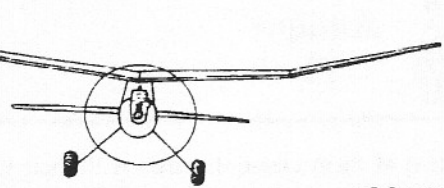




AMA Chapter #108

ANTIQUÉ FLYER



NOVEMBER 1991

ISSUE 111

NO MEETING HELD IN OCTOBER DUE TO C&B AND SAM CHAMPS. NEXT MEETING NOVEMBER 20TH. GATHER AT NOVATO FIRE STATION AT 7:30 PM.

September and October have been busy flying months. The annual Crash & Bash was held at the end of September and two weeks later many of us travelled to Jean, Nevada, for the 25th annual SAM Champs. Then at the end of October still another major contest, the SAM 26 John Pond Commemorative, was held at Taft. That's a lot of flying (and a lot of fun). An estimated 177 contestants in R/C old timers flew in those three contests from all over the country — from all over the world for that matter, including modelers from Canada, England, and Australia. Old timer R/C assist is thriving!

SEPTEMBER MEETING NOTES: (by John Carlson, Secy/Treas.)

About 7 showed up at the Lakeville field prior to the meeting. President, Ed Hamler explained that because of the traffic hazard, we should limit flying from the entrance road. He had a session with the winery foreman to discuss the creation of a north-south facing flight strip 100 feet wide and maybe 500 feet long east of the road and parallel to the tree line. The winery will cut in a "two-rut" access road and prepare and seed a flight line for the exclusive use of SAM 27. Gollywock, and maybe 1/2 A Texaco flying is ok from the road for the time being, but we will have to restrict the flying of larger models for right now. *That's great news about our new flying site.*

Meeting was attended by the following members:

Ray Mc Gowan
Walt Gunning
Ed Hamler
Jerry Rocha
Nick Sanford
Earl Hoffman

Dick O'Brien
Rocco Ferrario
John Carlson
Jack White (guest)
Brian Ramsey

Jack White, Ray's guest, is active in both Napa Valley R/C and the Silverado Soaring Society, producing the newsletter for both.

Ed Hamler gave a summary of the 1/2 A Texaco Postal Meet. SAM 27 did fairly well (5th) considering we barely had 5 entries that qualified, after one bashed model and one out-of-sight model (later found).

John Carlson gave a financial run-down on the Crash & Bash. It was a very successful meet. We made money on the meet, lost a little money on the lunches and banquet, which was more than made up for by the successful raffle, giving away some \$424 worth of prizes. We ended up putting a little money into the treasury, which remains healthy. Thanks to our members and contestants for their support, and particularly to those who worked on setup, frequency control and the lunches.

Our own member, **Park Abbott**, won the Edco Sky Devil

engine. Congratulations, Park! We had ticket purchases from all over the country.

SHOW & TELL

Ray Mc Gowan showed us his Airtronics Sagita XC cross country sailplane. It has a 176 inch wing, weighs 11 pounds, has flaps, spoilers, gyro autopilot elevator, thermal sniffer, 1200 Mah battery pack. It is designed for winch launch with 200 meter line and a used for 12 mile closed course as a part of 5th level LSF qualification. Ray's best so far is about 4 miles.

Jerry Rocha demonstrated results of a paint remover for doped silkspan to repair a damaged wing.

Nick Sanford showed us his in-progress repaid and R/C conversion of one of **John Drobshoff's** old timer Nordic Thermic sailplanes. The original had a tapered fiberglass tail boom which will accommodate two 1/8 inch dowel pushrods internally.

Held the usual raffle with balsa, wing weights, surplus foam padding, and a set of 1962 Guillow scale plans for a Spitfire.

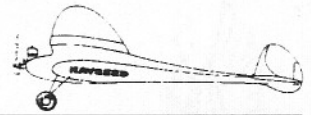
WELCOME, NEW MEMBERS

We had such a successful Crash & Bash that several of the true believers and contest regulars succumbed to arm-twisting, cajoling, kidding, and general good humor by joining SAM as new associate members (besides the price is right)! This group reads like the "Who's - Who" of ye olde timer modeling in the west. This will be their first official newsletter issue. I hope you all enjoy our rag-sheet, "The Antique Flyer".

In alphabetical order, we first welcome **George Joki**, from SAM 21. George is an engineer, transplanted from Montana and our reigning expert on electric old timer flying. He is always in the winners column in that event. Just to prove he is no slouch as a builder, George won the "Spirit of SAM" event with his gorgeous 1/2 A silk covered Zipper, taking home the beautiful SAM 27 gold wire perpetual trophy. Congratulations and welcome, George!

Great flyer and builder, "Aloha" **Jim Kyncy** joined SAM 27 so he could find a new audience for his endless stream of jokes, good and bad. Jim is a consistent winner the LER events, and usually in most other OT events. Almost every sweepstakes trophy has had Jim's name on it at one time or another. When Jim is not telling a joke or kidding someone, he builds scale seaplanes, sport planes, and just about anything that will fly with R/C. Be careful when you talk to Jim — he may get you hooked on Hawaii the way he is.

Master engine man, **Stan Lane**, from SAM 30 joined, not to be outdone by Kyncy. Stan was the one, two years ago, who took a non-running GHQ and made it work, then we raffled it off for the very successful SAM 27 grand prize two years ago at the Crash & Bash. Lane and Kyncy travel to contests as a unit. When they arrive, the competition takes a substantial notch upward, as does the hot air.

