

CHAIRS RETURN - LOTS OF VISITORS

The meeting room chairs, missing last month, were present and by the time the last straggler arrived, were filled by 23 members and visitors. The visitors included Harry Treanor, former crop duster, A&E mechanic, pilot/owner of L-5's, Aeronca's etc. Harry is resuming his modeling activities and joined SAM 27 later in the meeting — welcome Harry. Also visiting was Art Watkins — long time free-flyer and Scott Seronello, one of Rocco's junior modelers. Come again, Art and Scott.

The meetings was capably chaired by VP Rocco Ferrario; Prez Brian Ramsey was galavanting (or doing something very important) in Italy.

2ND ANNUAL BROWNS VALLEY FUN FLY

Don Bekins, gave last minute information on the Browns Valley fun fly — directions, etc. —

Later: The weekend is over. It was perfect flying weather, lots of lift and almost no wind. Three generations of McGowans showed up, the youngest being 8 months old. Grandpa Ray was having a delightful time flying and playing with the grandchildren. He had the first flights of his O&R 23 powered So-Long. It required a little balance adjustments, but flew very well afterwards. However, Ray had ignition problems with his 50 year old Hurricane. Ed Meere got a lot of stick time in with his glider. After landing in a tree on the far side of the field, he got more accurate on his landings, hitting the runway a few times.

Don Bekins had terrible depth perception, landing his O&R 23 powered Ensign 40 feet up in a tree above the campsite. It was retrieved by attaching a string to a lead weight and tossing it over a branch, giving a shake, and straight down came the plane. Ray McGowan was standing below and caught the model — only damage, a slight hole in the silk wing covering.

Rocco Ferrario was there with his daughter, Elyse. They set up shop and built HL gliders to the delight of children present. They spent the whole time running after the gliders through the tall grass. Great FUN. Host, Speed Hughes had his usual evening barbecue Saturday night. There were lots of jokes and model talk.

The next morning, owner, Ed Popejoy had a fabulous pancake & scrambled-egg breakfast for all just as the rest of the SAM 30 group arrived to fly. Neva and Nicholau showed up both days — Nick flying his new electric Buccanneer, Jim Kyncey and Stan Lane

appeared to fly and joke around. John Carlson came early and flew and flew his electric Playboy — almost losing it in a thermal. The McGowans showed us how their ultra sophisticated gliders fly and thermal. Amazing performances!

Those who had other things to do missed a great weekend. Try and make the SAM 74 fun fly at Clear Lake.

1ST ANNUAL SAM 74 FUN FLY AT CLEAR LAKE TO BE HELD MEMORIAL DAY WEEKEND

Ron Keil issued a formal invitation for all to join SAM 74 and fly at their new field near Clear Lake on Memorial Day Weekend (May 29 & 30). Ron and Hilde will have one of their famous barbecues Saturday evening at their house (including Hilde's fabulous German baked deserts). There will be camping on the field (no

hookups, water or facilities) or parking at Ron's house. See map attached at end of newsletter.

UNLIMITED GLIDER MEET: RAY MC GOWAN TO BE CD

Ray McGowan announced that he will be CD for an unlimited glider meet for the Soaring Society to be held May 23rd at the Silverado Middle School field in Napa. All are invited to attend or compete.

ELECTRIC TEXACO POSTAL PRIZE

Electric Texaco Postal Fun Fly meet (sponsored by Watts Up Flyers) second place trophy and video tape prizes were displayed by John Carlson. It appears there only two entrants in this first-ever postal meet.

Because SAM 27 participated, we really cashed in with the prizes. Next year there will be better publicity, hopefully bringing more entrants.

SAM 49 MEET AT TAFT — SAM 27 SWEEPS THE FIELD!

Four SAM 27 members attended and brought home the 'gravy'. Don Bekins and Ned Nevels reported on the recent SAM 49 meet at Taft. Threatening weather collapsed into a perfect flying weekend with almost no wind, lots of lift and wildflowers still in evidence. Ed Hamler did a very late afternoon flight in the Texaco event on Saturday and discovered that the very edge of visibility of a model the size of a Bomber is about 5,000 feet, almost a mile. Ed tested his eyesight to its limit and managed to get his model back after making



Ray McGowan and his son, Bob, proudly display the O&R 23 powered So-Long after its 1st flight at the Browns Valley



the decision to spin it down for five minutes while still making a 30 minute max. He could not flyoff that day — too late — so he and SAM 27 member Bob Holman “cossed a toin” at the banquet that evening. Bob won the toss — congratulations, Bob. Ed won two 2nds and 3rd and Ned brought home a 2nd in Antique. Don Bekins flew and flew in many events — Classes A/B, & C ignition, Class C glow, Ohlsson Sideport, Pure Antique, 1/2 A Texaco, Texaco and Electric Texaco, placing in everything but the electric event. He, Ed and Ned brought home alot of balsa which was given for 2nd and 3rd place prizes (beautiful plaques were 1st prizes) — “always a bridesmaid, never a bride”. However, Don did bring home the big one — the Sweepstakes Trophy — because of consistent flying.



Don's Ensign tumbling from the tree. Ray McGowan stood below and caught the model. Damage? A small hole in the silked wing covering. Lucky!

tures of - 6 degrees below zero F. (- 21 C.) . Now that's dedication! SAM 27 lucked out and had a small window of good weather and placed 2nd overall after SAM 56, Wichita, KS. Thanks, Pat & Myrtle Clarke of New Zealand, for your great report and sponsorship of the event.

SAM 27 OT RUBBER MEET — DATE TO BE SET WHEN FIELD CLEAR

Jerry Rocha reported uncertainty on a date for the OT rubber meet he has been planning for the SAM 27 flying site. The grass is presently too high for free flight and the meet will be scheduled after mowing takes place. Jerry hope to have a date and event information for

the May meeting.



Rocco Ferrario and helpers show us how: they built at least 4 HL gliders to fun fly at Browns Valley. He uses a small catapult to launch them and proposes a fun fly at our club field this summer. Try HLG, you'll like it!

