if they do you will probably be back many times.

We have some really good shops in the area...keep them in mind and go there often and remind them if they are out of the basics. I'm sure they will listen.

Cover Story

You wouldn't be able to miss this airplane at the field. It casts a huge shadow. It is Rich Minnik's Rocketeer. Rich built a huge Rocketeer a while back and we thought that might be it, but after a few trips to the lumber yard he managed to crank out the one you see on the cover. Now the plane is the hands of Chip Buss and Andrew Tickle—the new owners. It was suggested that they put some kind of pilot in it...a stuffed toy or anything; it looks rather bare without one.

Monthly Club Meeting - July 2010

Twenty five members were present at the July meeting with Vice President Mike Sidwell presiding in lieu of Pres. Chip Buss who was goofing off at Lake Shasta.

The usual committee reports mentioned the recent field clean up parties, a paid membership of 132, including two new members Jim Bearham and Ken Meislin, and a healthy treasury.

Several members (the usual) spent lots of time engineering and erecting a new safety fence next to the runway and installing a new piece of outdoor carpet on the taxi area. Special thanks to Mike Sidwell for designing and putting together the supports, posts and connectors.

Upcoming contests:

SAM 27 Speed 400 contest on July 22 (monthly event).

Special Rubber on July 24 (subsequently blown out and burned out by fire department training-recheduled for Aug. 7).

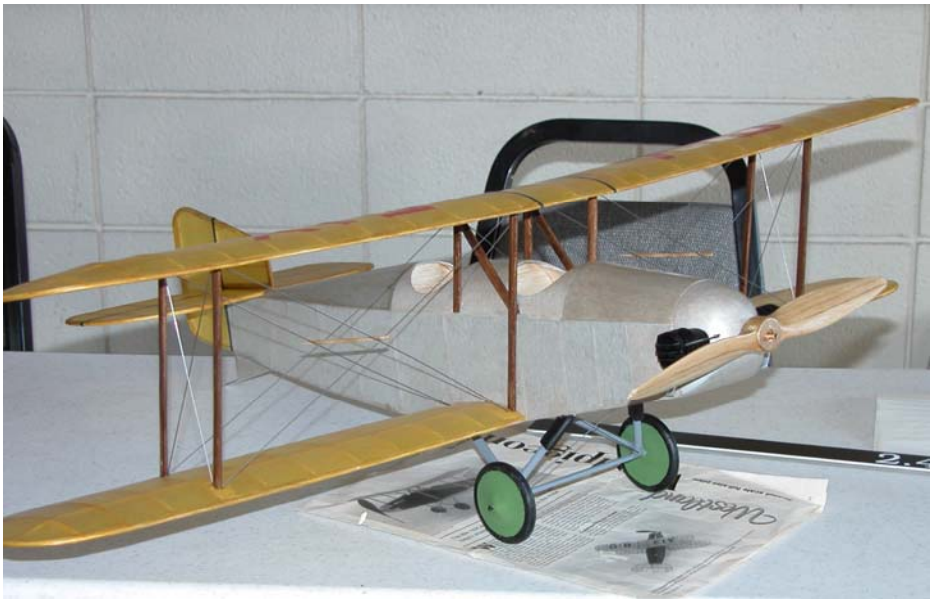
SAM 30 contest at Schmidt Ranch on July 24-25.

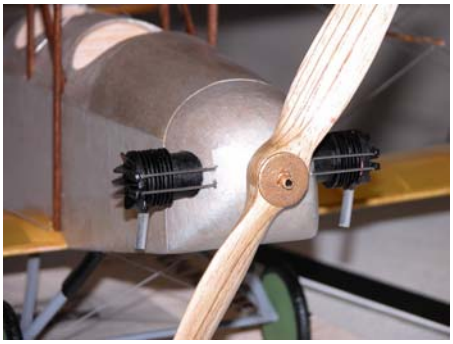
Refly of SAM 27-SAM event on August 14.

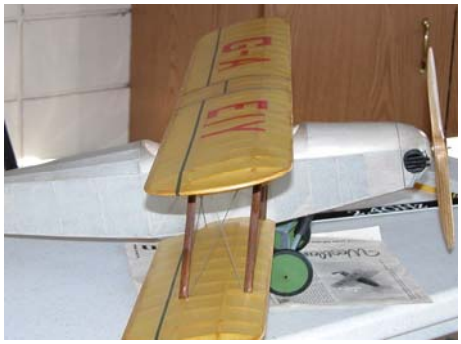
Other news:

Bob Rose has recycled one of his SAM 27 propeller trophies with a new plaque to be given to Steve Carlson for all of his work at the field, not to mention his constant supply of donuts and cookies at TOFFFs.

The remaining SAM 27 coffee mugs that we ordered earlier this year seem to be missing. Anybody knowing their whereabouts should let us know.