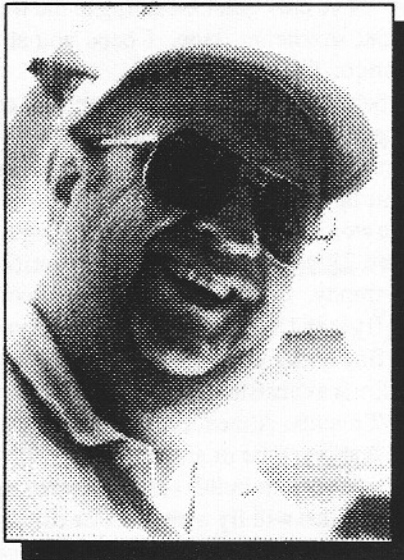


The two of them create thermals with their jokes and good time stories. Beware of these two characters, modelers!

Bob Lockwood from Napa, met Ed Hamler, talked about old timers and the fun group that travels to crazy, dusty places to recreate the olden days of model flying. Bob joined SAM 27 and got hooked on flying our "oldies, but goodies". Welcome, Bob!

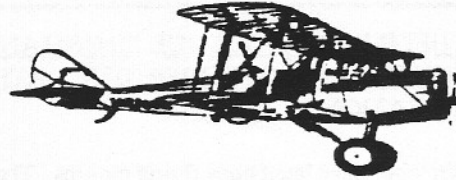
Next to get his arm twisted, was **Howard "Oz" Osegueda**, past president and founder of SAM 00. Besides being a superb builder and flyer, Howard is our expert engine collector, currently heading up the western division of the Model Engine Collectors Association, MECA. He is a flyer first and a collector second, doing both superbly. Though he occasionally makes money collecting, refurbishing, trading antique engines, he is primarily a flyer and is the source for the good spark ignition runners. He is an expert on Ohlsson engines, donating a trophy and engine prizes for the Ohlsson 23 and the Ohlsson sideport events at the SAM Champs. Look out SAM 27 members, Howard regales us with jokes (good & bad) at about the same rate as new members Kyncy and Lane. Be on your guard. Welcome, "Oz"!

Genial host and enthusiastic modeler, **Loren Schmidt**, current president of SAM 30, also succumbed to arm twisting and joined SAM 27. Loren and his wonderful, cheery, bus-driver wife, **Miriam**, have been our hosts for the past three years for the annual "Crash & Bash". They open their house, their hearts and their beautiful grass and tree lined flying site ranch to our club each year and seem to enjoy it more than we in SAM 27 do. Thanks for all you do — and welcome to SAM 27, Loren and Miriam!



Past SAM 27 president and spark plug, Ron Keil, at the Crash & Bash

AIR MAIL

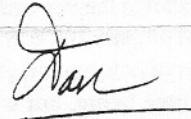
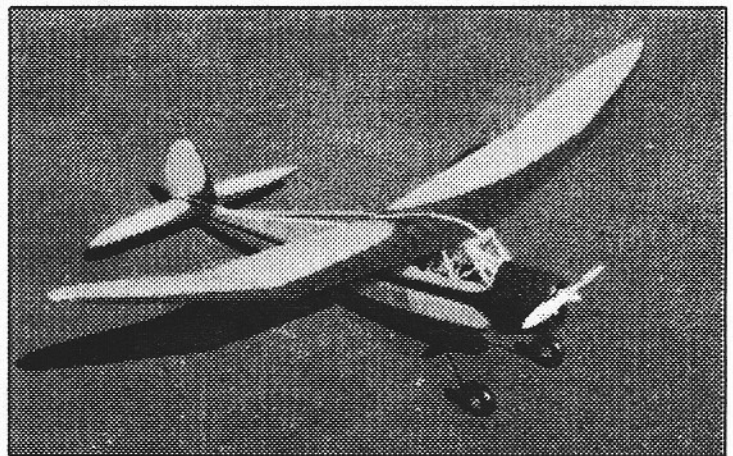


Associate member and master builder, **Danny Lutz**, writes and sends pictures about his just completed "Comet Clipper, Mk II":

"I hope the "Crash & Bash" went well for you and all those who attended this year. I finally got around to finishing my 450 sq.in. Comet Clipper. It is set up with an OS 20 FP 2 stroke with muffler. I intend to make another firewall/frontend with an O&R .23 on ignition. The servo that controls the throttle on the OS will also serve as an ignition cut-off on the O&R 23. My model as pictured weighs 36+ oz., which included an Airtronics flight pack with 270 Mah battery. It is (covered with) white silk with golden yellow Rit Dye sprayed on for color. I managed to get a little wash-out in both mail wing panels, which will help.

Bob Munn's silk covering article is without a doubt the BEST one I have ever read. I wouldn't change a word and agree with him ALL the way.

We'll keep in touch —"

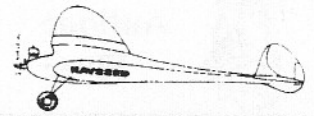



Associate member, Dan Lutz "Comet Clipper Mk II" It is trimmed in blue with silver striping.

Ferde' Gale' writes from SAM Italia:

"Thanks for send me your newsletter, "Antique Flyer": Unfortunately I am not a position to return the courtesy, having ceased my activity as editor of SAM-Italia newsletter (after 5 years).

May I ask you a favor? A friend of mine is interest in the



"Wog", by William Winters. He has plans, but does not know the year. My guess is 1944, thus out of the SAM-USA cut-off date, but still OK for SAM-Italia (1950 cut-off). Your confirmation will be greatly appreciated."

Can any of our members help Ferde'?