PROPOSED OT HLG/CATAPULT GLIDER FUN FLY

VP Rocco Ferrario proposed a special fun fly HLG event to be held at our flying field and at the annual Crash & Bash. He suggested that SAM 27 provide the balsa and a one-design plan for a HLG which he proposes to modify for a simple catapult launch to save our aging arms and shoulders. Members can use other plans if they wish — eg: from the Zaic Yearbooks.

PAID ADVERTISING IN ANTIQUE FLYER?

Members at our last meeting voted NO, and suggested that members volunteer donations to help cover the costs of the Antique Flyer. Tom Brennan, of indoor rubber and Peanut model fame, donated \$20 toward our publication. *Thanks, Tom, for answering the call.* The Antique Flyer will continue to improve with your help. Our news letter has a paid member circulation of 60, with an additional thirty copies which are exchanged with other newsletter

**1/2 A TEXACO INTERNATIONAL POSTAL CHALLENGE:
SAM 27 PLACES 2ND IN FIELD OF 13 FROM 5 COUNTRIES!**

Attached are the results of this unique postal contest put on by SAM New Zealand. There is an active and enthusiastic SAM group down under in this island nation. Our summer is their winter and they found they had trouble flying during our usual 1/2 A Texaco postal contest which is generally held during the summer in the northern hemisphere. So the New Zealander challenged the rest of SAM to get out in our inclement weather time and compete with them. NZ fielded two teams with a total of 15 contestants. Now that's enthusiasm! Though we have had terrible weather across north America this year, the weekend everyone flew was generally OK, except for Ontario, Canada, where they experienced tempera-



George Joki with his Westerner at Waegell Field spring starter.



editors all over country and world, including AMA.

**MECA COLLECTO TO BE HELD
FOR FIRST TIME IN NAPA!**

Rocco Ferrario announced that the first ever MECA Collecto to be held in the North Bay will be at the Napa Fair Grounds on June 26th. Map and instructions in next issue of Antique Flyer.

SHOW & TELL

Jerry Rocha brought in his completed Smith Mulvihill OT rubber model, previously shown at the January meeting. The fuselage is covered in light blue silk, and the wing silked in white. Spectacular job! Jerry also demonstrated winding technique using a winding tube, and a winder with counter and newly acquired (\$50) torque meter to wind up to 20 strands (about 3 oz.) of 1/8 braided rubber. The model's prop uses a design published a number of years ago to insure horizontal folding smooth against the fuselage. Copies of the magazin article were given to those present. If any others are interested, please contact Jerry. He expected to fly the model for the first time at the Norcal Free Flight Champs at Waegell Field held April 24th & 25th.

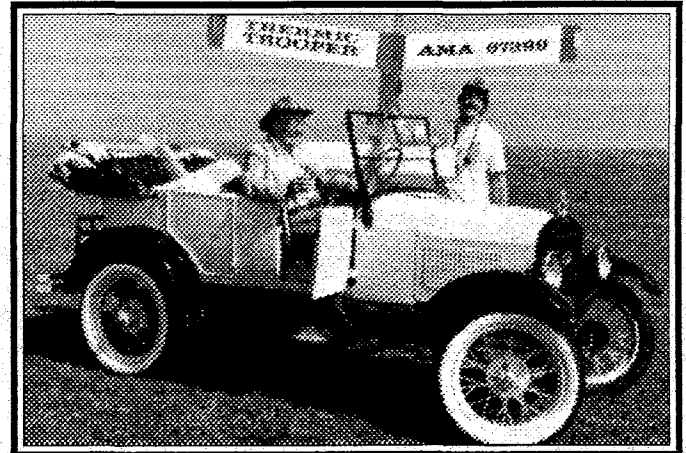
Nick Sanford showed the slow but sure progress on his original antique design, the "SAC-TEX". It's mostly covered with silk, but dope finish has yet to be applied. The high humidity of our rainy weather has been a hindrance to finishing the model. He plans to bring the model to fly for the first time at our 2nd annual Browns Valley fun fly. John Helbcar is drawing up the full size plans for the model on an unusual drafting board — a full size door laid horizontally providing sufficient area to draw the large plans.

Ed Hamler had the Red Zephyr club project for designer and club member **Herb Greenberg**. The electric model is almost finished — Ed completing the fuselage and tail feathers, Gene Mathieu constructing the wing. Installation of R/C gear with pull-pull controls and silk covering is all that is required to complete the model. The plan is to present the Red Zephyr to Herb at the SAM Champs in October. We look forward to test and demo flights at the Crash & Bash in September at Loren Schmidt's ranch in September.

Ed then brought in the nearly completed frame of his 450 sq.in. Zomby, originally built to compete in the Ohlsson 23 event until the rules were changed. He now has installed a hot Torp 29 to fly the model in Class B. Ed's meticulous building includes a pull-pull control system, removeable cowl and engine pan, interchangeable single and double wheel gears, and interchangeable motor mounts for three different engines. If this model flies as well as Don Bekins' Class Zomby did before its unfortunate demise, Ed has a unique winner in this model.

Ron Keil displayed and unusual engine — a replica of a 1936 Chinook (meaning a warm wind) two cycle engine. It was completely fabricated - castings and machining - by Speed Hughes, SAM 30 president and also a SAM 27 member. Ron say the engine, which has fixed points, is not a 'barn-burner', but runs great.

John Hlebcar brought in a unique 1940 P-30 engine. Its



John Pond arrived in style at Waegell Field for the NFFC spring opener. Robin Pharis of SAM 51 restored this superb specimen of a Model A Ford, carried all his models in it, and wowed the ccontestants.

ignition system utilized an unusual wiper contact mechanism rather than moveable points usually found on old ignition engines.

John Hoffman has been "dumpster diving" at Hewlett Packard in Santa Rosa and brought in a large assortment of drills, counter-sinks, spot facers, milling cutters, drill bits, scrap metal bars, etc., etc. It was like a fire sale at Macys — what a scene as a group of modelers dove in to pick up the free goodies!