The three photos above are of the Westland Widgeon from Remo Galleazi. This one is in peanut scale (13") and was made from scratch as are all of Remo's creations. All he needs is some 3-views and he can build it. A very talented guy!



Jerry Rocha's Perky with a Bantam 19. The Perky was made by Megow of Philadelphia in 1947; it was a Class A speed plane for control line flying and was designed for a .19 ignition engine.

Monthly Club Meeting - July 2010

Bill Vanderbeek and Bud Romak are driving to Muncie for the NATs and will be taking models for Ed Hamler and Ned Nevels to fly at the SAM Champs.

Ed Hamler gave a report on his trip to the Slovak Republic for the Euro SAM Champs. Ed flew several practice flights with his glider but then had to pull out of the competition due to conjuctiveitis and a bad cold/flu. Ed left some models in Europe for the next contest.

Ed presented several SAM 27 members with certificates from SAM 119 from the Slovak Republic for their participation in last year's Speed 400 Postal.
Ed will have a separate Kerswap event at this year's Crash & Bash

Show and Tell

Remo Galeazzi showed a beautiful double sized Peanut scale Westland Woodpigeon. This was a full scale design from 1924 that weighed only 450 pounds, with a speed of 72 mph.

Jimmy Walker showed his Kerswap.

Ben Borok brought a Dallair that he is building. This is his first model project in 45 years!

Loren Kramer showed a fuselage from a 72 inch Folly that he is building. It will be powered by a Brown Jr. Loren built a couple of jigs to construct the fuselage that features some nasty compound curves. He also showed some photos of how he used the jigs. Don Bekins said the the Folly is a pure antique unscaled and can fly in seven different events with engine changes. And we know that Don would do that!

Dick Vaubel (a.k.a. the Masochist) showed us some wing sections from a Tiger Zipper he is building featuring laminated balsa and spruce tips. Very strong and very light, but too much work and difficult sanding.



Ed Hamler giving certificates to (from left) Ed Solenberger, Loren Kramer, and Andrew Tickle for their participation in last year's Speed



Loren Kramer's 72 inch Folly.



Ben Borok's Dallaire under construction

Jerry Rocha brought a beautiful red Perky with a Bantam .19 ignition engine.

The meeting started a little after 7:00 pm and ended at 8:13 pm. Because of the way Mike expeditiously ran the meeting, we have decided to impeach Chip and install Mike as the permanent President.

Monthly Club Meeting - August 2010

The August SAM 27 meeting was held at the fire station and started at 7:00 pm, with Chip Buss presiding. 26 members were present.

The usual officer reports were brief. Chip thanked everyone who showed up at the combined SAM 27/SAM 21 event, and specifically noted those who helped put it together. The same guys seem to do all the work in this club, and their efforts are much appreciated. Chip is probably the hardest working member of that group.

Chip will pick a date for the Speed 400 contest in September.

Lawrence Tougas who is a candidate for AMA District X Vice President attended our meeting and spoke for a few minutes on his background, qualifications, and what he would like to see in the future of AMA. If elected, he plans on improving district communication through a web site; helping to obtain new flying sites; and lobbying AMA for a west coast AMA flying facility in which to hold major contests. After his presentation and a question and answer period, SAM 27 gave Lawrence our endorsement.

Andrew Tickle talked about the results of the Speed 400 contest at our SAM 27/SAM21 event, and mentioned the numerous humorous communications he has had with SAM 21 over scoring the event.

Ed Hamler passed out some more certificates from SAM 119 in the Slovak Republic for those SAM 27 members who participated in the last Speed 400 postal contest.

Ed also mentioned that we will have a Kerswap event at Crash & Bash. You can fly either fuel or electric--5 cc of fuel or 3 min. battery run.

The most important thing Ed talked about was his.....NOSE! Ed was sporting a large bandage covering up the surgeon's work in removing an in situ melanoma. They are confident that the cancer cells were completely removed and had not spread beyond the surgery area. An unchecked melanoma will kill you, so the importance of using sun screen, hats, long sleeves, or whatever you can do to prevent skin cancer cannot be over emphasized. Frequent visits to a dermatologist for a full body screening makes sense to a lot of us. For sunscreen to be effective, it must be reapplied frequently.



Be Safe—Fly Longer—use sunscreen!!

Another safety item discussed was going on long hikes to retrieve wayward models. The outlying field conditions have for some time made for very difficult walking. It would not be difficult to twist an ankle, or take a fall with perhaps a resulting injury. Especially if someone is having to go out of sight to find the missing object, it is strongly suggested that a buddy accompany the searcher. Carrying a cell phone is probably a good idea, too.

Upcoming contests:
Jimmie Allen - August 28

Speed 400 Postal - TBA

1/2 A Texaco Postal - Sept. 23 at TOFFF

Show and Tell:

Ed Solenberger showed a jig for bending wing tips that can be used for a variety of models. He uses parchment paper to keep glued parts from sticking to the jig.