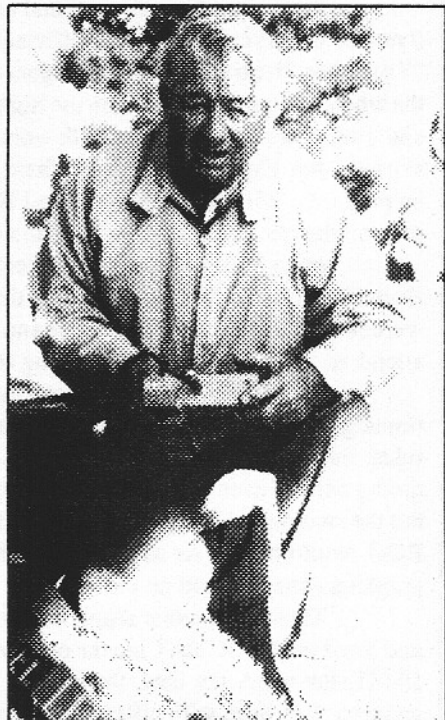
COMPETITION REPORT

The "Crash & Bash" is now a wonderful memory. There was so much help from everybody that is seemed like little work — from the casual frequency desk to the barbecue lunches. Thirty one flyers showed up over two days to test their flying skills and practice for the upcoming SAM Champs. The weather was grand, but a little windy the beginning of the first day. Both Bekins and Munn brought kites, knowing this is the best way to kill the wind gods before they blew us out. An impromptu award was made to young **Mark Righetti** for his kite-flying prowess that had us all entertained. Sure enough, though the wind persisted for awhile, the aerobic kite contest cast its spell and the wind gradually died on Saturday. All contestants eventually flew — the bravest being "Gollywock" impresario, **Brian Ramsey**.

Brian tightly wound his beautiful "Wock" and marched clear to the far end of the field. He launched, promptly caught a thermal, and in 30 seconds the model was off the field, downwind, with Brian hoofing it to catch up. Muddy and bloodied, Brian returned 45 minutes later with model in hand. He repeated this sequence 3 times and, sure enough, won the event! Now that's dedication!

S p e e d
Hughes quietly and consistently put up his flights, and, for the second time in three years, walked away with the Bill Hooks Memorial Sweepstakes Trophy. **Ed Solenberger** again won the beautiful Ohlsson Event Trophy, **George Joki** was the proud recipient of gorgeous gold wire Concours Trophy, and **Karl Righetti** won the Ohlsson 23 FRV in the raffle.

We all had a grand time at the banquet. So grand that all the previously mentioned new members



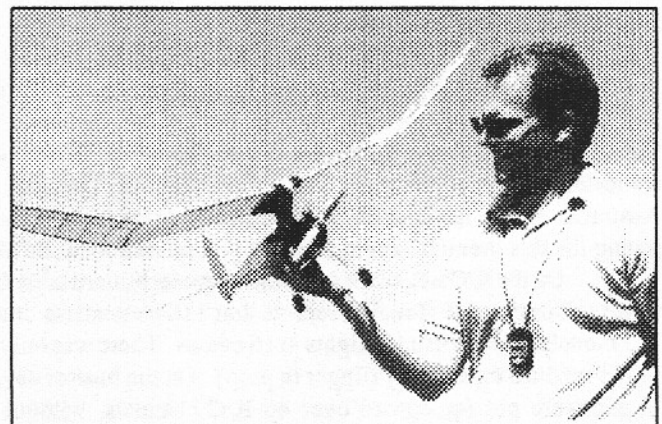
Speed Hughes won the Hooks Perpetual

came "rushing" to **John Carlson**, Treasurer, with their dues to become members of this illicit organization that bears the name of SAM 27.

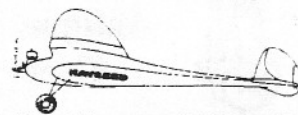


Karl Righetti and his flair for the unusual, "The Wedgy"

Special mention and thanks go to **Ed Hamler**, assistant CD, who not only created our flight cards and posting sheet system, but did most of the posting himself and arranged for our luncheon barbecues. Ed's frequency and card management system has gotten refined to the point where it almost runs itself on the honor system. Contestants can pick up their own flight cards from the alphabetical file, obtain their own frequency pins (after checking their priority position), grab their transmitters from the impound and fly. It is then the contestant's responsibility to have the timer mark the flight time on his card and have it posted after each flight. The person doing the posting returns the card to the alphabetical file.



Rocco Ferrario's beautiful 1/2 A "Playboy", fuschia silk covered, was runnerup in the Concours



Again, we must thank **Loren and Miriam Schmidt** for the wonderful hospitality. I stayed in one of the motorhomes parked there, did my thing again making pancake breakfast for all who were hungry each day. Loren's brother mowed the whole alfalfa field, baled, and hauled it away, leaving a field that looked like a golf course surrounded by shade trees, under which the modelers prepared their aircraft for flight. The luxury of the Schmidt ranch hardly prepared us for the dust and blowing of the SAM Champs held two weeks later in October.



Don Parmenter of SAM 00 with his great flying Oerlikon 60 powered "Riser Rider" at the Crash & Bash

SAM CHAMPS REPORT

The Silver Anniversary 25th Annual SAM Champs were held to record attendance once more at the Jean, Nevada, dry lake bed. This was the largest Champs in the history of the event. There were contestants from all over the U.S., from Canada, England, and Australia. All the national flags were flown over the impound tents, giving the this premiere event a festive and international flavor.

