Issue # 270 January - March 2011

Antique Flyer



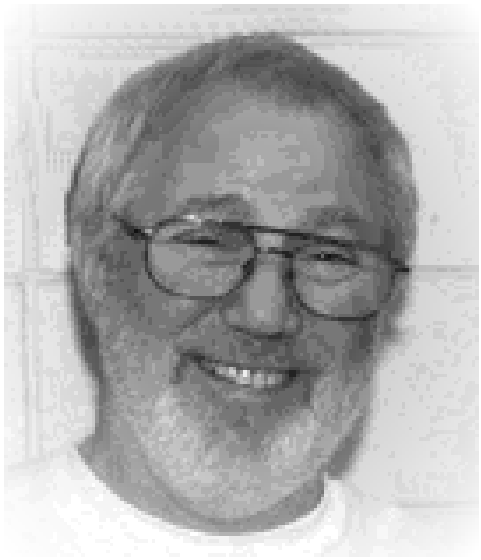
In this issue:

- Monthly Meetings
- Pictures from Lakeville
- Coming events
- Letters to the Editor

bringing modelers together
Academy of Model Aeronautics

President's Comments

By Chip Buss



End of the first quarter ? ; The year is one fourth over ? ; no way! I'm still paying off Christmas. I should have known it was near because our pizza night is quarterly and Jimmy politely hints that this page is due shortly thereafter.

Speaking of pizza night, our last one was very successful as usual. Thanks goes out to all who attended, especially those who traveled a good distance. We had a record attendance of 37 members. Many members brought show & tell and auction items which helped cover the pizza tab. However, I lost control just about the same time as the pizza arrived. To avoid this next time and to speed up the meeting, pizza will be served from 6:30 to 7:00. My target is for the meeting to end by 8:30 so we all can be home at a decent hour.

Recently the club officers met to discuss several items. One of our concerns was that the AMA had the directions to our flying field listed on their website for all to see. We felt that all SAM27 members already know this info. Guests will be accompanied by members so they do not need the info either. Jay has contacted the AMA and asked that the field info be removed from the website. Hopefully this will help limit non-member unauthorized flying.

Very soon, if not already, our new website will be up and running. To make the new site even better, two events will occur. First, a data capture system will be used to provide feedback. This will tell us what pages are accessed and how often. Secondly, it is very important that your input be sent to the web team. Tell them what you like, or don't like. If you would like to see something that is missing, let them know.

That's about it for now. Hopefully "Camp Swampy" will dry and our good flying days will return. I can see those new Playboys flying in the blue sky with no wind and 80 degree temp. If you are going to dream…dream big !

A Few Words from the Editor

by Jimmy Walker



Winter is still hanging on as this newsletter is released at the end of March. Though it seems like the days are a bit longer we still haven't got a nice field to fly from and while the mud and water lingers we try to get ready with our charged batteries, balanced and flyable models, and our prayers for sunshine, blue skies, and lots of thermals. Be patient… this will be a great summer.

I've managed to spend some time in my shop and should have a few new models ready. I'm looking forward to trying them out. If I did a good job—who knows, they might even be competitive.

On the cover is a picture of a my clean and nice running McCoy 35 stunt engine (which was a gift from my good friend and fellow flyer Ben Borok) which I plan on entering in the Foxacoy events. This is a SAM event that seems to draw quite a bit of interest. Though I'm prone to electric models I still like the sounds, feel, and smells of the "slimers" as they are often called.

This will be a fairly short newsletter since—well—there's very little news. I expect that the closer we get to the warmer days the more things will be happening. I do like to get some construction articles this time of year, but suspect not many are doing that right now. Or at least I haven't had anything sent to me to include in the newsletter.

We do have some good news as it relates to the website. Andrew Tickle and I have come up with some information regarding the website *vis-à-vis* the newsletter*:*

It is not so long ago that our Antique Flyer was laboriously printed, in black and white, stapled and then snail-mailed to us. Now mailing is completed via the internet in less than a minute, at no additional cost, with lavish areas of high quality color graphics. So what are the differences?

Many members cling to the memory of the hard copy newsletter, so now they print it out, and settle into a comfortable chair by the fireside for a long read. A newsletter tends to be more text oriented and contain editorials and detailed information.

A web site is fast moving, with lots of photos, short captions, and tight on the text. Navigation buttons and menus steer the user so fast from recent news to events from ten years ago. Now that disk space is so cheap, web sites have become natural quick access archives, even for old newsletters!