Monthly Club Meeting - August 2010





Bob Rose showed his new float equiped, symetrical winged with ailerons, Slow Stick in a typical Bob Rose spectacular colorful finish.
Leave it to Bob to make the most of a simple airplane. This is a standard Slow Stick with all the changes possible to make it a real performer. The wing is actually two wings put together to make a symmetrical wing. Of course it has a brushless motor and speed control.
The name was coined by his grandson after hearing a rock drop into the water...he said that was the sound it made. Hence...The Pahguhnt!

Mike Clancy showed a 1/2 A FF Strato Streak from a 1941 or 1942 design.

Mike (we think) also showed a 1954 Guillows Kiwi kit in the original box featuring really horrible wood!

Dick Vaubel showed an extremely precise micro table saw. He bought some nice attachments to really make precision cuts. You don't want to know what it costs! We all drooled over it.

The next meeting will be held at the Round Table pizza restaurant in Novato on Sept. 15. We plan on an auction then of donated stuff which helps pay for the Pizza.





Mike showing his 1/2 a Free Flight Strato Streak

Monthly Club Meeting - September 2010

Our September meeting was held at Round Table pizza in Novato, with 26 members showing up to consume 5 extra large pizzas.
The meeting was rather brief with the usual reports from officers, and comments from the masses.

Chip Buss discussed our recent endorsement of Lawrence Tougas for District X vice president of AMA. Chip stressed that we should vote for whomever we want, but be sure to vote.

We also discussed the history of the Crash & Bash event, and related expenses; and keeping the SAM 27 web site more up to date.

Jim Bearham, one of our small rubber aficionados, mentioned that Marin Aero Club will be having a Bostonian contest at the St, Vincent's gym on Sept. 26.

Ed Solenberger won the Perky speed contest in Napa.

The quarterly raffle for a new membership in S.A.M. was won by Ray Bazurto. This is a membership in big SAM donated by the generous Mr. Ed Hamler.

Dick Vaubel showed a Tiger Zipper and a Hayseed fuselage he has built using a technique of splitting the main stringers and building upper and lower halves to make sure they are absolutely square. Dick is a meticulous builder.

Following the regular meeting, Mike Clancy took over as auctioneer extraordinaire, and we auctioned off numerous models and a large quantity of model airplane parts. We took in $473, which will pay for several more pizza meetings!
The next meeting will be October 20, at the fire station.



Dick Vaubel showed his method of building upper and lower halves of a fuselage then joining them...the plane is a Goldberg Tiger Zipper.



Everyone has fun at the auctions and there were some really good deals. Here Jay is going over the contents of one of the kits that was auctioned off.

News and Views from Lakeville International



A smile like that can only come from someone that came in first place in a competition. The only difference there is that Steve Carlson does not fly with us, but is always at the field on Thursdays. He has been coming for years with his father John Carlson. John is no longer with us in person, but I'm sure his spirit is smiling just as much to see his son get a reward for his undying loyalty to our club. Steve's dad needed a bit of assistance when flying his models and could al ways count on Steve to be there. Many of us have a flying model that Steve's father built and they just keep flying.

We would miss Steve if he didn't make it every Thursday at our Lakeville flying site. He always tries to bring some sort of goodies to munch on and backs his truck up and lays out some cookies or donuts for the hungry ones in the group.

He's also ready to run out and fetch someone's model that landed far afield from the landing strip—especially if that person had difficulty with walking so far. Steve is always there to help when we had clean-up days and is one of the hardest workers.

When we circle the wagons and pull our chairs up Steve is right in there with some good jokes and some very interesting stories to share with us. We'd all like to see him fly someday, but his answer is that he has just too many other hobbies to spend time on. He would surely be as good as his father with model airplanes.



Thanks so much Steve for your presence and your camaraderie. You deserve any recognition you get.

The award above was presented to Steve on Thursday July 29 by President Chip Buss with a large group present to offer a hearty round of applause.

News and Views from Lakeville International

behemoth (*plural* behemoths)

1. A great and mighty beast described in Job 40:15-24 used to illustrate God's mightiness.
2. A great and mighty monster. Something which has the qualities of great power and might, and monstrous proportions.



Rich calls this enclosure the "Coffin". It is the only way he can transport the giant Rocketeer to the field. Notice the red marker on the back to warn oncoming motorists of this huge thing sticking out of the bed of his truck.







The Rocketeer from Rich Minnik. This was the maiden flight and after a careful safety check and range check Don Bekins gave it the first flight. As we excepted it flew just as well as Rich's last Rocketeer. This one does cast a large shadow and you can still see if when it's way, way up there.

News and Views from Lakeville International



News and Views from Lakeville International



A mass launch of rubber powered models. Everyone starts at the same time and the last one down wins. Looks like a lot of fun.