Dick O'Brien showed us his completed Heath Midwing 1/2 A Texaco scale model — a gorgeous job! It is covered in black and yellow silk and is very light in weight. Some thought it would require additional weight to make even the 8 oz./sq.ft. rule. Dick is among the top builders and looks forward to the day when, with lots of practice, he becomes one of our top R/C flyers as well.

Visitor (from SAM 21) **Art Watkins** reported on his recent trip to Seattle where he visited the Boeing Museum of Flight. While there, through a friend, he obtained detailed 3-view of the the Boeing Model 80, a huge tri-motor biplane built for passenger service in the 1930's and on display in the museum. The drawing displayed was about 15 feet long and 3 feet high, showing most of the fine detail of construction. It would be a great project for an electric powered model. Any builder masochist want to try the project? Art also showed us plans for and Anderson Thor, 6' cabin model.

Don Bekins brought in an old 1977 Model Airplane News which covered the first SAM Champs he attended with his family in Las Vegas. He reminisced that it was hot — 126 degrees in the sun one day. There was a picture of his small (about 4'11" tall) son, Laurence, then 11 years old, launching his OS 35 glow powered Playboy Sr. with which he won the Class C Glow event over 45 other contestants, most of whom were over 5 times his age. Laurence is now 28 and still flies models from time to time. Don was the R/C sweepstakes winner at those Champs. Don then showed some old movies of SAM 27 contests of that era.



RAFFLE

PRIZE	DONOR	WINNER
Wine by Gunnar, vintner	Gunnar Anderson	Ron Keil
Champagne, Domaine Chandon	Ed Hamler	Nick Sanford
Balsa, 2 packs	Don Bekins	Remo Galleazzi
		Joe Meere
Balsa, one pack	Rocco Ferrario	Scott Seronello
Mini Servos (pair)	SAM 27	John Carlson
Sioux Z-Q model	Rocco Ferrario	Gunnar Anderson
Gumby Glider (3ea.)	Rocco Ferrario	Scott Seronello
		Rod Persons
		John Carlson
Plans - Rubber OT (3ea.)	Rocco Ferrario	Art Watkins
		Ron Keil
		Jerry Rocha
Book: Do You Speak Model Airplane?	John Carlson	Nick Sanford



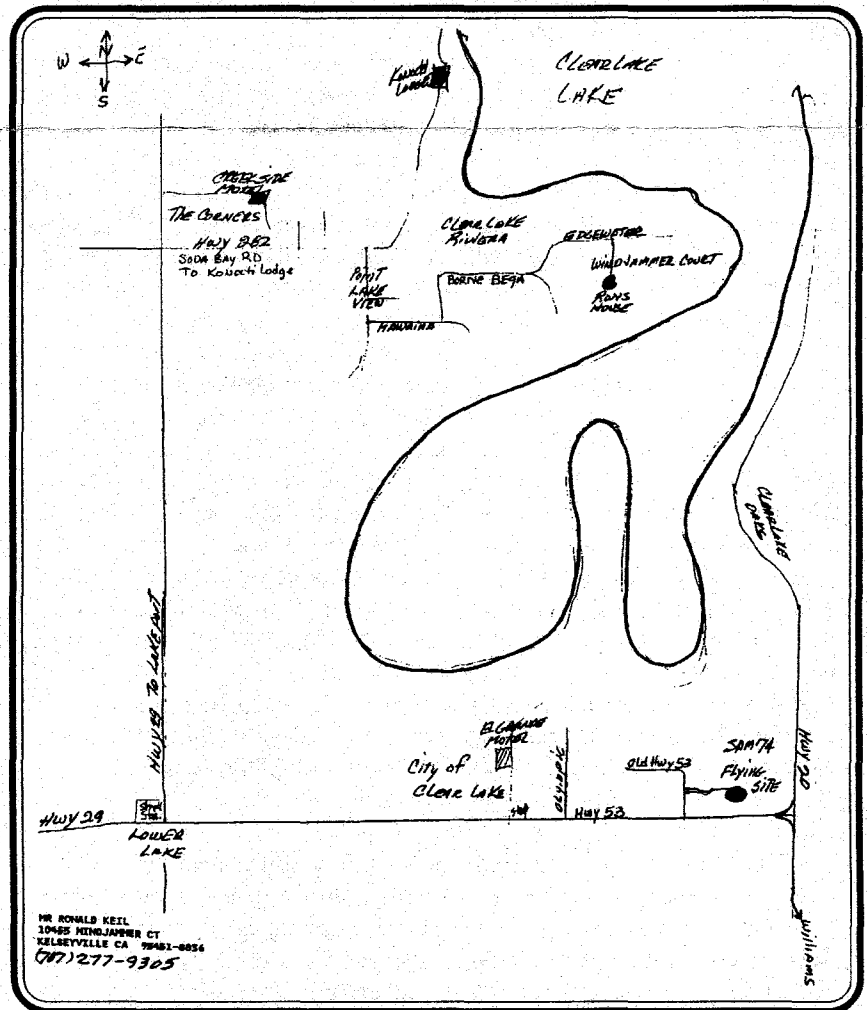
Charlie Roth, SAM 27 member from the South Bay, launches his ancient 1934 Korda Class C 'Record Stick Model'. Built in 1980, the model is still flying. Charlie has never been to a club meeting, but we hope he'll show up at the Crash & Bash.

**MEMORIAL DAY WEEKEND
FUN FLY WITH SAM 74**

Ron Keil provided us with this map to get to the SAM 74 flying site and his house for the barbecue banquet after the fun fly. The Clear Lake Antique Flyers will be initiating their new field with this gathering. From what I have heard it is huge -- suitable for free flight and rubber as well as R/C. In addition, there is a slope near by so those with gliders can do slope soaring as well.

Camping is allowed on the field, but there is no water or hookups. There is some parking near Ron's house for those who have RV's. It should be a great weekend.

Ron and Hilde Keil are famous for their fine hospitality and 'p'fan-kuchen' pastry deserts. Come, join the fun. You won't be sorry!