On the R/C side of the one mile diameter billiard table field, Contest Director **Ed Hamler**, reports that 116 contestants entered 593 models for 963 official flights in 16 events. There was only one minor medical emergency (finger in prop). On the busiest day 273 flights were put up, spread over 40 R/C channels, without one frequency interference problem. The few crashes that occurred were due to equipment problems or wind related. At one point, I counted 14 models in the air, 12 on the flight line preparing to take off (that's 26 channels all operating at the same time with only a 15 foot separation). The new narrow band R/C frequency system is working!

Though the overall management of the 25th Champs was in the capable hands of **Mike Fields**, SAM 1 (Denver), 90% of the R/C contest equipment and supplies came from **Ed Hamler**, **Don Bekins**, and **Loren Schmidt**, of SAM 27 and SAM 30. **Larry Jenno** from Las Vegas again did the initial field layout for R/C and free flight.

Ed and Don drove to Jean in tandem, communicating with the CB sets later used by the field marshalls for flight line safety. We looked like refugees from the depression, with tents, tables, chairs, traffic cones, takeoff carpets, loud speaker system, ladders, flag poles, 14 models with field kits, coolers, impound racks strapped in and on top of our mini-vans. We spent over 8 hours on Saturday and 4 hours Sunday, setting up the R/C Headquarters.

Tuesday wind had nearly destroyed our work when **SAM President Jim Adams** and **Mike Fields** arrived with the supplies needed to build a whole new 20X20 foot sunshade on the second day of the contest. That structure was well done and saved the day, for we had already temporarily abandoned the use of the transmitter impound system until a better windproof shelter could be erected. The midday wind which occasionally reached 20 mph created some really miserable conditions each day of the contest.

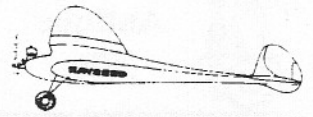
Fortunately, each day started out dead calm at 7:30 AM, with ideal flying conditions. The earliest the wind came up was 10:30 AM, though it sometimes blew hard at high altitude above the field. Those who had arranged their flying frequencies to avoid the previously published frequency conflicts, getting their flights in early generally wound up in the placing column, or at least in the flyoffs. Flyoffs were held at 7 AM each morning. They were fair and very exciting — with the "best-of-the-best" old timers competing against one another in ideal early morning flying conditions.

What a thrill it was to see and meet the great designers and flyers of yesteryear, spectating, officiating and flying there. SAM 27 member, **Herb Greenberg**, designer of the "Red Zephyr", spent the whole contest helping out on the flight line, in the impound area, and timing, while regaling us with wonderful flying and modeling stories. **Joe Elgin** of "Playboy" fame was there competing had helping out. **Mickey DeAngelis** and **Earl Stahl** spent their time over on the free flight side, just to name a few famous Old Timers.

Mike Fields and Art Groscheider, SAM 1, put together a Bean Feed and Raffle Extravaganza that was remarkable. There were so many prizes of merchandise and engines that few of the 350 attendees went away without winning something of value.

CD Ed Hamler did an outstanding job of organizing and running the R/C events. The meet was run strictly according to SAM rules, including the ROG requirement. The wind played havoc during parts of each day with takeoffs, particularly in 1/2 A Texaco, but the smooth field surface dictated that the CD should stick to the ROG requirement. As usual, those who had practiced and were prepared generally had no problems.

Those who came along and helped, the unsung heroines and heroes of the R/C staff, are the ones we really have to thank. The DUST, the wind, the heat, the sun, all had to be endured — and endured they were with efficiency, great humor, giggles, kidding, and good fun. I particularly want to thank **Mary Hamler**, **Joanie**



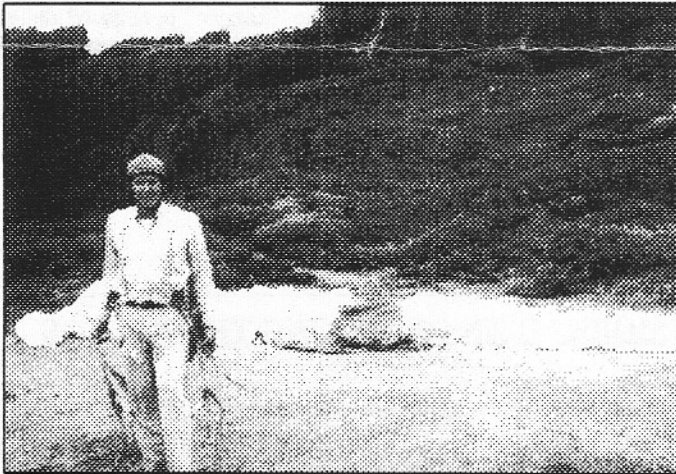
Bekins, Miriam Schmidt, Neva Nicholau from our northern California SAM chapters for their assistance.



PARAGLIDING ADVENTURE

Nervous at the idea of entering his 6th decade, your intrepid newsletter editor decided it was time for some adventure — **Paragliding!** Ed Hamler's son, Bruce, introduced me to the idea, I met a local instructor and was off to a new experience in flying. I have been up in big airliners, private aircraft, large and small, sea planes, bush planes, experimental aircraft, sail planes, balloons, blimps — but never a fabric, soft, rogallo wing paraglider.

After about an hour of intense instruction, theory, familiar-



Don Bekins, prepares to take to the skies, paraglider lays behind, ready to be inflated for flight

ity with a wind-inflated wing and its directional controls suspended by slope lift directly overhead, I was ready to get airborne. My first lift-off was on a slope about 10 feet above a soft ocean beach. My first landing was an embarrassing affair — sand in my mouth and hair. After about a dozen tries, I started getting the feel of the controls and landed standing up. A proper landing is somewhat like stepping off the second stair of a staircase, or about 15 inches — somewhat less than standing on a chair and stepping off.