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At the bottom are three pictures of P-30 models. This is a very popular event and a good one for someone interested in getting into free-flight. The rules are quite simple: the model must not exceed 30" in length or width, it must weigh at least 40 grams and must have a commercially available plastic propeller. There are a few other simple rules, but those are the main ones. A flight of more that 20 seconds will qualify as an official flight and the max is 120 seconds.

On the left in the middle is a picture of John Pratt winding up for the pitch. Actually he is launching a small glider with the discus method of launching. This is a good way to gain a lot of altitude with minimal strain on the shoulder muscles. There is also a number of RC gliders launched by the same method.

Free flight is one of the most pure forms of flight. Once the model leaves the ground it is entirely up to its inherent stability and trim and the forces of nature to get the most duration possible. You won't see many ready to fly kits here...this is a builder's hobby and good craftsmanship and skill in trimming and flying decide the results.

How about a club project for a free flight airplane instead of an RC airplane? Let's all build a P30. We've got enough talented people in the club to make this happen.







A Trio of P-30 flyers

News and Views from Lakeville International



Ben Borok's Dallaire



Jay Beasley is relaxing while Steve Carlson flies Jay's plane. The plane is the Playboy that Jay bought and was made by Steve's dad. A fitting tribute to John is for his son to fly his plane now and then.







Tom Moore's Buzzard Bombshell.

News and Views from Lakeville International



One of the advantages of being the one and only newsletter editor is that you can show off your own plane and take as much room as you want. Here's my Kerswap made from a Bob Holman short kit. I covered it in Polyspan and used tissue for the accents. It's set up for Speed 400 rules with the right motor and battery and weighs just a tiny bit over 16 ounces. Since this picture was taken I moved the motor forward with some standoffs to balance it better. It flies fine and now if I can only spot thermals like Don Bekins and stay in them like he does I might be competitive. I think it's as much the pilot as the airplane—maybe more.



Peder Samuelson's nice Kerswap set up for Speed 400 events



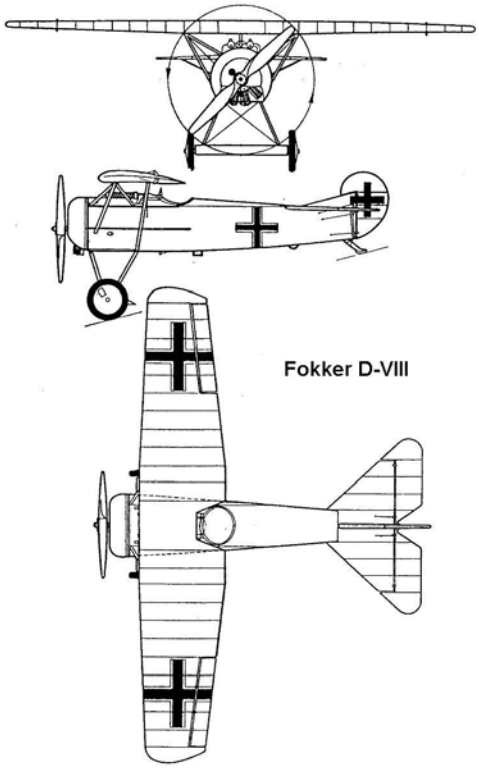
Bob Film's Speed 400 entry

News and Views from Lakeville International









Ed Hamler brought out his beautiful diesel powered Fokker. This was a club project at one time. We all waited anxiously to not only see it fly, but to hear the sound of the diesel engine.



Fokker D.VIII 274/18



News and Views from Lakeville International



Paul Stober and his well made rubber powered Phantom Fury.





Miss America coming in on a long final in the capable hands of Andrew Tickle—master builder and pilot. Also seen in the above right photo



35th Annual SAM 27 Crash and Bash

Schmidt Ranch, Elk Grove California

October 1st 2nd and 3rd 2010

(See information on page 17)

Invitation

35th Annual SAM 27 Crash & Bash

Schmidt Ranch, Elk Grove, California

2010 October 1, 2, 3

AMA Sanction #10-1114 with $1000 Added Pur$e

First Place MUGS and CASH PRIZE$

All Flying Event Entry Fees will be $5 each, no maximum.
All flying events will be RC and presented in accordance with the 2010 SAM Rulebook EXCEPT Old Time Glider, Commemorative, and Antique.