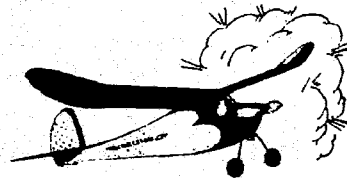
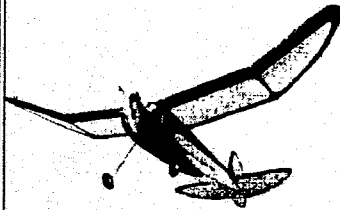


HAYSHAKERS

S.A.M. 30 SPRING ANNUAL

Loren Schmidt Ranch
11948 Franklin Blvd.
Elk Grove, CA
(916) 684-2265

C.D. Nick C. Nicholau
(916) 742-1231



MAY 15TH & 16TH, 1993

Saturday May 15th

Texaco
1/2A Scale Duration*
Class A LER Glow
Class B-C LER Glow Combined
Pure Antique
.05 Electric LER *
Ohlsson 23*
Ohlsson 60 Sideport *

Sunday, May 16th

Class A LER Ign.
Class B LER Ign.
Class C LER Ign.
1/2 A Texaco *
Antique
OT R/C Glider*
Twin Pusher Both Days*
(8 AM to 4 PM)

*Special Events

\$5.00 Entry Fee for Each Event

Lunch served each day on the field: \$3 (bring your own drink)
Place for RV parking or camping. Motels 7-10 miles away.

9 AM Pilots' Meeting, Saturday & Sunday
Shut off time Saturday: 4 PM, Sunday: 3 PM

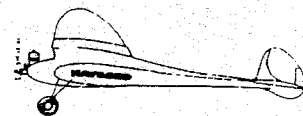
GRAND RAFFLE PRIZE
Airtronics 4 Ch FM Vanguard Dual Conversion Radio
Tickets 6 for \$5 or \$1 each

Banquets Friday and Saturday Nights

-- At The Schmidt Ranch --

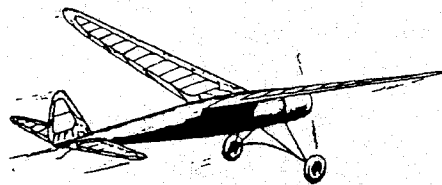
Friday: Spaghetti dinner with trimmings (donations only)
Saturday: BBQ Tri-tips with all trimmings (\$15/couple or \$8 ea.)

Please let CD know how many will attend Saturday night.
RSVP -- Neva at (916) 742-1231 or Schmidts's at (916) 684-2265
By May 1, 1993



Hey It's Time Again!

R/C Old Timer Contest at Carson City, Nevada



1936 Texaco Contest Winner
(Francis Tlush)

SAM 34
Spring Bash

Saturday & Sunday, June 19th and 20th, 1993

Contest Director - Robert C. Brogan (702-883-3111)

Contest Manager - Jim Stimson (702-884-2602)

SCHEDULE OF EVENTS

Saturday, June 19th

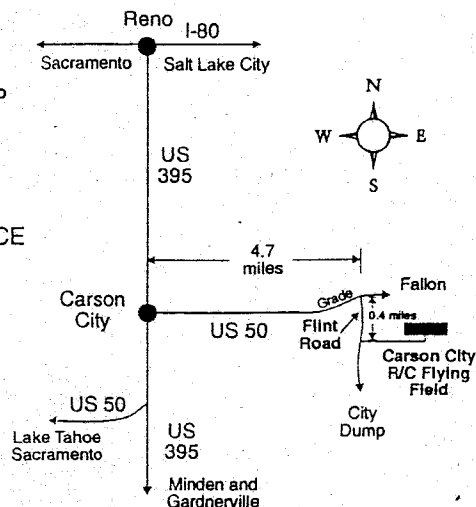
- * TEXACO
- * CLASS "A" LER GLOW
- * CLASS "B" LER IGNITION
- * CLASS "C" LER GLOW
- * ANTIQUE

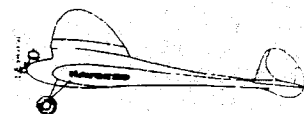
Sunday, June 20th

- * 1/2 "A" TEXACO
- * 1/2 "A" TEXACO SCALE
- * PURE ANTIQUE
- * CLASS "A" LER IGNITION
- * CLASS "B" LER GLOW
- * CLASS "C" LER IGNITION

CONTEST INFORMATION

- * AMA SANCTIONED
- * ALL CONTESTANTS MUST HAVE CURRENT AMA MEMBERSHIP
- * ENTRY FEES: SIX DOLLARS EACH FIRST FOUR EVENTS
FOUR DOLLARS EACH ADDITIONAL EVENT
- * PRIZES (MERCHANDISE) EACH EVENT THROUGH THIRD PLACE
- * REGISTRATION: 8:00 A.M. SATURDAY & SUNDAY
- * PILOT/TIMER BRIEFINGS 8:30 A.M. SATURDAY & SUNDAY
- * FLYING STARTS 8:30 A.M.+ IMMEDIATELY AFTER BRIEFINGS
- * LAST FLIGHT UP 4:00 P.M. SATURDAY 3:00 P.M. SUNDAY
- * CURRENT SAM AND AMA RULES WILL APPLY
- * RADIO EQUIPMENT: TX GOLD STICKER REQUIRED
RX DUAL CONVERSION OR EQUIVALENT RECOMMENDED
(50 CHANNEL FREQUENCY CONTROL AVAILABLE)
- * ALL FIELD RULES OF THE HIGH SIERRA R/C CLUB WILL APPLY
- * FOOD AND SNACKS AVAILABLE BOTH DAYS
- * CAMPER AND RV OVERNIGHT PARKING- NO HOOK-UPS OR WATER
- * THERE ARE MANY GOOD HOTELS AND MOTELS AVAILABLE IN THE CARSON CITY AREA