Our previous newsletter editor, Steve Remington, was reluctant to print contest results, saying that, by the time the newsletter got published, anyone who cared knew them anyway. On a web site they can be uploaded as soon as they are ready. Some years back, Ned Nevels had the photos and commentary on a Lake Hennesy Float Fly published the same day! Newsletters and web sites have common purposes: to inform and entertain. The biggest differences in the long run probably result from the interests, enthusiasms and attitudes of their respective editors.

So the question arises – when you have some good material, to whom do you send it? That one is easy: send it to both of us. If good material gets seen twice, then so much the better.

Of course the website is unavailable to those Luddites in the group, but if you ask around I'm sure someone near you has access to a computer.
Here's a little explanation of a Luddite and their relationship to technology:

1.Anything that is in the world when you are born is normal and ordinary and is just a natural part of the way the world works.
2.Anything invented between when you were 15 to 35 is new and exciting and revolutionary and you can probably get a career in it.
3.Anything that was invented after you were 35 is against the natural order of things.

Missing Antique Flyers

Mike Sidwell is gathering the old Antique Flyers to put on a CD. He still needs the following:

#1 to and including issue #100
#103 to and including #108
#113, #115, #117, #119, and #121
163 (March 1996)
#178 page 5 and 6 (June 1997)
#184 (December 1997)
And a question—is page 9 of issue #215 purposely blank?



Monthly Club Meeting - January 2011

Twenty five members and one guest, Terry Feeney showed up January 19th. Terry subsequently joined SAM 27.

Reports:

As of the date of the meeting, 78 members had paid dues for 2011, with 54 yet to renew. The treasury is in fine shape.

Field conditions vary due to rain/mud. Don't drive onto the field in soft conditions.

We are having problems with our web site--the home page has disappeared on the RC Groups web server. Several people are working on this.

Business:

We had a discussion on the recurring problem of non-members using our flying site. We can't fence the area, and we want to maintain a rather low profile, so it's impossible to keep nonmembers out when no members are present. A discussion of hanging a "Members Only" sign on the fenc next to the runway took place. Chip is taking charge of this project.

The annual HobbyTown expo is scheduled for Feb. 19. We discussed participating in this event again this year, and possibly combining with Liberty Flyers. Sid Maxwell and Chip Buss will take action.

Ned Nevels and Jimmy Walker continue to request stories and photos for the web site and newsletters.

Crash & Bash is scheduled for September 23rd through 25th at Schmidt Ranch.

Our club project for this year is the 1/2A - Speed 400 sized Playboy Senior. We are taking orders from members to submit to Bob Holman for a mass buy. We will email those who have expressed interest to verify they are committed to purchasing a kit.

The SAM champs model is the Strato Streak.



Ed Hamler's Kerswap—very fine workmanship

Monthly Club Meeting - January 2011

Show & Tell:

Ed Solenberger and Chip Buss showed their small profile Fokker models they are building. These feature a balsa fuselage and oven cured foam wings and tails. Struts are made from stripped down stir sticks, and the electronics are those found in the Hobby Zone tiny Champ. Very light and fun to fly.

Ed Hamler showed his Kerswap covered in Samspan and silk. Another flawless construction job by Ed. He also talked about his first "suitcase" model, a scaled down RC1 he is resurrecting. Ed wrecked one years ago. Chet Lanzo designed this in 1934 for R/C but it wasn't very successful as an R/C with rudder only. Ed says it features a Clark Y airfoil and will fly in high winds.

Phil Leach is building an 80" span Rocketeer from Rich Minnick plans. Phil will join Rich, Chip, and Andrew in the giant model stable. Of course, this probably means that Rich will get an itch (that's cute) to build something bigger than his 120" span Rocketeer. How 'bout a 200" version Rich?

And then we adjourned.



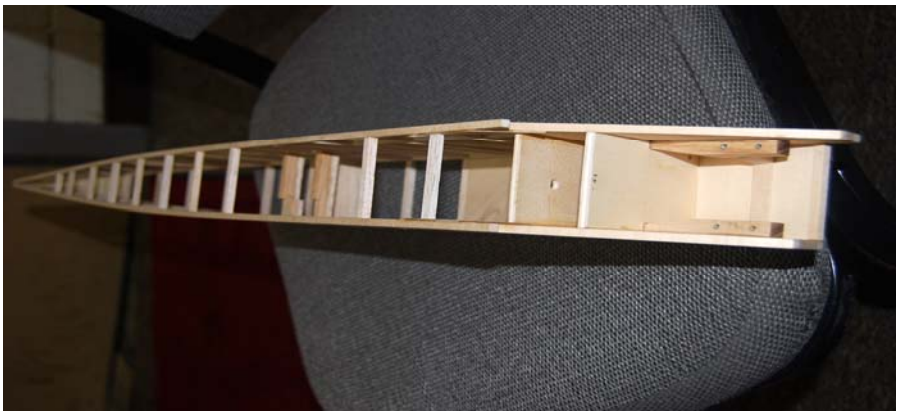
Ed Solenberger's Fokker with electronics from the little foam Champ.