Schedule of LER Events
FRIDAY, October 1, 3 PM – 6 PM and
SATURDAY, October 2, 8 AM – 6 PM
A, B, C, Ignition LER and A, B, C Glow LER
Combined ANTIQUE and Electric LMR
Ohlsson 23 and Ohlsson Sideport
Saturday Noon Lunch $5
Flyoffs begin Saturday at 2 PM

Schedule of ENDURANCE Events
SUNDAY, October 3, 8 AM – 3 PM
½ A Texaco, ½ A Scale, Class A Texaco, TEXACO,
Brown Junior LER and Texaco, Electric Texaco, Speed 400 LMR
Old Time Glider - 10 AM
Sunday Noon Lunch $5
Flyoffs begin Sunday at 2 PM

Schedule of Additional SPECIAL Events
Friday Night TACO Buffet $5, 6 till 8 PM, reservations call (916) 684-2265
Commemorative Event – Any Champs Commemorative Model
(KERSWAP, Mercury, D-VIII, Record Hound, Trenton Terror, Dodger, etc.)
Launch flights all weekend, score glide time only, no max, best flight wins.
SAM Sweethearts Happy Hour - 5 PM Saturday
Robert's TRI-TIP Banquet with Napa Wines $15 - 6 PM Saturday
Raffle Drawing at 3 PM Sunday, Tickets 6 for $5, NEW MISS 2 Complete RTF
Grand Prize – Gianco Lusso's NIB 1989 MOVO D.2 Replica
You need not be present to win; we will ship!!

Directions to Schmidt Ranch : Traveling south on I-5, exit Hood Franklin Road, turn left (east) over overpass, turn right (south) on Franklin Blvd (J8). Traveling north on I-5, exit Twin Cities Road, turn right (east), turn left (north) on Franklin Blvd (J8). Camping OK, NO hookups.

Nearby Motels: Best Western John Jay Inn, 15 Massie Court, Sacramento (916) 689-4425; Motel 6, Mack Road at 99 Sacramento (916) 689-9141; Motel 6, 7407 Elsie Ave. Sacramento (916) 689-6555; Holiday Inn Express, 620 Lincoln Way, Galt (209) 745-9500.

Last Month's Mystery Plane

PZL 37 Los



This twin engined Polish Bomber was one of the world's most advanced at the time it was designed.

Designed in the mid-30's by Jerzy Dabrowski at the PZL factory in Warsaw the new laminar flow wings made this a very efficient aircraft. Since it was smaller than most bombers of that era it was agile and very fast.

Power came from two Bristol Pegasus radial engines built under license in Poland. These engines developed almost 1000 horsepower each.

Maximum speed at 9200 feet with over two tons of bombs loaded was 256 miles per hour with a range of 1600 miles. That's impressive.
The Los was well liked by its pilots, but due to ineffective defense armament of only three machine guns it was weak against the advanced German fighters of the era.
The four man crew of the PZL.37 consisted of pilot, commander-bombardier, radio operator, and rear gunner.
After the invasion of Poland the bombers were deployed to rural improvised fields to escape being destroyed on the ground. Due to its large double wheel landing gear it was easily landed on rough terrain.

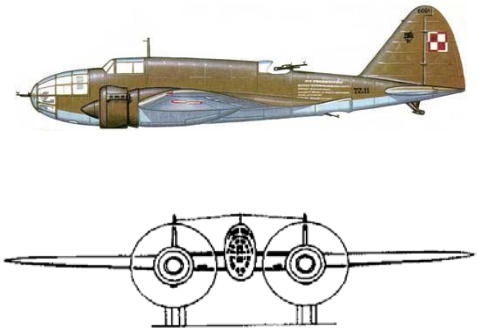
A number of them were sent to stop the advance of the German Armored Corps and were somewhat effective. Many were shot down by fighters and enemy anti-aircraft fire. A number were sent to Romania in October of 1939 where they were seized by the Romanian government and flown in missions against the USSR at Keiv and Odessa. Some were lost mainly to anti-aircraft fire and the rest were withdrawn from combat and used for training. After Romania joined the allies the Germans destroyed many PZL 37s on the ground. Captured planes were tested by Germany and the USSR.

Unfortunately there are no PZL.37 aircraft existing today. A beautiful airplane and a source of pride for the Polish people.



The Bristol Pegasus nine cylinder radial was used in the PZL.37 and mainly by Military aircraft of the 30's and 40's such as the Douglas DC-2, the Hawker Hart, and the Junkers tri-motor Ju-52. It was built in Poland under license.





La Page Mystère

Quite a few of these aircraft were made—a total of 585 in fact were produced by the original manufacturer and under license.

The country of origin requested of the designers that this plane used parts and pieces of its predecessor since so many surplus parts were available.