LODGING ACCOMMODATIONS
of the
Carson city Chamber of Commerce

Best Western Carson Station

900 S. Carson Street
883-0900/1-800-528-1234
* 1 2 3 7 8 9
90 Units

Carson Valley Inn

1627 Hwy. 395, Minden
782-9711/1-800-321-6983
1,7 - Convention Center
Wedding Chapel, 60-site RV Park
* 1 3 8 9 10
160 Rooms

Gold Hill Hotel

218 Main Street
Gold Hill
847-0111
* 7 8
11 Room, 2 Duplexes, 1 House

Best Western Trailside Inn

1300 North Carson Street
883-7300, 1-800-528-1234
* 2 5 6 8 9 11
67 Units

City Center

800 N. Carson Street
882-5535/1-800-338-7760
* 2 8 9 11
89 Units

Days Inn

3103 N. Carson Street
883-3343/1-800-325-2525
* 2 8 Queen Beds
62 Units

Desert Hills Motel

1010 S. Carson Street
882-1932
* 2 5 8 9 10 11 Suites w/"In
Room" Spas
Outdoor Jacuzzi
33 Units

Downtowner Motor Inn

801 N. Carson Street
882-1333
* 5 8 Fridge
33 Units

Hardman House

917 N. Carson Street
882-7744
* 2 8 9 Garage Parking
61 Units

Wild Rose Inn Bed & Breakfast

2332 Main Street
Genoa, NV 89411
782-5697

Mill House Inn

3251 S. Carson Street
882-2715
* 2 6 8 9 11
24 Units

Nugget Motel

651 N. Stewart Street
882-7711
* 2 5 8 9
60 Units

Pioneer Motel

907 S. Carson Street
882-3046 1-800-882-3046
* 2 4 5 6 8 9 11
35 Units

Sierra Vista Motel

711 S. Plaza Street
883-9500
* 2 4 8 9 Cont. Breakfast
24 Units

Silver Queen Inn

201 W. Caroline Street
882-5534
* 2 8 9
34 Units

Super 8 Motel

2829 S. Carson Street
883-7800/1-800-843-1991
* 2 8 9 11
63 Units

Topaz Lodge & Casino

1979 U.S. Highway 395 South
Gardnerville, NV 89410
(702)266-3338
* 1 3 5 6 7 9
The Movie Channel

The Westerner

555 N. Stewart Street
883-6565
2,8,9
50 Units

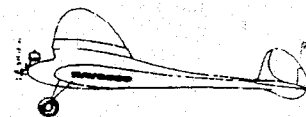
Deer Run Ranch

5440 Eastlake Blvd.
Washoe Valley, NV 89704
882-3643
* 5 6 8 Fridge, Queen Beds
2 Rooms

Genoa House

P.O. Box 141
Genoa, NV 89411
782-7075

- 1 - Casino
- 2 - Coffee
- 3 - Entertainment
- 4 - Kitchen
- 5 - Pets
- 6 - Pool
- 7 - Restaurant
- 8 - Television
- 9 - Air Conditioning
- 10 - Spas
- 11 - HBO



**1/2A TEXACO INTERNATIONAL POSTAL
CONTEST FEB 6 & 7 RESULTS.**

SAM 56 - Wichita, Kansas

Jim Kutkuhn	Sailplane	4cc	960	100%
Bill Schmidt	Alert	4cc	960	100%
Joe Page	Playboy	4cc	960	100%
Eldon Brazier	Playboy	4cc	960	100%
Ed Salguero	Sailplane	4cc	960	100% 500%
Jack Phelps	Palyboy	4cc	900	93.8%
Dan Walton	Cavalier	4cc	866	90.2%

Well you couldn't have picked a better weekend for us here in Kansas. After a horrible winter this is the first time out since last October. Flying took place throughout the day and conditions remained good. (Further article elsewhere).

SAM 27 Northern California

Don Bekins	Bomber	8cc	1800	100%
Ed Hamler	Quaker	8cc	1800	100%
Jerry Rocha	Rambler	8cc	1610	89.4%
Eric Heikell	Playboy	8cc	1601	88.9%
Ed Keikell	Atomizer	8cc	1235	68.6% 446.9%
John Carlson	Atomizer	8cc	754	41.9%

Eric Heikell is 16yrs and brother Ed Heikell is 18yrs. We feel very lucky to have a team entry. Yesterday it rained. Another front with more of the same is due to pass through this evening. The sky is already completely overcast, looks like rain any minute now. We had a small window of opportunity to fly. Hope you fellows had a beautiful wekkend. We understand there is a heat wave in Australia - THERMALSI. Weather this morning was mild, about 45°F early, 55°F by noon, but lots of fog and low scud clouds. The sky was partly cloudy so the sun could get through to warm things and break up the fog. Still, the models often would disappear for a few seconds. Most of us had to fly with 15% or 25% nitro to get decent engine runs. Over 90% humidity.

SAM 51 California

Bill Brown	Lanzo Record	4cc	960	100%
Craig Barton	R/C Guff	8cc	1565	86.9%
Bob Grice	Brigadier	8cc	1556	86.4%
Eut Tileston	Taylor Cub	8cc	1539	85.5%
Brad Allen	Aero Champ	8cc	1165	64.7% 423.5%

We flew at El Dorado Hills, East of Sacramento, California. Weather was about 50°F and sky broken to overcast cirrus clouds. Wind from the South at about 5-7mph. Lift was good. Our engines were not running well and contributed to fewer maximums. Bill Brown was the only one to use the Baby Bee tank and we were all delighted to participate in your challenge. Hope your summer weather was to your liking and we hope to meet again in another challenge.

SAM 82 Houston, Texas - Team 1

Kirby Hinson	Bowden Intl	8cc	1774	98.6%
Jim Horner	Interceptor	4cc	869	90.5%
Bruce Milam	RC-1	8cc	1561	86.7%
Tom Bryson	Lanzo Record	4cc	702	73.1%
Dave Gilbert	Anderson Pylon	4cc	668	69.6% 418.5%

We had a great time with a good turnout and not a cloud in the sky. Thermals popped up about noon and some of the late starters hooked into real nice boomers. We thank you for sponsoring this event and hope to see you (by mail) again.