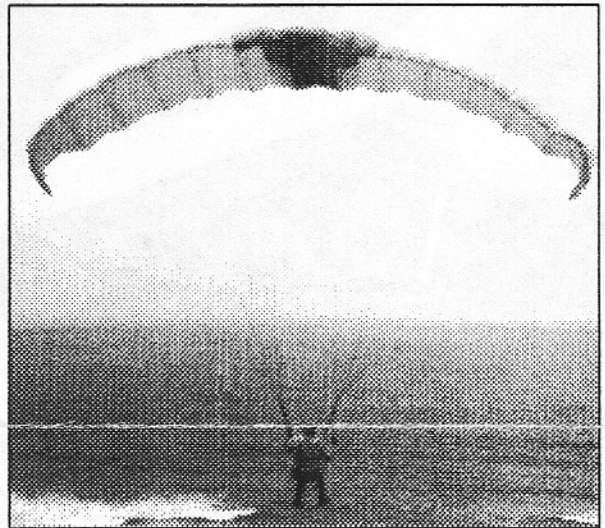
Then the instructor moved me up to about 20 feet above the beach and I jumped off. I learned to make my first turn. Again, sand in my hair. Pretty soon I was turning and landing OK — standing

up.

Now for the big test — a 67 foot cliff above the sandy beach. I was given a flight plan of two turns and a landing spot. Shown here are pictures of that first big flight.

After a half-dozen flights of the cliff, I was exhausted — from climbing back up the cliff, not the flying. What a thrill!

With some more instruction and little more wind (around 12 knots) I hope to do some ridge soaring along the cliffs of the coast just south of San Francisco. With the right wind and slope conditions, one can stay up for long periods of time and land right back at the takeoff spot.

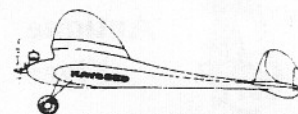


First paraglider flight off a cliff, 67 feet above the beach

The paragliders fly forward at about the same speed as an old timer and have a glide ratio of about 5 to 1. The most modern, efficient ones now go up to as high a ratio as 7 1/2 to 1 and can be thermalled. The entire paraglider pack weighs between 15 and 18 pounds, so can easily be carried. About 8 to 10 knots of wind is needed to inflate the wing on a slope so that the pilot can soar down to a beach or other landing spot. Winds over 25 knots are not safe to fly in because the paraglider will fly backwards, pushing the pilot over the backside of a slope. So, if you have ever done any slope soaring with your R/C gliders, try paragliding. The dynamics are the same and it's a thrill times two! (T-X-2!)

REMO'S "RANGER"

At one of our SAM 27 meetings we had our usual Show & Tell. But this one was *unusual*, because Remo Galeazzi brought a beautiful cabin rubber job that looks and is constructed like an old timer — but it's not. Remo got to thinking about the old "Flying Cloud" I had adapted to R/C assist as being the ultimate dethermalizer. It flew



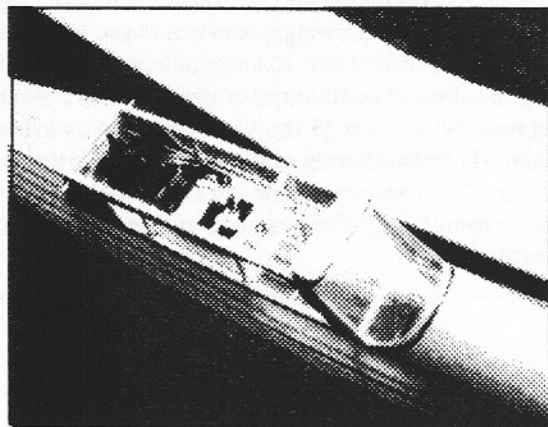
well, but had to be modified slightly to add a moveable elevator to assist in thermalling. Why not design and build a rubber model specifically for R/C assist?

That is just what Remo did — in the one week before our September meeting, he *DESIGNED AND CONSTRUCTED* the model pictured here! At the meeting, Remo told us about the design parameters of the "Ranger" (I gave it that name), including a unique battery box under the nose with a channel for wiring to go to a platform for the R/C gear in the cabin.



Remo Galeazzi's original R/C rubber model, christened "The Ranger"

After finishing his presentation, the amazed group clapped and congratulated Remo for the incredibly fast and fine job he did in designing and completing a such a beautiful and complex model in just a week. Then he turned to me and handed me the model. "It's yours!", he said. "Put a radio in it and enjoy!" You could have knocked me over with a feather. Wow, what a gift! Remo is that way. His joy is in designing and building — let the other do the flying.



"Ranger" R/C installation. Cannon Rx/servo block

And fly it we did! I spent a few hours installing an old Cannon Rx block with two servos in it. Then I took apart one of those

rechargeable Radio Shack 9 volt batteries made up a 65 Mah battery pack. The whole R/C installation added 2.5 ounces to the flying weight. All together with folding prop and 24 strands of 3/16 rubber, the 330 sq.in. model weighed in at 16 ounces I made a few tentative test flights with it to determine the balance point and found that because of the lifting stab, the model flew nose heavy with the battery in its specially constructed nose box. I put some velcro on the back of Rx platform under the wing and tacked the battery down there. Voila! It balanced and seemed to fly well.