Phil Leach's 80" Rocketeer
Plans were provided by Rich Minnick



Above and below: Ed Hamler's RC1. This model was designed by Chet Lanzo on 1934



Monthly Club Meeting - February 2011

The meeting was called to order at 7:02 PM by President Chip Buss. There were 25 members present with two guests:Tom Northern and Tim Erickson. Both interested in joining SAM27.

Bob Rose handed out raffle tickets for $20 gift certificate to be drawn later in the meeting.

VP and acting Secretary/ Treasurer Mike Sidwell read the minutes and Treasurers report from Jay Beasley who was up skiing (as usual!).

President Buss made an announcement, "If you bring stuff to the field to give away or for the quarterly auction, and nobody takes it—you take it back home!"

Discussion of the Hobby Expo in Petaluma at the Community Center. SAM 27 not officially attending.

Discussion of indoor flying put on by Jake's Hobbies at the indoor soccer field in Rhonert Park.

Chip and Ed Hamler attended a dinner at SAM 21. There was a discussion of hobby shops closing. Support your local hobby shop.

Victor Barbieri made an announcement, "Last year was my first year and I took a lot of kidding. This year is my year to dish it out!" So, watch out for Victor!

Discussion of the club's Website. Chip appointed Mike Sidwell the Website coordinator (?). All members are requested to send Mike any suggestions on what they would like to see on the club's site.

Discussion of the club's yearly model project. Jay Beasley is handling the orders for the "The Playboy". Cost is $34 for short kit

and plans.

A 'NOTAM' of restricted flying is in effect from Thursday 2/17/11 9:00 PM till Friday Morning 2/18/11 8:30 AM. No model flying during that period. The US President is arriving in the Bay Area.

Andrew Tickle presented Phil Leach a plaque for building an old time model and competing in his first contest.

Mike Sidwell is attempting to put all Antique Flyers onto a CD or DVD. The earliest issue he has is 'Issue 231' so if anyone has earlier issues let Mike know.

Contest dates: Small Rubber Meet 7/23/11, Jimmy Allen 8/27/11, Speed 400 – 1/2A Texaco 'To Be Announced', Crash & Bash 9/23/11 to 9/25/11. Others to be announced.

In order to promote ½ A Texaco, Mike Clancy said that for a first time builder and flyer in the event, he would pay for the kit!

Ed Hamler suggested that as well as presenting a plaque to a first time builder and contest entrant the club should pay for a membership to SAM. A motion was made, seconded, and passed.

Discussion of Round Table Pizza Chain bankruptcy. Hopefully the one in Novato will stay open!

The drawing was held and the $20 gift certificate was won by Terry Feeny.

Show and tell:

Chip showed a neat way to hook

up a steerable tail wheel hooked to the rudder's control horn.

John Pratt showed his 'Red Buzzard', this years SAM Champs rubber model of the year. He commented on using UHU glue to attach the covering.

Ed Solenberger showed his FW Stosser indoor model. He also gave us the story of his first mission where he was 'downed' by another aircraft. The pilot of the other aircraft? Our illustrious President, Chip Buss!!!

Victor Barbieri had a question as to being SAM legal when building a particular old time model. On two plans for the same model one plan showed extra spars and the other didn't. Ed Hamler stated that for us locally, build it either way and just fly it!

The meeting was adjourned at 8:07 PM.

Monthly Meeting March 2011

Thirty eight members (a modern record) showed up to scarf down pizza and beverages and listen to the ramblings of the usual ramblers at our March meeting.

Official business:

Chip opened the meeting with the usual greetings and conducted the proceedings with only a couple dozen gavel poundings.

Jay Beasley reported that we have around 135 current members, including about 10 who have yet to pay dues for 2011. Our treasury is very healthy.