SAM 55 New Zealand - Team 1

P Lagan	Lanzo RC-1	4cc	960	100%
B Lennox	Rambler	4cc	800	83.3%
M Ruddelsden	Kerswap	4cc	720	75%
N McDougall	Rambler	4cc	717	74.7%
P Clarke	Bomber	4cc	694	72.3% 405.3%

The morning in Cheviot was perfect for Texaco. P Lagan flew early before the thermal activity started. Wife Pam was timekeeper, the model Lanzo RC-1 (FF Precision converted), engine Babe Bee with cox 7x3 1/2. 1934 design. First flight 9 1/2 mins plus, the next two barely scraped the 8 minutes. Engine runs were just under 3 minutes (10% nitro fuel). Conditions in the lower part of North Island not so good

SAM 93 Oklahoma

J Steinberg	Playboy Snr	8cc	1762	97.9%
M Martin	Diamond Demon	3cc	1572	87.3%
J Clem	Lanzo Bomber	8cc	1441	80.1%
L Kruse	Anderson Pylon	8cc	1258	69.9%
D Hartman	Playboy Jnr	8cc	1061	58.9% 394.1%

SAM 26 California

McLaughlin	Playboy	4cc	960	100%
Boies	Playboy	8cc	1556	86.4%
Soto	Lackey Zenith	8cc	1375	76.4%
Holman	Anderson Pylon	8cc	940	52.2%
Monaghan	Skyscraper	8cc	915	50.8% 365.8%

You folks certainly did it to us! Made your point about the weather, that is. We had been running off max after max in practice flights using those small tanks. Had it all planned to send you a report with a string of 10 maxes, but the weather gods decided otherwise. It's now easier to understand what you've been putting up with each year. (More elsewhere).

SAM 1 Denver, Colorado

Ken Kullman	Sailplane	8cc	1692	94%
Art Hillis	Playboy	8cc	1236	69.7%
Ed Smull	Cruiser	8cc	1132	62.9%
Jim Lang	Bowden Trophy	8cc	1029	57.2%
Jack Warkins	Bay Ridge Mike	8cc	829	46.1% 329.9%

We had a fairly nice day, near 50° and not much wind, until about 2.00pm. Then it got windy enough that the 1/2A's would only fly backwards under power so we terminated the flights. Thanks for having the contest. Any excuse, nowever feeble, for a chance to fly is always welcome. Here's to good flying.

SAM 41 San Diego, CA

Jim Alaback	Bay Ridge Mike	4cc	927	96.6%
Dick Muntz	Interceptor	4cc	786	81.9%
L D Cox	Kerswap	4cc	696	72.5%
E Wrigley	Interceptor	8cc	680	37.8%
R Falk	Ehling	4cc	168	17.5% 306.3%

SAM 55 New Zealand - Team 2

R Benson	Tomboy	8cc	1011	56.2%
T Taylor	Playboy	4cc	539	56.1%
M Taylor	Dragon	4cc	509	53%
R Benson	Simplex	8cc	685	38.1%
H Grocock	Miss Philadelphia	8cc	658	36.6% 240%
P Manning	Gas Buggy	8cc	349	19.4%
I Treen	Little Vagabond	4cc	100	10.4%
J Templeman	Simplex	4cc	81	8.4%
T O'Meara	Diamond Demon	8cc	0	0%

Auckland had been looking forward to this event for some time. The weather, fine light cloud, very hazy high up, with wind speeds of 6-8 1/2 knots, gusting to 10 knots. Everything that could go wrong, went wrong which is clearly reflected in the results. Hoping for much better results in the next International Postal Challenge in August 1993.

SAM 54 Ontario, Canada

W Lawrence	Anderson Pylon	8cc	1800	100%
Alison Gothard	Anderson Pylon	8cc	1185	65.8%
B Gothard	Baby Bombshell	8cc	891	49.5%
E Lord	Anderson Pylon	8cc	203	11.3% 226.6%

Ambient temperature was -21°C (about -6°F) on 6 Feb., Fred Lord could not restart his engine for 3rd attempt. Mike Foster (Scientific Coronet) and Gillian Gothard (Wasp) were unable to start engines for any flights. B Gothard took flights on Sunday after being unable to start on Saturday. (further news elsewhere).

SAM 82 Houston, Texas - Team 2

Lou Faerman	Interceptor	8cc	1244	69.1%
Dave Hinson	Anderson Pylon	8cc	1146	63.7%
George Patrick	RC-1	8cc	596	33.1%
Ben Beerbower	Record Hound	4cc	221	23%
Bob Schneider	Cloudster	8cc	310	17.2% 206.1%

SAM 35 Warwickshire, England

R Haywood	Kerswap	4cc	954	99.4%
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I was persuaded to take part in this event at SAM 35 AGM. I built the Kerswap from scaled up plans from Model Builder, Nov '85 and fitted a large sized battery because it was underweight. I flew on 6 Feb, weather overcast, wind light 8-10mph. (detailed article elsewhere.)

SAM 1788 West Australia

P Baartz	Anderson Pylon	4cc	497	51.8%
G Cooke	Playboy	8cc	635	35.3% 87.1%

These flights were flown at Mundijong, Sunday 7th, Weather was DIABOLICAL, very cold S.E. winds. Merv Buckmaster is disappointed he couldn't take part as he was at MAAA Council Conference all weekend.