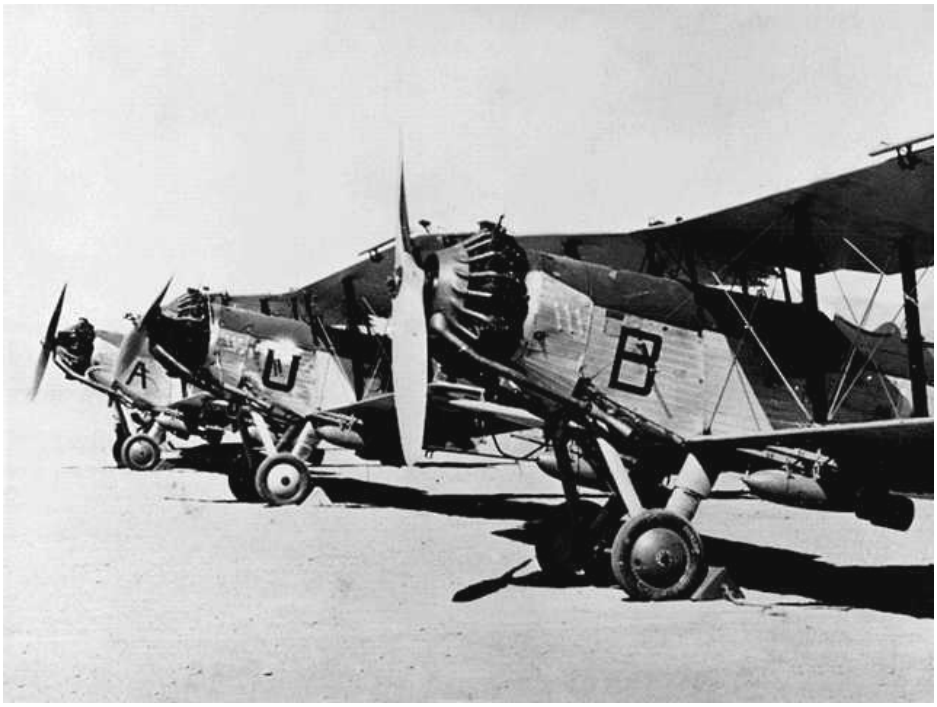
The airplane had a conventional single engine with two wings of equal span with a slight stagger to the wings. It had a front and back cockpit and a fixed undercarriage with a conventional tail skid.

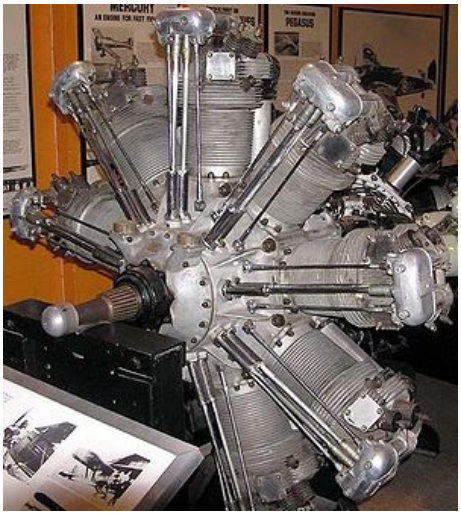
The front of the airplane was metal with aluminum and fabric covering and the rear was covered in fabric over wood.

The engine was the Bristol Jupiter radial engine.

It was armed with a forward firing Vickers machine gun and a Lewis gun for the observer. It was fitted with a spare tire for those occasional landings in rough terrain. It was often fitted with cameras and radios and used solely as an observation plane; though it could also be fitted with over 500 pounds of bombs on its fuselage and wings.

Used by many countries such as China and India this was a popular plane.





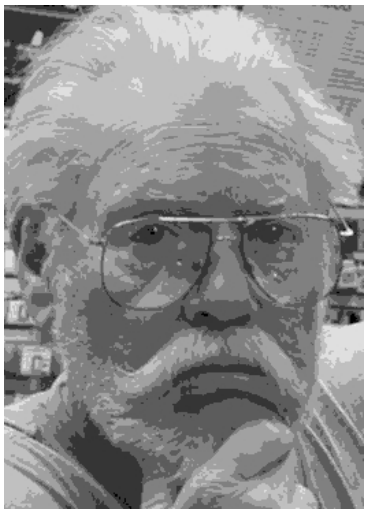
The Bristol Jupiter designed in WW1 as the Cosmos Jupiter. Four valves per cylinder were uncommon at the time. Produced under license in France, Japan, Poland, USSR, and Czechoslovakia.



This picture was taken by your newsletter editor while on a business trip to India. It is in the Indian Air Force Museum in New Delhi and a rather odd example of the mystery plane's nose. I think the restoration job was outsourced to Indian Tech Support.



A Word About Balsa by Ed Solenberger



Balsa--here today-maybe gone tomorrow.

Milk comes from cartons. It used to come from bottles. That is about all some young peope know, or care about it.

Balsa used to come from model shops. It seems that most of it is now found in Japanese refrigerators, or oil tankers. Those of us who are old enough, remember that it also came from used life rafts.