Just prior to leaving for the SAM Champs, I had to do some testing of the a couple models I hoped to fly in competition, so asked Remo if he would like to join me. Naturally, we brought "Ranger" along. After a couple short flights in which I wound in about 250 turns, it appeared to be going well. So, Remo and I cranked in 750 turns and let'r go. I could control the increased torque of the tightly wound rubber motor with the R/C controlled-rudder and trimmed in a steep climbing right turn. The "Ranger" climbed to perhaps 200 feet, the prop folded, and darned if it didn't hook a thermal!

I trimmed in a smooth left turn glide and set down the Tx. Remo and I stood there in amazement as the model soared to around 1,000 feet, circling rather far down wind, still climbing. If it had been the usual rubber model with 3 minute dethermalizer, we would have had to shag after it for a mile or more. All I had to do was pick up the transmitter, "wiggle that stick", straighten out the glide, trim in a little down and the "Ranger" penetrated the wind perfectly and flew back over our heads at about 500 feet — then it hooked another thermal! That flight last nearly 15 minutes. Remo was elated! Not only did his creation fly, but it flew spectacularly well!!!

Silent, schoolyard R/C rubber is indeed feasible and terrific fun! **Thanks, Remo Galeazzi.**

Don Bekins

MORE MUNN ON SILKING TECHNIQUES

We continue the series on the techniques of covering and finishing with classic silk, which master builder, Danny Lutz, says is the best he has seen yet. Covering with silk is an art. As with all art forms, there are many ways to accomplish the final, beautiful end result.

SILK COVERING AND FINISHING

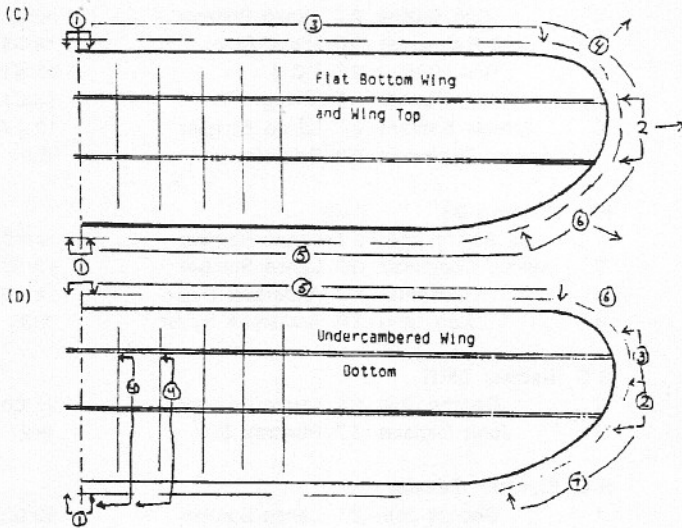
Robert H. Munn, AMA 926

Part #4

Covering the wing: (refer to the illustrations)

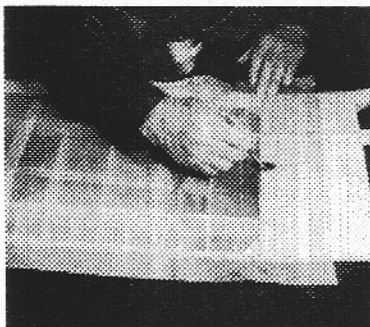
COVER BOTTOM FIRST!

It may be possible to cover the entire surface of the wing with one piece of silk, but it is very difficult to maintain proper orientation of the "grain on both halves, and one must work one half of the wing



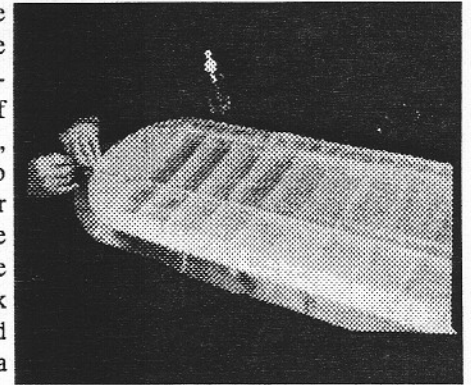
at a time anyway. I prefer to use four pieces to cover the wing in a manner similar to that described above. Trim silk oversize, lay on prepared surface dry, dampen the area near the wing center, pull silk taut chordwise and dope down to the center sheeting or rib. If only a single rib is at center (or at a dihedral break, for example, then trim the silk about 3/16" beyond the rib and wrap it around the edge, dopping it firmly to the normally vertical surface of the rib. Now dampen the entire area and pull the silk taut spanwise at area (2) dopping it to the wingtip at this point. Now starting at the center, work your way along area (3) toward the tip, dopping down about 3 inches at a time and pulling slightly spanwise as well as gently chordwise, maintaining the straight spanwise orientation of the silk "grain". Then begin at the wing center in area (5) (keep the silk dampened) and work your way tipward, pulling a bit more firmly both chordwise and spanwise. Then work your way around areas (4) and then (6), pulling the silk taut and adjusting area (2) as needed to eliminate any wrinkles. This same procedure is used on all wings having a flat or convex bottom, and on the top surfaces as well, remembering to wrap the silk slightly around the edges as described in "tail surfaces" when trimming.