BREAK DOWN OF MAIN MODELS FLOWN

PLAYBOYS	9 + 1snr + 1jnr	BOMBER	2
ANDERSON PYLON	8	KERSWAP	2
INTERCEPTOR	4	ATOMIZER	2
RC-1	3	SAILPLANE	2
RAMBLER	3	SIMPLEX	2



SAM 56 - Wichita, Kansas

Temperature 54° Wind SW @ 9-12mph, Sunny, Density Alt. 500ft

After such a horrible winter we've had two fine weekends, this and last Saturday. We had 7 fliers out through the day and as you can see by the results we had a fine day. Bill Schmidt & Jack Phelps flew last Saturday (1/2A Texaco) and Dan Smith & Tom Derber flew F.F. Tom was testing his new F.A. Moth and we (SAM 56) expect to have several entries in your "Hatch A Moth" postal come April. Back to yesterday. Please note that Bill Schmidt listed the Babe Bee tanks that we all used as 6cc rather than the 4cc which everyone thinks it is. I've measured mine at a little over 5.5cc but I didn't do it as accurately as Bill did. I can get 5/2 & 5 3/4 minutes static using an APC 8-5 plastic prop. Bill Schmidt has gotten as much as 6 mins using a wood Rev-Up 8-5. My fuel mixture is 5% nitro SIG commercial fuel which I cut 4 parts SIG & 1 part pure methanol. This cuts down on the oil residue which is beginning to soak into the silk butyrate finish on the horizontal stab of my Sailplane. My theory is the slower the engine turns the less oil is required-also the colder air temp requires less oil. Some of the other fliers use more nitro (10%) but I think that reduces their engine run time. I made a video of last weekend and this weekend activities and if you can run VHS tapes in your VCR let me know & I will send a copy. I think it runs 30-45 minutes. I haven't timed it yet. I was the first to fly yesterday and probably had the highest altitude of the day. Had I used a large tank (8cc) I probably would almost have been OOS overhead I think my 1st flight could well have stayed up an hour had I wished to. As the day wore on the temperature began to rise and got a little over 50°F at the same time the wind picked up and the air became less buoyant. Later flights were just barely making 8t minutes and some didn't make the 8 min. target. Four of our top five places flew between 11.00am and 1.00pm. Only Ed Saiguero made his two flights after noon. Our recommendation is to increase the max time for the small tanks to 10 mins with attempt cut off at 3 mins. Engine run times for Bill Schmidt and myself were 4 1/2 mins. Evidently as the prop unloads in flight, the engine picks up in RPM and consequently burns fuel faster. Joe Page who flies a Playboy Sr uses a higher pitch prop i.e. APC 8-6 and 8-7. He gets a little longer engine run but I don't think he gets any more altitude than those of us who use lower pitch props. Another theory I had was because of the cooler temp we were actually flying at a lower density altitude. I calculate our density altitude as approx 500 feet yesterday where as in the summer (such as you had) we fly at approx 3000 to 3500' density altitude. Density altitude is what determines the efficiency of both internal combustion engines (an aspirated) and propellers. So, when our 1/2A Texaco Postal comes around on August 14-15, we hope we've chosen days of good weather for you and you might use some of my recommendations for fuel/prop combinations. Jim Kutkuhn

SAM 26 - California

Thanks to you guys out there in various locations, we got into the game! We did well - considering. Those results may not look to spectacular, but you'd have to have been there. Our small group at the home base flying, area got totally stormed out. All the results above came from our remote sites. Sonny Soto reported rain on and off all day in Las Vegas. Mike McLaughlin and Dick Monaghan flew in Palmdale during an early morning "window" in the wind and rain storm. Mike got the only perfect scores, and was the only one using the small tank. Dick Monaghan flew an easy unofficial 15 minute max on a test flight, followed by an attempt, an engine flameout, and finally a max. Bob Boles and Bob Holman in San Bernardino either had the best weather, or simply complained the least.

Locally, Don Bishop put up the first and only flight as the storm was building. Using hindsight, he should have called it an "official", instead of a test flight, because he maxed out using the small tank, despite using down elevator for the whole flight. Strange, but the storm was producing lots of lift along with the wind. Don just did make it back inside the field fence, with the help of all our body English. As he landed the squall got really serious and we packed it in.

How bad was the weather? Here are straight excerpts from a lengthy article in the Santa Maria Times: "A powerful Pacific storm—triggering mud slides, heavy flooding—evacuation—wreaked havoc—with high wind warnings—winds at 35mph—elsewhere winds were reported twice as high—power lines fell in Lompoc—residents without power—deaths on roadways—and rescuers continued to search—storm was expected to continue into Tuesday—as much as 5 inches of rain—forcing motorists to escape to their car hoods." (In other words, we actually did get a little rain).

I like using the small tanks, but I think your results will probably show a need to expand the max to 9 or 10 mins to be equitable with the large tanks. But if we eventually do go to all small tanks, I'd like to see the max stay at 15 mins. That way, the events could normally be settled during the regular flying schedule. Our rules proposals are locked up for this cycle, so the earliest we could officially get our rules changed to small tanks would be beginning of January 1996. That measure failed at the last vote, but it might be acceptable in a couple of years, as people have time to try it. Well, we have to hand it to you New Zealanders. I think you have proved your point.

SAM 54 - Ontario, Canada

Some of our SAM 54 members really love a challenge and your 1/2A Texaco postal contest is perhaps the greatest we have faced yet. Our weather in February can be the strangest of the whole year. Usually it is cold but in some years we have had a spell of mild weather which has tricked the trees into thinking spring has arrived and they have started to open their buds. We had the Whitty club's show and swap meet to attend on Sunday Feb 7 so decided that we would try to put in our flights for your 1/2A contest at the Keswick Model Aircraft Club's Winter Fun Fly on Saturday Feb 6. Unfortunately, the weather forecast for Saturday was windy, with a daytime high of -21C (about -6° F) which is close to the all-time record low for this date. In fact, the forecasters got the temperature right but there was very little wind.

I arrived at the Keswick field about 11.30 with my two daughters, Alison age 14 and Gillian age 11, to find that Fred Lord and Walter Lawrence had arrived before us. Walter was

just launching his Anderson Pylon on a test flight as we arrived. I assembled an Ontario Modelcraft Wasp for Gillian to fly but we were unable to start the engine, even after warming the cylinder with the car exhaust, so we switched our attention to my Anderson Pylon which Alison was going to fly. In the meantime, Walter had made his first official flight which was an easy 15 minute max. Alison found the same good air that Walter had found and also made an easy 15 minute max. on her first flight. After aborting his second attempt Walter went on to make another easy max. Alison was less fortunate - after climbing rapidly on her second flight the engine cut at 1.30. Because she had good height and there was good lift she did not call an attempt right away. Unfortunately she became a little disorientated and temporarily lost sight of the model behind some trees. In those few anxious moments a lot of height was lost, the 4 minute deadline for calling an attempt was missed, and she had to accept an official time of only 4.45.