Mike Sidwell talked about possibly putting a new surface down on the runway and showed some sample materials. We will consider some tape repairs to the existing surface, which will probably get us through this next flying season.

Mike talked about his project of archiving all the issues of the Antique Flyer on a DVD and also making it available on our web site. He received a large package of old issues from our former newsletter editor, emeritus, Steve Remington. Mike is missing issues 1 through 143, and is also looking for issues 163, 184, and 210. Anyone who can help please contact Mike.

Chip reported on a recent indoor R/C fun fly in Rohnert Park that he and Ed Solenberger attended. There will be another one on Saturday, April 9, from about 6:00 to 9:00 pm at the indoor soccer field next to Target in Rohnert Park. Contact Chip for details.

Jay Beasley suggested that with many members building 1/2A sized Playboy Seniors this year, perhaps we should have a Playboy contest at Lakeville with minimum rules: No motor, engine, fuel, or battery limitations. If you can keep it in sight, you can keep it powered.....but only once. We'll discuss this more if enough chaps complete their models

We discussed proposed FAA rule making concerning UAVs and model airplanes.

Andrew Tickle presented Jimmy Walker a first-time builder/flyer



Dick Irwin and his Strato Streak. This design is a favorite for the Foxacoy event and Dick has a McCoy redhead in the front. If you look close you'll see that it is really a dummy with an electric motor on the front. See the close-up on the next page.

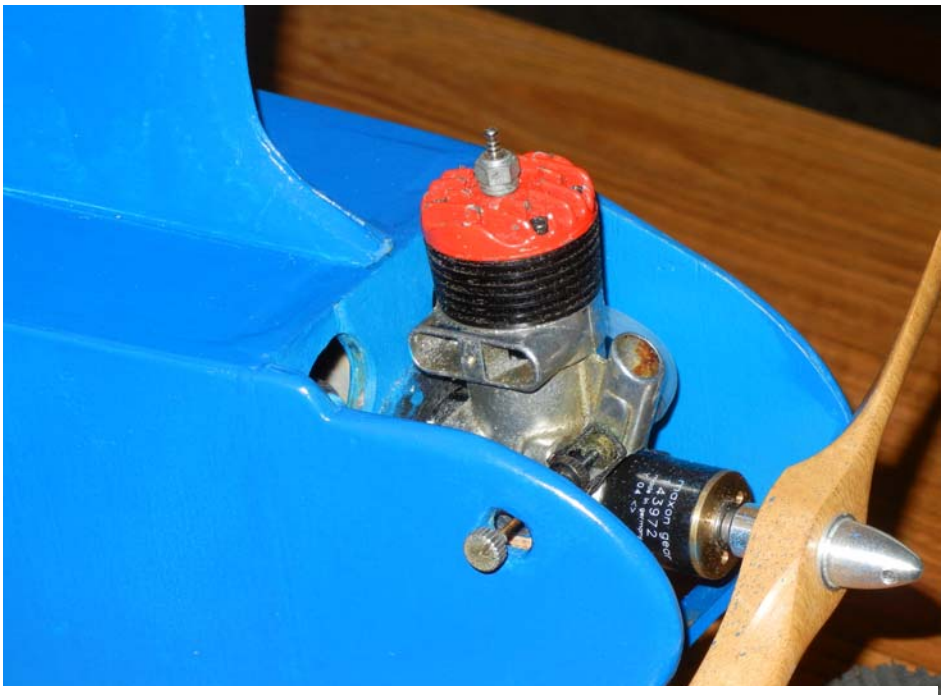
Monthly Meeting March 2011

trophy for building his Kerswap and competing at Crash & Bash.