D. Uncambered Wing Bottom: After dopping down the covering chordwise at the wing center and making sure it is firmly set, dampen the entire wing surface and pull the silk firmly spanwise at area (2) along any spar which is on the bottom surface. Then do likewise at area (3) with firm spanwise pull. Dope the silk down firmly in areas 2 and 3 of the wing tip. You will have applied the extra coat of thickened dope/cement along these bottom spars and ribs. Now dope down the silk carefully and firmly to the rear spar, work-



Lay silk dry on prepared center surface dry, dampen at center, pull taut chordwise & dope down to center sheet-

ing from center to tip, maintaining spanwise orientation of the silk "grain". Then, starting at wing center, dope the silk firmly to each rib beginning at the rear spar and gently sliding the finger along the doped rib toward the front spar. Do not take time now to adhere the silk to the forward portion of the rib in front of the front spar. Next, dope down the silk to the rib behind the rear spar working toward the trailing edge. It may be useful to pull the silk spanwise in area (7) and dope down a small area just to maintain spanwise tension, which is more important than chordwise on



Dampen entire area & pull silk taut spanwise at (2), dopping to the tip

undercambers. Proceed to do each rib in the same manner, dopping down first between the spars, then toward the trailing edge, and lastly along the trailing edge inward toward the area just previously adhered. As you near the wingtip, loosen areas 7 and 2 with thinner to make any needed adjustment in tension to eliminate wrinkles. Keep the silk damp. Then work along the leading edge from wing center outward along areas 5 and 6, with gentle chordwise tension. Now do the opposite bottom panel in the same manner. If you have applied an adequate base to these undercambered ribs, the silk will adhere well, especially if you have pressed the silk firmly against the ribs after running a thin bead of dope along the rib. Too much chordwise tension will cause problems: use just enough to keep the silk smooth. Yes, it is tedious and takes some practice, but think how happy you'll be when it is finished.

Polyhedral wings:

Do all four center panels before moving on to the tip panels. The technique is the same except that the silk is wrapped around and onto the vertical surface of the ribs at the dihedral break to avoid having it pull loose when the tip panels are applied. Brush one or two coats of the thickened dope/cement in a strip about 3/16" wide along the dihedral break rib to assure adhesion of the following piece of covering. Trim the inboard edges of the tip panels very carefully in a slight curve so that the "grain" orientation is maintained in the tip panel, and be sure the panels are adhered firmly to the dihedral break rib before beginning to apply spanwise tension. If as the silk covering dries, you find that the silk has pulled loose from an undercambered area, spray that area with a fine water mist to dampen the silk again. Run a bead of thinned dope along the rib area involved, and rub the silk down firmly against the rib. In extreme cases you can trim a piece of 1/32" plywood to match the undercamber of the rib, then hold that pressing the silk to the rib until it has set firmly....this takes perhaps 3 to 5 minutes. Do not try to hasten the process with a heat gun because that will cause the silk to tauten much faster than the dope can dry, and add to your headaches!

Final Results of the 14th Annual SAM 27 Crash & Bash
Schmidt Ranch, Elk Grove, California
September 7 and 8, 1991

R/C Texaco

1	Stan Lane	30	And.Pylon/OS60FS	30:00
2	Speed Hughes	30	Lanzo Bomber/OS60FS	22:11
3	Art Cummins	51	Buccaneer/Atwood	17:26
4	Bob Munn	41	Lanzo Bomber/Spitfire	15:18
5	Don Bekins	27	Valkyrie/Forster99	13:36
6	Loren Schmidt	30	PB2/OS60FS	12:49
7	Dave Lewis	21	And.Pylon/Spitfire	12:37
8	Brian Ramsey	27	Record Breaker/OS60FS	11:35

R/C 1/2A Texaco

1	Jim Kyncey	30	Anderson Pylon	27:25
2	Jerry Rocha	27	Rambler	26:02
3	Tony Palethorpe	51	Bomber	24:22
4	Karl Righetti	27	Shrimpo	24:04
5	Rocco Ferrario	27	Playboy Sr.	20:36
6	Art Cummins	51	Dallaire	20:18
7	Ron Keil	27	Diamond Deamon	20:16
8	Loren Schmidt	30	Fox 107	19:20
9	Bob Holman	26	Anderson Pylon	17:38
10	Wayne Conner	00	Anderson Pylon	17:31
11	Danny Klarich	30	Anderson Pylon	14:42
12	Ed Hamler	27	Quaker	14:13
13	Stan Lane	30	Anderson Pylon	10:24
14	George Joki	21	Zipper	6:45

R/C Combined Antique/Pure Antique

1	Don Bishop	26	Lanzo Bomber/Edco	27:41
2	Speed Hughes	30	Lanzo Bomber/Hornet	23:53
3	Danny Klarich	30	Dallaire/OS60	22:38
4	Howard Osegueda	00	Lanzo Bomber/O&R23	16:35
5	Karl Righetti	27	Ehling 2 in 1/O&R60	12:03
6	Ed Hamler	27	Lanzo Bomber/Spitfire	10:00
7	Tom Patten	21	Blackhawk/Madewell49	7:16

R/C Combined Class A LER

1	Bob Munn	41	And. Pylon/Veco19	18:03
2	Dave Lewis	21	Wasp/ST19	17:20
3	Rocco Ferrario	27	Red Ripper/Fox19	16:36
4	Speed Hughes	30	Playboy	14:48
5	George Joki	21	Br. Dodger/Torp19	13:55
6	Don Bekins	27	Bomber/O&R19	13:50
7	Ron Keil	27	Playboy/Elfin	13:17
8	Howard Osegueda	00	Bomber/O&R19	8:52

R/C Combined Class B LER

1	Don Bishop	26	Playboy/McCoy29	21:00
2	Howard Osegueda	00	Bomber/O&R23	18:43
3	Speed Hughes	30	Bomber	16:49
4	Ned Nevels	27	Bomber/ST29	14:58
5	Dave Lewis	21	Interceptor/Torp29	11:21
6	Jack Tatum	74	Alert/Fox25	8:18
7	Bob Holman	26	And. Pylon/Orwick29	0:00