Fred was not having much luck with his Anderson Pylon which, as you will have observed, is a very popular model in our chapter. He called an attempt when the engine cut after about half a minute on his first flight. The same thing happened on his second flight and he was unable to start his engine again to take his third attempt. He therefore finished with a single score of 3.23 from his second flight.

Mike and Peter Foster our President and Vice President respectively, had arrived shortly after me but were unable to start the engine in Mike's Scientific Coronet.

After driving my daughters home (they had a party to go to) I returned to the field to make my flights. Fred was still trying unsuccessfully to get his engine running and I had no success with the engine in my Baby Bombshell. Giving up on the Baby Bombshell I turned to my Anderson Pylon, thinking that I may be able to fly that instead, but no luck with that engine either. Six aircraft had been brought to the field but only three members had been able to fly. Still, with three out of the five flight times recorded being 15 minute maxes, I thought we had done pretty well under the circumstances.

On Sunday there was a southerly flow of warmer air which brought light snow in the morning. By noon there were large breaks in the cloud and little wind so, meeting Mike Foster at the Whitty club's show, I suggested that we should both try to put in our flights after we got home from the show. By the time I got home it was too late to drive to Keswick so Alison and I went to a piece of open land on the outskirts of our hometown of Newmarket. Unfortunately, the wind direction meant that I was launching into severe turbulence caused by an industrial building about 100 yards upwind. My first flight, after a lengthy struggle to get above the turbulence was 11.01. On the second flight the engine cut before I was clear of the turbulence and I was dumped back on the ground at only 3.50. Although this time, being under 4 minutes, could have been discarded I chose to keep it as the sky had clouded over, it was getting late, and visibility was deteriorating.

Mike Foster arrived home later than me only to find that he had blown his plug driver panel on the Saturday and would not have time to make repairs before it got too dark to fly. He had noticed that the insulation on the leads was cracking in Saturday's extreme cold and assumes that the conductors must have shorted out and blown the panel on his flight box. So there we are. Though seven members of SAM 54 turned out to participate in your contest, the conditions were such that only four were able to record official flights.

Some thoughts on cold weather operation.

All the SAM 54 models which flew used the Texaco engine. In cold weather these are overcooled and the Black Widow would probably be easier to keep running without resorting to high nitro fuels. An alternative might be to wrap some soft iron wire around the cylinder head, partly filling the spaces between the fins to reduce the rate of heat loss. Fuel viscosity is a real problem in extreme cold weather. I had problems getting my fuel to flow from the jug into my priming bottle so how is it supposed to pass through that needle valve and the reed valve? Obviously, minimizing the castor oil content of the fuel is essential for these conditions. Better still, if we want to have truly international postal contests which give more equal opportunity to people in the northern and southern hemisphere we should be scheduling them for April or October. Brian R Gothard.

SAM 35 - Warwickshire, England

January weather had been terrible, gales and low cloud but February saw a change, the wind dropping but now we were bothered with fog! Feb 5 saw glorious sunshine and wind of about 10mph. At this time the model was fitted with a Cox Black Widow and the first flight on half a tank saw a fast climb to a good height and the trim OK. The second flight with more fuel, but still not a full tank, saw a climb to a height that caused some anxious moments. I am 60 years of age and my eye sight could be better - but other people also had difficulty seeing it. At this point I went home and fitted a Babe Bee with a smaller tank: Saturday 6th was the day I chose to fly, the weather was again overcast but the wind was a light 8-10mph. I collected my timekeeper, Alan Davis, and headed for Warwick common where I normally fly. We arrived at around 3.00pm and the wind was slowly dropping. The first flight was to almost cloud base and resulted in a time of 6.30 with no obvious lift. By now the cloud had lifted slightly and the second flight in buoyant air was 7.54 an annoying 6 seconds short of a max. The third flight climbed almost out of sight in good air though again no obvious lift. This flight turned out to be 11.17 with which I was highly pleased. By now the wind had died to about 3-5mph and being winter it began to get dark, so we left, very satisfied. I doubt that it will be a winning time as I expect Australia, NZ or California to produce the winning time, but for England in winter, I feel very pleased.

As a class I doubt if it will be popular in this country, we get too much wind and bad weather but Selwyn which is SAM 35 R/C competition section is hoping to raise a team to fly a postal comp with the US in the summer. We already have a number of duration contests, though they need specialist models or luck to win and interest seems to be falling off. Best wishes for 1993. Roy Haywood



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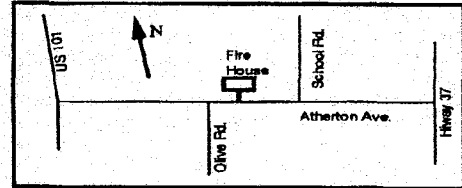
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

Due to increasing cost of publication and mailing, the Associate Member category has been dropped.

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

MEETINGS

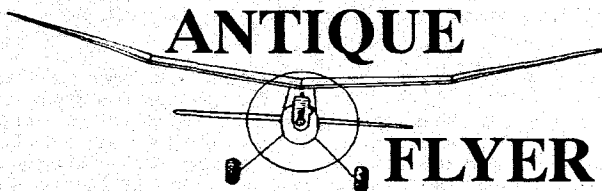
Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



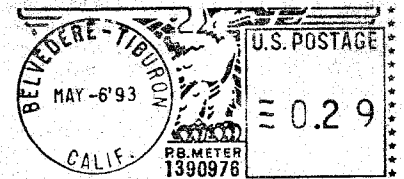
PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

Next meeting: Wednesday, MAY 19th, at the Novato Fire Department Training Room

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MAY 1993



FIRST CLASS MAIL



Ray McGowan launches his So-Long on its first flight at Browns Valley