

## PACKED HOUSE: VISITORS & NEW MEMBERS

Prez Brian, returned from Italy, reported he was about 7 pounds heavier and lots poorer. Despite all this he called the meeting to order with 24 members and guests present.

The following guests magically turned into members with thanks to the marketing skills of our fine Secy/Treasurer, John Carlson:

Bill Cast, friend of Remo Galeazzi and resuming modeling

**Next Meeting: WEDNESDAY, June 15TH  
at the Novato Firehouse Training Room**

Don Parmenter, newly relocated to Santa Rosa; past president of SAM 00, Dublin.

Scott Seronello, one of Rocco's young modeling protégés and science student.

Rick Madden, rejoined after an absence of a year.

*Welcome to the fun and flying of SAM 27!*

Also visiting were young Robbie Stasko (also a student modeler), guest of Rocco, and Stu Bennett, guest of Fred Terzian and active member of the Oakland Cloud Dusters. Stu is a mover and shaker in free flight circles as well as a designer of OT models, one of which was shown and described during the Show & Tell.

## OLD BUSINESS

Ray McGowan reported on the happenings at last month's Browns Valley Fun Fly. Ray's report was supplemented by recollection of several who were there as well. All agreed it was a great way to spend a weekend — the exception, perhaps, of your editor who, in his urge to go fishing, ended up in a poison oak patch.

Ron Keil reported on the preparations for the May 29 - 30th Clear Lake Fun Fly at SAM 74's new flying field — 2,000 acres of rolling hills, fields, slopes of thermal territory ready for all types of old timer flying. Around 5 or 6 indicated probable attendance. John Carlson and Don Bekins volunteered

to do a telethon to get more of a turnout among our members. The Memorial Day Weekend is a tough one for fun flies because of many other modeling events going on around the state.

Jerry Rocha forecasts a June or July date for the OT rubber meet

at the SAM 27 Lakeville Road site. The field was first mowed on 5/19, but the cuttings were not yet baled. They probably are now, so Jerry set the date at ..... A flyer will be put together for the next newsletter.

Don Bekins suggested a work party be organized to do some mowing of our corner of the flying field. Shovels will be needed for the access road has been bladed, leaving mounds along side the road. Several present volunteered and will be contacted by phone for a specific date.

Don B. brought in about a dozen trophies dating back to the 60's for possible recycling in SAM 27 events and activities. One can be recycled as a sweepstakes trophy or MVP for some deserving club modeler.

Brian Ramsey suggested some members might be interested in small electric FF and asked John Carlson to discuss his 65% Kenway geared electric powered Pacific Ace, shown at one of the '92 meetings. John told of some of the successful and not so successful flights. Because of the inherent weight of the motor and battery, construction must be very light. Questions were asked regarding the pros & cons of geared motors. John has a short paper on the subject which he will hand out at the next meeting. Brian R. pointed out the advantages of electrics for multi-motored models.

Brian announced that Don Bekins will step down as SAM Speaks editor and publisher. The job became so time consuming that he had little time to build and fly. If he was to spend that much time and effort on SAM Speaks that he be paid. SAM's management felt the position should be voluntary, so Don stepped down and back into building old timers.

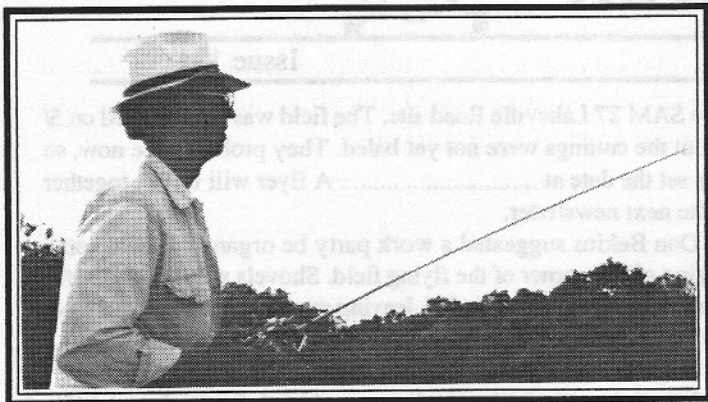
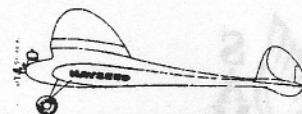
Don B will be away in Alaska for much of the summer, so the Antique Flyer will have to be produced by others. John Carlson agreed to do the copy and Ed Heikell, with his mom's help and some input from Rocco, will publish. Ed works part time at the Napa newspaper and will be able to do half tones of the pictures. The quality of the newsletter should go up as a result. Please give the new editorial crew all the help they deserve — pictures, stories, and mailing.