Progress--Styrofoam, instant glue, electric motors seem to have reduced the need for Balsa wood, nitrate dope, glue, rubber strips, tissue paper and so on.
However, there are still a few, struggling, Ludites who seek, and occasionally, encounter those rare ones that show interest in the bygone times, trials and delights of building and flying their own creations.
With this, hopefully, I can add a bit of information to stir your inner child--I hope you never kill it!
Balsa weight, grain, basic uses, etc. There is so much information in the form of charts, diagrams, available on the internet, that any attempt to cover it all here, would be redundant, at best. Balsa, as found today is, for the most part," only what is available", at the heavier end of the scale. That is in the range of 6 to 10 # per cu. ft. This is suitable for the typical Old Time models that our SAM groups are promoting. Several hobby shop owners were asked why they had allowed their shelves to become so empty.
The most frequent answer was--"No Demand"---No Demand!

I asked our group for questions for this tome, and one stood out. "Explain Grain?" It is important to select the proper grain direction for various parts. Spars, ribs, sheeting etc. Take a look at a large block of balsa---or better yet find a picture of the cut end of a log--any log. You will see the growth rings. If cut straight down 12 o'clock to 6 o'clock, this would be called Quarter sawn, or vertical grain. This term, I believe is used in regular lumber, but is called A grain in Balsa. Continuing the same cut towards 3 o'clock with go from A through A/B and end as B grain. "C" grain would be cut across the growth lines and would show a leafy pattern. This cut is the most wasteful and and therefore more rare.

For our purposes, A and A/B are just about equal. Spars, sheets, ribs etc can use these cuts, however, C grain make stronger ribs, flat surfaces such as sheet rudders, stabs and, with care strong rolled tubes. A grain rolls easily, but is more prone crushing. C grain should not be used for sheeted leading edges as it resists bending and can split if forced. We can simplify weight as soft, med, or hard, and not worry too much about lbs per cu. ft. Having access to various grades of grain and density, allows us to build strong structures where needed and graduate to lighter structures as we move rearward on the model. As a side note--use of various weights of covering material, for example, heavier paper, cloth, or what ever, on the forward parts, ending in lighter tissue, etc towards the aft end can make better balanced models than using the "One kind fits all", currently in use.

Balsa is more expensive than Gold. Try some, while you still can--you might like it!

Cheers, Ed





Letters to the Editor and Miscellaneous

Hi Jimmy,
If appropriate, here's a great story from a friend of mine (Dug Waggoner—a San Francisco Illustrator)...I thought it might be suitable for the SAM Newsletter. Also attached, pictures of some of my models. If they're of any use, feel free to use any of them for filler in the Newsletter.

Regards, John Pratt.

I picked a great day to fly my new investment from the hobby shop so I strolled out in the side yard next to the open field and checked to see where the power lines and trees were positioned.

It wasn't, in my 12-year-old estimation a very windy day so I proceeded to carefully fold up the wings tightly to the thin fuselage. With visions of Howard Hughes, P-38's, P-51's and dogfights floating through my mind I was here to conquer the aviation world.

Our house was about two country blocks from the high school and mixed in with large half to three acre lots in a residential/rural neighborhood north of Sacramento. We had an area large enough for several out buildings for chickens, rabbits, turkeys and ducks. Everyone around, including us seemed to have huge gardens and the neighbors even had a few horses.

There was lots of open space to launch a fifty-nine cent flying machine that took about five minutes to assemble. The guy at the hobby shop showed me how I could, with a little pressure, roll and tweak the wings and tails to produce various flight paths but with my anxiety not waiting any longer I just wanted to see it fly.

Holding the tips of the wings tightly together and placing the launching rubber into the notch under the nose I held my breath, asking the wind gods to make this maiden voyage the best ever as I heaved the plane into the air.

Now, you may ask how much would fifty-nine cents worth of airplane mean to a young pilot? Well in today's market not much but back then it was like breaking the sound barrier, watching Judy Walinski's eyes flutter and going to the Saturday movies with twelve cartoons, four back-to-back serials before Hopalong Cassidy and munching on deep fried noodles from the Chinese restaurant next door.

After the initial boost from the launching stick the plane shot up straight with the wings snapping into position. My prize proceeded to curve in an arc that would make a rainbow green with envy. But as my joy and amazement reached its peak the plane was suddenly whisked up higher and higher until my eyes were weeping from the strain of keeping it in focus.

As I stood there holding the only piece of my aerodynamic legacy in my hand I was at peace with this historical benchmark in my life.

But a second later reality rushed in. How high did it go and where did it go? Would I ever get it back? How could I explain this to my parents, to my buddies and, heaven forbid, my sister who could turn my failures into a month of joy? I was the hero to no one not even myself.

It taught me a lesson that day. Next time, have someone to share in your successes and failures.

(the following paragraphs can be left out… I left them in as I thought they were fun as well.)

If you were wondering what Chinese deep fried noodles had to do with the Saturday movies here is the answer.

My mother was a great cook but as a family we would go to Chinese restaurants (it was cheap) since I could sit up at the table. One of the delights from those meals was the crispy noodles that made a nest for the chow mein. I would always steal a few morsels (OK! a lot) before I was required to make the best of my meal.