R/C Combined Class C LER

1	Wayne Conner	00	Bomber/McCoy49	heads
2	Don Bishop	26	Bomber/Edco	tails
3	Bob Holman	26	And. Pylon/Orwick64	20:43
4	Speed Hughes	30	Bomber/Hornet	20:32
5	Dave Lewis	21	And. Pylon/Spitfire	17:02
6	Tom Patten	21	Sunduster/Spitfire	15:01
7	Don Conner	00	Sailplane/Super Cyke	14:49
8	Don Bekins	27	Playboy/Edco	14:00
9	Bob Munn	41	Cabin Playboy/ST35	12:32
10	Loren Schmidt	30	Playboy Sr./K&B35	12:12

R/C Ohlsson Sideport

1	Ed Solenberger	27	Lanzo Bomber	tails
2	Don Bekins	27	Lanzo Bomber	heads
3	Don Parmenter	00	Riser Rider	18:35
4	Bob Holman	26	RC-1	16:51
5	Karl Righetti	27	Ehling 2 in 1	13:21
6	Nick Sanford	27	Lanzo Bomber	12:17
7	Howard Osegueda	00	Rambler	0:00

R/C Ohlsson 23

1	Ed Solenberger	27	Lanzo Bomber	14:50
2	Howard Osegueda	00	Lanzo Bomber	13:48
3	Don Parmenter	00	Anderson Pylon	12:40
4	Stan Lane	30	Anderson Pylon	5:28

R/C Electric LMR

1	George Joki	21	Lanzo Bomber	21:00
2	John Carlson	27	Playboy Sr.	9:27

R/C Electric Texaco

1	George Joki	21	Lanzo Bomber	30:00
2	Nick Nicholau	30	Lanzo Bomber	9:28

R/C Old Time Glider

1	Don Bekins	27	Thermic 50(x2)	10:32
2	Loren Schmidt	30	Thermic 100	9:47
3	Nick Sanford	27	Thermic 72	0:55

Gollywock Gagger

1	Brian Ramsey	27	2:00+2:00+2:00	6:00
2	Don Bekins	27	2:00+1:39+2:00	5:39
3	Karl Righetti	27	2:00+1:01+1:05	4:06

Aerobatic Kite

1	Mark Righetti	27	Kistrel II	9.58
2	Bob Munn	41	Dagger	9.57

Spirit of SAM Concours

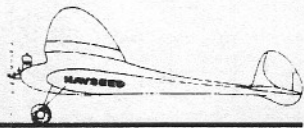
1	George Joki	21	Goldberg Zipper	
2	Rocco Ferrario	27	Elgin Playboy	
3	Don Conner	00	Goldberg Sailplane	
4	Bob Munn	41	Lanzo Bomber	
5	Dave Lewis	21	Goldberg Interceptor	
6	Howard Osegueda	00	Lanzo Bomber	

Bill Hooks Championship Points Summary

1	Speed Hughes	30	AMA 10564	15
2	Don Bishop	26	AMA 59049	14
3	Don Bekins	27	AMA 95097	14
4	George Joki	21	AMA 206599	11
5	Howard Osegueda	00	AMA 7919	10
6	Ed Solenberger	27	AMA 2558	10
7	Stan Lane	30	AMA 10314	7
8	Bob Munn	41	AMA 926	7
9	Karl Righetti	27	AMA 307661	7
10	Dave Lewis	21	AMA 105784	6
11	Don Parmenter	00	AMA 56937	6
12	Jim Kyncey	30	AMA 8518	5
13	Brian Ramsey	27	AMA 254197	5
14	Wayne Conner	00	AMA 84038	5
15	Bob Holman	26	AMA 170310	5
16	John Carlson	27	AMA 276366	4
17	Jerry Rocha	27	AMA 23317	4
18	Nick Nicholau	30	AMA 8219	4
19	Loren Schmidt	30	AMA 94851	4



AM Chapter #108



OFFICERS

President:

Ed Hamler (707) 255-3547
3379 Crystal Court
Napa, CA 94558

Vice President:

Ned Nevels (707) 255-7047
1045 Foster Rd.
Napa, CA 94558

Treasurer:

John Carlson (707) 996-8820
353 Las Casitas Ct.
Sonoma, CA 95476

Contest Director & Editor:

Don Bekins (415) 435-1535
85 Bellevue Ave.
Belvedere, CA 94920

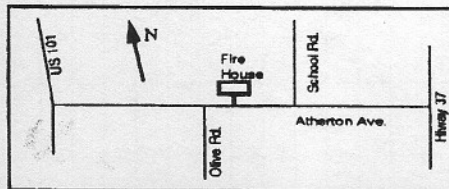
Membership is \$10 for the calendar year. After February, the dues for a new member are prorated.

Associate membership (newsletter only) is \$7.50 for the calendar year.

Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.

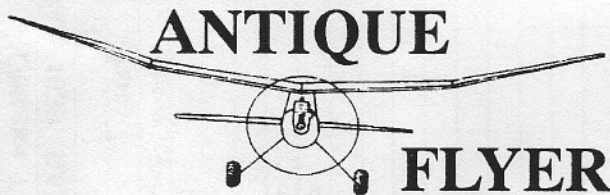
MEETINGS

Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

85 Bellevue Ave., Belvedere, CA 94920



NOVEMBER 1991



Genial host, LOREN SCHMIDT, with his PB-2 at the 1991 "Crash & Bash"



FIRST CLASS MAIL

Fred Toklan
1858 Moorpark Ave.
San Jose, CA 95129