Fred Terzian donated a SAM 35 Yearbook for the raffle and displayed several other available for sale. Fred Also reported on the April 24 - 25 Oakland Cloud Dusters 4th Annual NorCal FF meet. There were about 180

entries in OT small and large rubber — a big success. They also constructed a portable water lake and had an ROW event (which, by the way, is the event for which our Hall-of-Fame member - now deceased- John Drobshoff holds the AMA records).



*SAM 74 Fun Fly, Clear Lake -- Ray & Bob McGowan, McGowan ladies and Speed Hughes*



*Ice Meere Piloting a glider at Brown's Valley*

**CRASH & BASH RAFFLE PRIZE**

We need a big prize for our annual OT contest to be held September 25th & 26th at the Schmidt's Ranch in Elk Grove. Don Bekins offered a double size, silk covered Playboy Jr., built some time ago by Nick Sanford. It will be powered by super, red hot Hornet .60 that used to belong to Speed Hughes. Ron Keil offered the engine which he acquired a short while ago from Speed.

This Playboy Jr. has flown in many contests with a successful record. It is ready to fly. Just stick in your radio and go! Don will leave his radio in the Playboy, Jr. and fly it at the C&B to tweek the interest of those who would buy the raffle tickets. The more the merrier.

**SHOW & TELL**

Scott Seronello (16) showed his yet to be flown HLG, Baby Phantom, as well as a handsome rocket with an auto gyro retrieval system. Nice work Scott!

Stu Bennett brought in his B/G Special, a rubber model which he designed and which won a west coast championship and a very special trip for Stu (then 17 yrs.) to Chicago in 1970. The model shown was about the 4th one he had built since the original and had evolved in some aspect of its design. It has a 36 in., 147 sq.in. polyhedral wing and a diamond fuselage. This model and two of his other designs, the NorCal II & III, for which he showed plans, are newly approved for SAM competition.

Fred Terzian displayed a Zenith HLG (available in kit form). It has a pop-up wing DT with fuse release and TE hinge. Fred answered several questions on HL technique. When asked how his arm had held up over the years, his reply was, "just lucky I guess!" Fred also had a unique rubber winder with a built-in torque meter that he obtained from Russia. Beautiful workmanship!

Rocco Ferrario showed a recently purchased AccuLab digital electronic scale. It reads to 1/10 gram, 300 g. max. The price is about \$150, more pricey than the Pelouze digital scale, but far more accurate and it can be calibrated, which is not possible on the

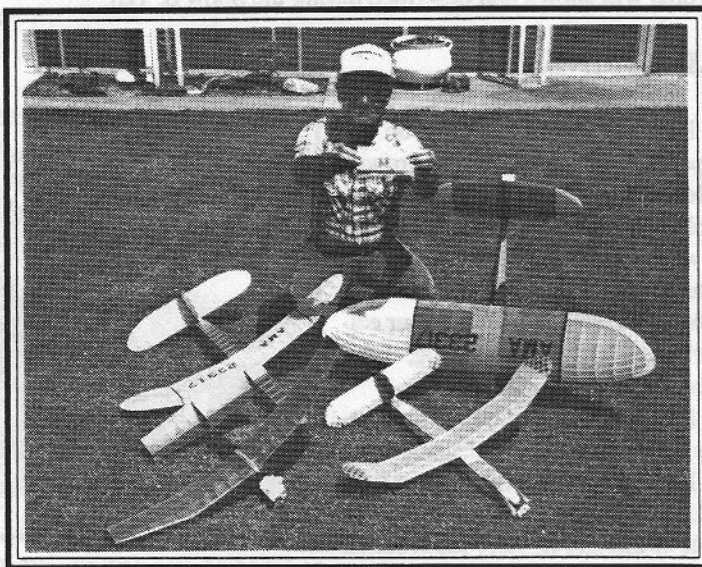
Pelouze. Rocco had the price/spec sheet available for anyone interested. He also had a recently acquired Ohlsson 23 and a number of plans he shared with the club members.

Jerry Rocha brought in his beautiful CL speed model which holds the current National Speed Record for Class A of 163 mph. The engine is a highly modified (by Jerry) Super Tiger X-15 flying on 10% nitro under the present rules. Previous rules allowed up to 70% nitro which gave speeds about 15 - 20 mph faster and also burned up glo plugs and engines at a much higher rate. The model is flown on a 60 ft line with takeoff from a wire dolly. Landing is hard on props if it not located just right on the shaft relative to the compression stroke.

Prez Brian had a number of items donated by Karl Righetti, including a slightly tattered So-Long model (raffled later) and several kits and plans for future raffle prizes.