One Saturday morning, armed with the taste and the aroma of those tasty wonders I was standing in line at the theater and could smell those munchies coming from the restaurant right in front of me.

At the time I was given a quarter for the movie and another quarter for popcorn and such. My taste buds overpowered the thought of popcorn so with my buddies holding my place in line I ran in to see if they would sell me a bag of noodles. I came out holding this warm, oily paper bag of noodle treasures. My buddies thought the worst of me for undermining the American Way and I never gave them a taste, not that they would even try. So much for expanding their epicurean knowledge.

Thanks John...great story; now for some pictures from your gallery on this and the following pages.

AF Editor





Giant Skokie by John Pratt

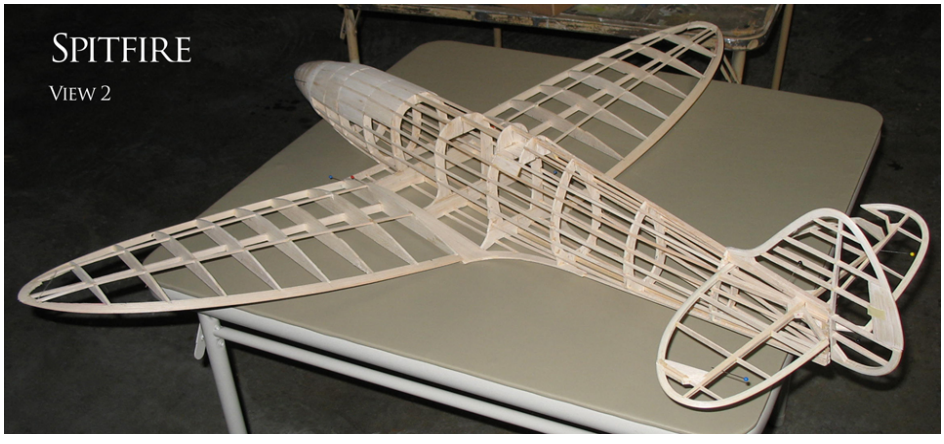
Letters to the Editor and Miscellaneous













Letters to the Editor and Miscellaneous

This is the response to a request that I had from Don Bekins to tell a little about the plane seen at right.

Hi Jimmy,
I built the model around 30 years ago as the prototype for the first Playboy kit produced for the old timer SAM community.Barnett Kernoff, who lived in Palo Alto, made the kits and asked me to build his first production kit. I built the model from this superb kit, finished in the same exact colors and finish as the one I did as an eighth grade kid. The picture on the kit was one I took in the Tiburon hills overlooking the Golden Gate, with the bridge in the background.
Attached is a scan of a picture of me, age 12, which was in the photo album I was passing around to the guys at the field when you took your picture. This was the first old timer I built when I got back into the world of SAM, after meeting John Pond. In earlier years, I had gotten back into modeling since early college years by building gliders, seaplanes, sport planes, giving me some pretty good flying capabilities. John gave me the idea of recreating my first Playboy, which was powered by my first engine -- an OK 60 front rotor ignition engine.

The current model that you see is now sporting its 3rd fuselage, 2nd wing, but the same 1st tail after thousands of flights, and a lot of wins at the SAM Champs. Before the discovery of the Lanzo Bomber, the Playboy was the design to beat. There are now dozens of kits available of various sizes of the Playboy in all engine classes. During my son, Laurence's, first adventure in to modeling, he built a Playboy from the same Kernoff kit. He learned to fly that old timer RC well. In his 11th year we attended my first SAM Champs [1977] at the Las Vegas/Henderson dry lake bed where Laurence won the most popular event by entries, Class C Glow LER, flying against all us experienced old timers. You should have seen that little kid going up to the podium and picking up his trophy which stood almost as tall has he was.

Don



Don Bekins today with his Playboy Senior



Don at age 12 with his Playboy Senior

Letters to the Editor and Miscellaneous

My Korda Diamond Flies!

I won the model in a raffle by the SAM 30 club about five years ago so it is looking like a new model and flying very well (the question remains about how well I will fly it though...still need some practice to restore my flying skills)

Unfortunately, it won't be at the Muncie Champs because our models are already there in Bill Vanderbeek's motor-home. We had to get the models to Bill so he could drive out to Muncie for the Nats with Bud Romak (both fellow SAM 27 members) Bill parks the motor-home at Muncie and flies home and then flies back for the SAM Champs, thus allowing Ed, Don and I to fly both ways as well. The only disadvantage is the early date for readiness of the models!'

Ned

Thanks Ned and here's a page of pictures of that nice plane. A real old-timer with an ignition engine is what makes SAM a fun club.

AF Editor



Don Bekins getting Ned's Diamond ready for a flight—Ed Hamler is timing.





Here's a few nice shots of Ned Nevel's Korda Diamond with a Forster ignition engine.

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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.