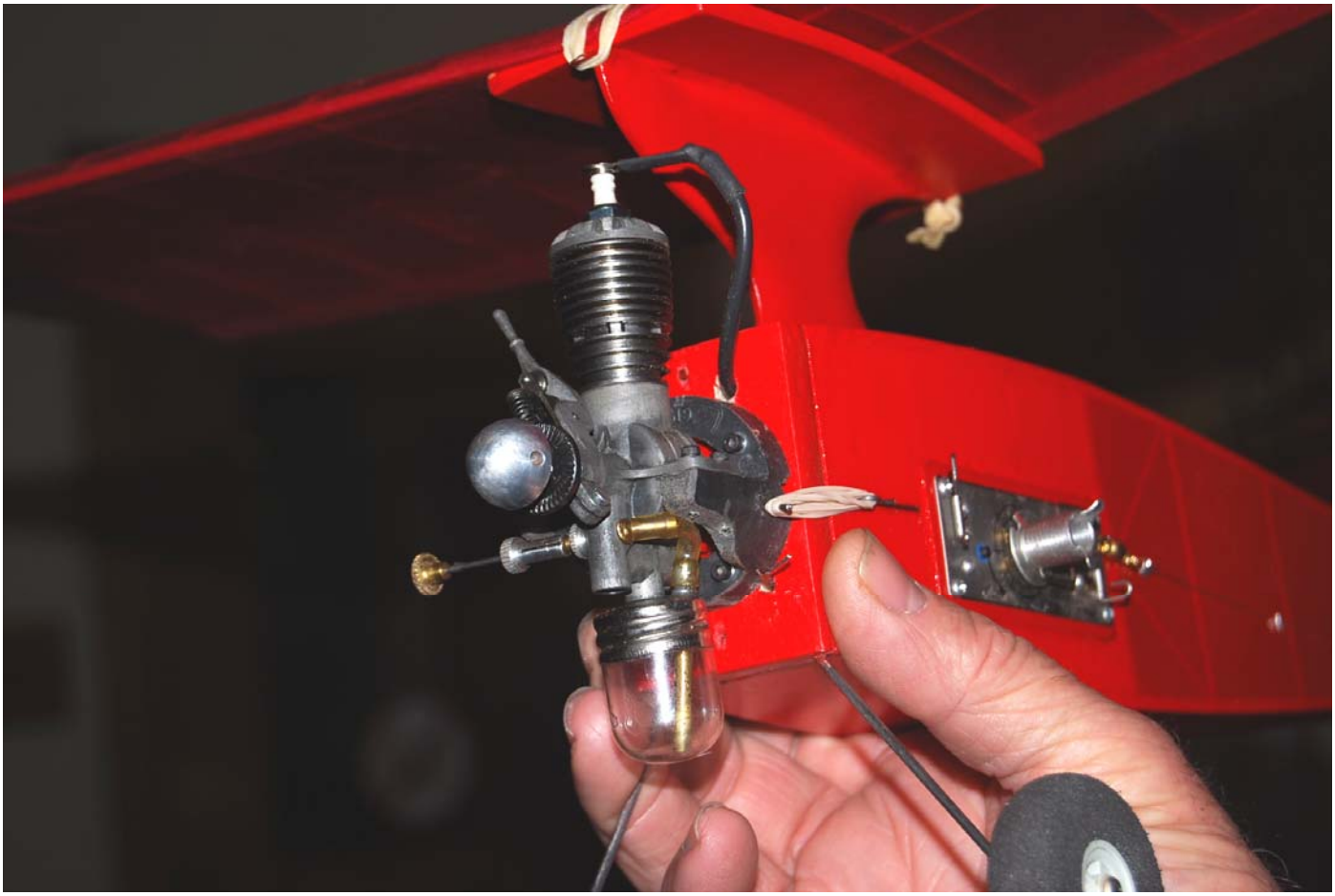
Show and Tell:

Dick Irwin showed his large Strato Streak powered by an electric motor attached to the front of a McCoy .35. A beautiful job by Dick, as usual.

Bill Vanderbeek showed a Baby Playboy powered by an Atom .09 for F/F competition at SAM Champs. Bill also showed a large trophy that the Oakland Cloud Dusters first awarded in 1947 to somebody who supports modeling. The voting is anonymous, with no self promotion. It was first awarded to David Lloyd who didn't do much modeling but did a



Dick Irwin's Strato Streak with the McCoy (modified for electric power)



Bill Vanderbeek's Baby Playboy with an Atom .09 for free flight at the SAM Champs

lot of driving in support of modelers. Bill won this last, with other SAM 27 members such as Bud Romak and Fred Terzian also having won it in the past.

Ed Solenberger showed his 1 ounce Laird-Turner Meteor 4 channel profile model made of balsa and foam. It uses the same micro electronics used in the tiny Champs and Mustangs. Nice work, Ed.

Jim Bearham showed a copy of an old pilot's logbook from England from the years between WWI and WWII. He also had some nice vintage photos.

Correction:

Bill Vanderbeek pointed out that the photo on page 9 of the Antique Flyer issue #269 which is purported to be a winding device for six rubber motors is in fact a transmission for connecting the six motors to one prop shaft. The six motors have to be wound individually.

Post business meeting:

We had a raffle for some plywood building jigs that Bob Holman gave us in our Playboy order.