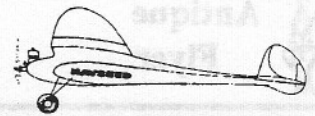
**RAFFLE (collected \$90)**

Prize	Donor	Winner
So-Long model (ff)	Karl Righetti	Rod Persons
Glider model	Ray McGowan	Ron Keil
Balsa	Jerry Rocha	Tim Younggren
Servos (pair)	SAM 27	Gene Mathieu
SAM 35 Yearbooks	Fred Terzian	John Hlebcar
SAC-TEX plans	John Hlebcar/Nick Sanford	Fred Terzian
Sioux-Z-Q model (2)	Rocco Ferrario	Fred Terzian
		Earl Hoffman
Sanding Bar	Rick Madden	Stu Bennett



*Jerry Rocha with his \$1 OT sweepstakes prize from the NorCal Champs at Waegel Field. Models: Megaw Ranger, Smith Mulvihill, Gollywock, Strato Streak*

*The SAC-TEX plans were drawn by John Hlebcar of its 1937 design by Nick Sanford. The plans have been submitted to the SAM Design*



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

by John Carlson

In spite of the threatening weather and conflicts with other activities over the long weekend, there was small, but respectable, showing for SAM 74's first event at their new field. Because the flying site is about a mile from the gate, it was necessary to have a gate tender to let in visitors. Dee Tatum (Secy/Tr. for SAM 74) had the first shift and was relieved at intervals by other host members.

The site is 2,250 acres of rolling hills, trees, grassy fields and booming updrafts and thermals. Saturday was beautiful, slightly, but not breezy with spectacular clouds. Sunday was rained out.

SAM 74 was represented by Ron Keil (also SAM 27), Jack & Dee Tatum, Tom Branco, Alex Schneider and (prez) Don Wicks. Speed Hughes of SAM 30 (and SAM 27) and friend Frank Sue showed up late and left early, but Speed flew several times.

flew the only SAM 74 R/C model present, but Ron Keil had a ball flying a CO/2 Valkyrie, several Peanut rubber scale models and succeeded in losing one Phantom Flash over the crest of a distant hill.



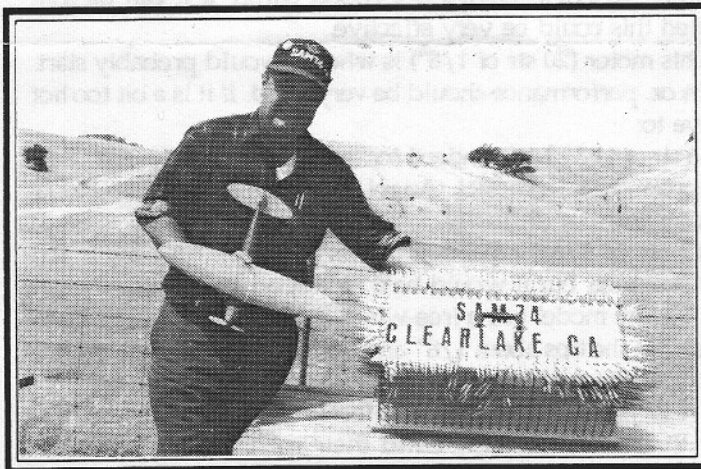
*Sam 74 Fun Fly, L to R, Tom Branco, Speed Hughes, Frank Sue, Ron Keil*

Saturday evening featured a tour of the Keil home and Ron's workshop followed by spaghetti fee with a fabulous sauce, a specialty of Jack Tatum. Deserts were by Hilde Keil. They included walnut pie, pecan pie, lemon cake, chocolate squares and several other fantastic items. A great dinner was enjoyed by some 20 SAM members, spouses and grand children.

Ron and Hilde are the most hospitable and gracious hosts! — even providing separate bedrooms for Joe Meere and John Carlson's overnight stay. Because of the on and off rain, Sunday's flying was cancelled. Ron, however, made Joe and John's day most pleasurable by visits to Jack Tatum and Don Wick's workshops, both of which had many goodies to observe.

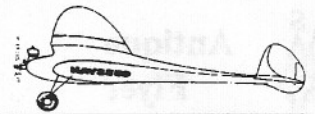
Most of the SAM 74 members sport a bumper sticker saying, "The one who dies with the most toys, wins!" Ron says Don Wicks is the leader, but I say Ron is a very strong contender.

SAM 27 thanks SAM 74 and looks forward to next year. Good Show! And a fabulous flying site!



*Ron Keil, CO2 Valkyrie (Ron was chasing it about 1/2 mile away when I arrived), Sam 74's new carouse!*

SAM 27 was represented by Ray McGowan and son Bob, Joe Meere and John Carlson. Ray flew his So-Long and seems to have solved the dutch roll problem experienced at Brown Valley. Bob flew and flew and flew and flew — a couple of R/C HLG's, often to almost invisible speck in the sky. Joe Meere, because he missed the turnoff in his first pass and took an 1 1/2 hrs. to regroup, arrived late and did not fly. Joh Carlson had several flights with his electric Playboy. Jack Tatum



We receive many newsletters from across the US, Canada, Europe and Australia. Occasionally, there are some very interesting articles that our members in SAM 27 may find of interest. Here are two short stories that came from SAM 86, Nepean, Ontario, Canada. Don Reid, who used to be a member of SAM 27, is the Gollywock Guru and has done many studies on the importance winding your rubber motors to a maximum torque reading rather than a specified number of turns.