The quarterly pizza meeting auction of modeling related stuff brought in $319, which will buy pizzas for a couple more meetings; ergo, a successful event.



Bill Vanderbeek's Baby Playboy with Atom 09



Bill Vanderbeek's trophy that was first awarded in 1947 by the Oakland Cloud Busters. Many famous names are there including Bill's.

News and Views from Lakeville International



Here's the guy that was instrumental in getting all those Kerswap kits out to everyone. It was our club project last year and many are now flying. Since Ed Hamler is such a busy guy he was last to finish his, but a close inspection shows a degree of perfection that many of us wish we could obtain.



Don Sears and his Buzzard Bombshell. When not restoring old classic Packards, Don is busy sailing or flying old-timers like this Bombshell.

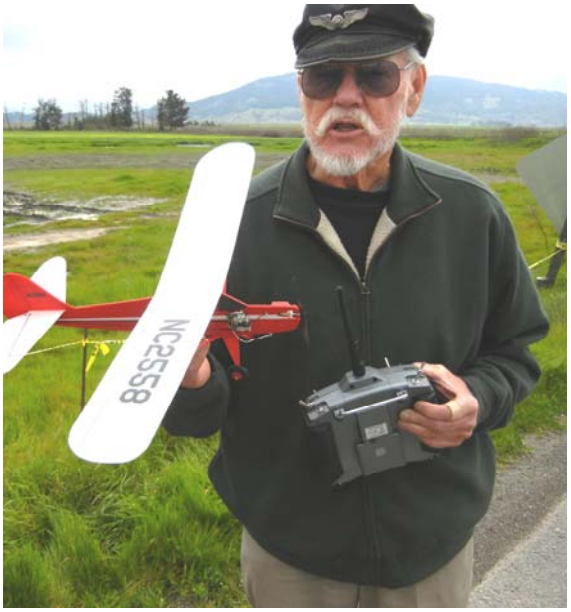
To the right is a picture of Bob Rose with his Quaker. Bob resurrected this model and recovered it in his own color scheme and trim. Bob's models not only look good...they fly good too. Now after his cataract surgery he's the eagle eye of the team. It's a bit hard to spot those high flying models caught in a thermal with marginal eyesight. We expect Bob to now see a speed 400 size at 2000 feet.



News and Views from Lakeville International







Leave it to Ed Solenberger to make something out of left-over parts from the small foam champ. He's taken the workings of the Champ and a bit of foam and balsa and some craftsmanship (as only Ed could do) and created a scale model of an early spotter plane and a German Stosser.

News and Views from Lakeville International



Another beautiful model from Paul Stober. This one is a half size model of an English Coupe. Paul scratch built this from plans in the English magazine Aeromodeller from around 1959 or 60. Yes it works fine with only half a prop.



Another nice little Playboy...Jimmy took the picture, but can't identify the builder/owner.



Rich Minnick's Diamond Demon—this one flew perfectly on the very first flight.



2011

June 22nd to June 26th	European Sam Champs in San Marino
July 23rd	Small Rubber Meet
August 27th	Jimmy Allen Event
September 23rd to 25th	Crash and Bash
October 1st	Visalia Glider Contest
October 2nd to 7th	U.S. Sam Champs in Las Vegas
	Speed 400 event TBA

Last Month's Mystery Plane

Last month's mystery plane was the French Nieuport. There were several variants of this airplane and as WW1 was in progress the Nieuport was overshadowed by the more well liked SPAD and a few of the model 28s were given to an American squadron. This squadron included the ace Eddie Rickenbacker. He made 26 kills with his Nieuport 28.

Overall the Nieuport was not a great success. Though it was very maneuverable and easy to fly its performance was mediocre and its Gnome 9 cylinder radial engine was unreliable. A very serious problem was with the fabric and plywood covering which seemed to come detached at times. Though a solution to this dangerous problem was found the Nieuport was feared by many pilots and as the production of the SPAD grew they were finally retired around the end of July in 1918.

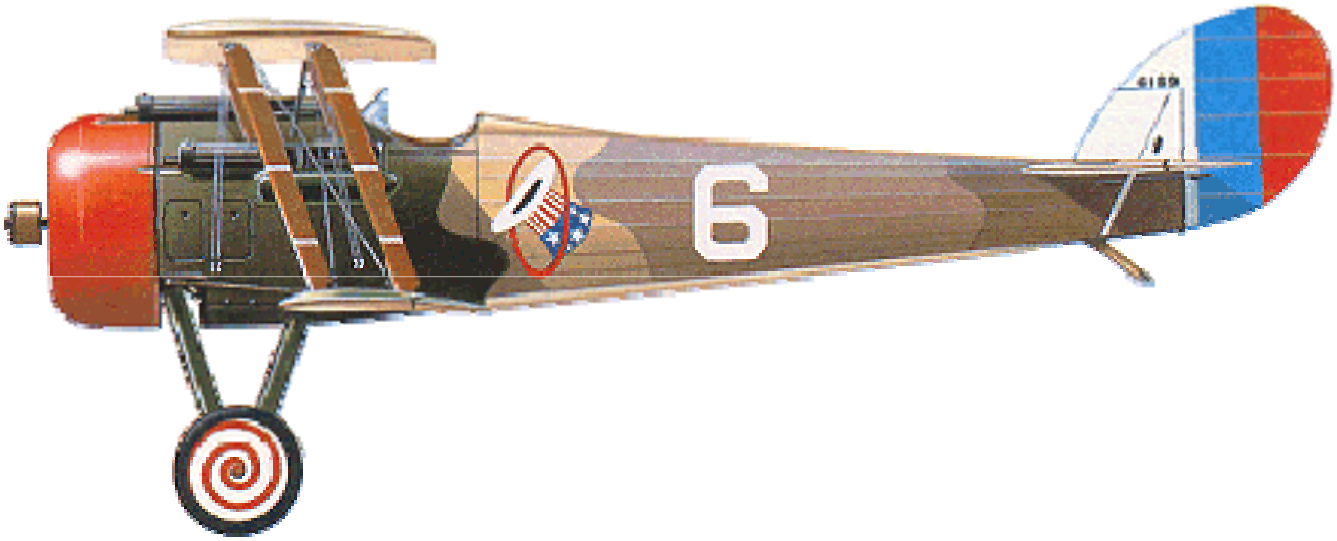
At the end of the war many found their way to Switzerland and Greece and a few returned with the American forces as they came home.

This was a beautiful airplane and there are quite a few in museums around the world.

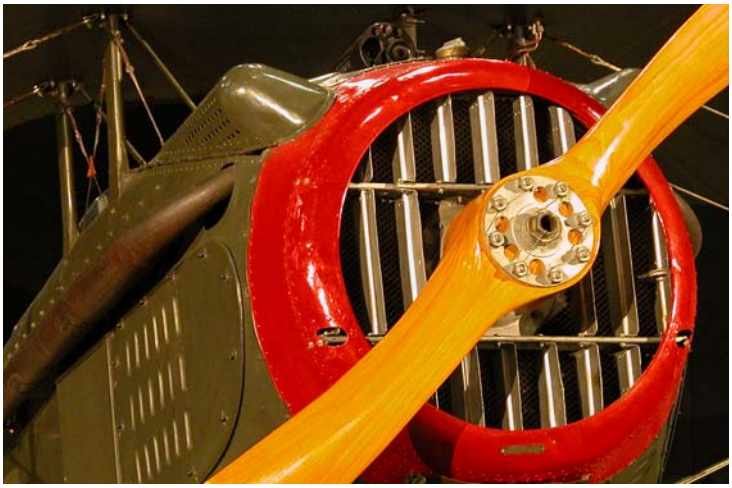
Models of the Nieuport are available from Proctor Enterprises. This model is scale...down to the built-up ribs. It's a museum piece in itself.



Captain Eddie Rickenbacker and his Nieuport 28







La Page Mystère

This little fighter comes from a whole line of thoroughbreds. It was a very popular airplane from the late 1920s to the mid-1930s. Built of light alloy with fabric covering it was a very sturdy and responsive airplane. It was fitted with twin Vickers machine guns. The engine was made by the same manufacturer as the airframe. As they were replaced with newer and more modern aircraft many found their way to Sweden, Latvia, Finland, and a few to the US Navy. A few saw service until 1940.

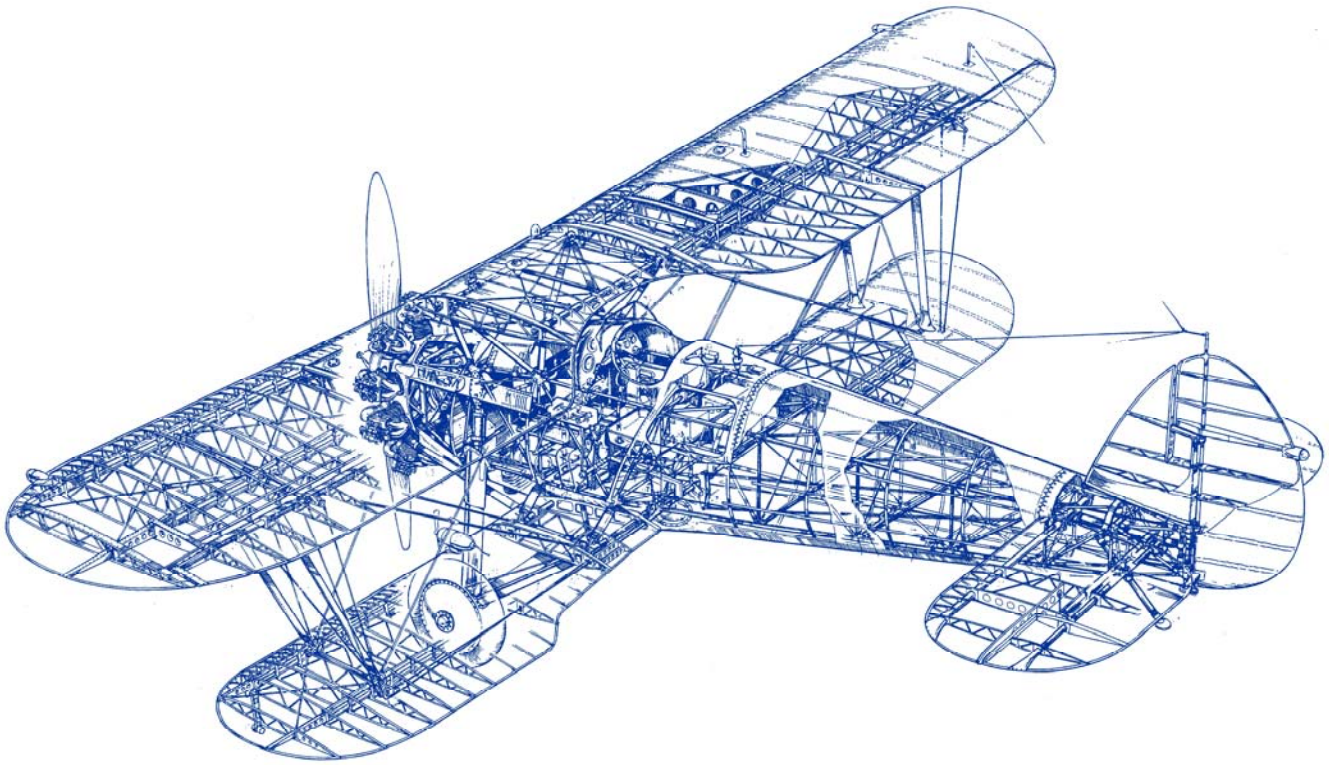




No...that's not a German swastika



Makes a great RC model....Rich Minnick—you ready for this?



Letters to the Editor and Miscellaneous

You missed a great day for flying today at Lakeville. I had a chance to give my new P-30 some 900 turns after trimming it yesterday late afternoon (Wednesday). It flew quite well with the new Jan 2011 SS. I had it in my field glasses for 12 minutes and lost it in the air. But it was already close to the ground (maybe 3 to 4 deg elevation) when I lost OOS. I gave up on trying to look for it. So I flew other P-30s.

It was about closing time and the huge turnout of Sam27 had all headed home. Glenn Schneider and I were having our last trim flights. Then he learned that I had lost my new P-30. I showed him the line I last saw it and said it was not recoverable.

12 minutes is too long a flight. He urged me to go look. "Nah! It will be easier to build another!" "Ok, I'll go look for it (!!)" he says. So he sets out to follow my line. Well, I had to follow after grabbing two bottles of drinking water. After more than a mile sloshing thru water and grass we were met by Shetland dogs watching the sheep. We pushed on till we reached another barbed wire fence. He made me point my field glasses to an object some 300 yards beyond the barbed wire. "Yes, that's it!!!" I shouted with glee. So he helped me over the fence and 300 yards later I had the model in my hands. I noticed that my homemade DT had hung up.

It was almost 3pm, TOFFF!

Friends are really great in free flight

Long live Free Flight

Ding Zarate



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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.
Occasionally a meeting is held at Round Table Pizza in Novato so please contact someone above if you have a question about the venue for that month.

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.