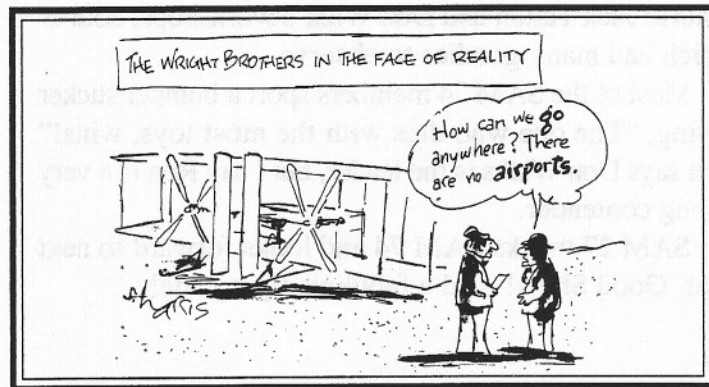
**TORQUE TORQUE THAT'S ALL I EVER HEAR ABOUT**  
by Don Reid (SAM 86 Speaks)

Marty Schindler wrote the Editor recently noting that he was flying a Homesick Angel using 16 strands of 3/16" rubber and that Don Srull suggested he try 12 strands of 1/8" instead. Marty reports no noticeable loss of performance with the lighter motor and suggests an article addressing the matter in SAM 86 Speaks.

I'm a little short on info so I'll have to make a few assumptions, but here goes:

In general I subscribe to the Jack McGillivray approach, who it is reported replied to the question on how much rubber to use by saying "as much as you can". Indeed, theory states that a rubber model's maximum performance occurs when the weight of the rubber is twice the weight of the rest of the model. The closest approach to this that I know of (for outdoor models) is in some of the large open class rubber models where it is usual to have at least as much rubber weight as airframe and where still air times of 8 minutes or so are recorded.

The above assumes that the rubber is wound to near breaking torque and that the model is designed and trimmed to take this torque. If the motor is not fully wound extra rubber really amounts to carrying useless ballast. If the model is not designed and trimmed to handle the torque the best that can be expected are hairy early contortions or at worst a crash.



While I have not built the Homesick Angel I know it by reputation and have flown against it. Amongst others, Ed Konefes has had god success with it, most notably a 1st in

small stick at Jean, Nevada in 1989. Designed by Jim Noonan, it has a 38" span and about 150 sq.in. wing area, a diamond sheet fuselage with the wing on a high wire mount and a large 2 bladed free-wheeler. Because of the sheet fuselage and wire mount it may weigh a bit more than some others i.e. the Gollywock or the Korda C stick, so it may benefit from more rubber than they use. This type of design, typified by the Alvie Dague stick, usually has a very fast climb and a so-so glide.

To repeat what I have advocated a number of times before always use a torque meter. The motors considered would have the following characteristics:

<u>STRANDS</u>	<u>ASSUMED BREAKING TORQUE</u>	<u>80% TORQUE</u>	<u>REMARKS</u>
16 of 3/16" (24 of 1/8")	100 in.oz.	80 in.oz.	1.
20 of 1/8"	76 in.oz.	60 in.oz.	2.
16 of 1/8"	54 in.oz.	44 in.oz.	3.
12 of 1/8"	35 in.oz.	28 in.oz.	4.

1. This motor (24 strands) is typical of that used in Class D models such as the '41 Smith and the Korda Wake. Wound to 80 in.oz. it would have a sky-rocket climb. If it can be controlled this could be very effective.

2. This motor (20 str of 1/8") is where I would probably start. 60 in.oz. performance should be very good. If it is a bit too hot move to:

3. 16 str of 1/8". My standard for the Gollywock with the 13 1/2" prop. The Homesick Angel should handle 45 in.oz. of torque without difficulty.

4. 12 str of 1/8". I believe this is too little rubber for top performance, but it would be a nice sport flyer.

As the model has a free-wheeler trim it to fly right-right, wash out the tips about 1/8" and wash in the right inner panel about the same. Use down and right thrust as required.

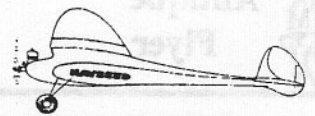
I've noticed that some California modelers use less rubber than I do, but they build their models very light. For example Bill Cushenberry's 300 in2 Lanzo cabin weighs a bit over 7 1/2 oz and uses 24 strands of 1/8". His Hi-Ho stick weighs 5 oz complete with 18 strands of 1/8". Both models fly superbly but might have difficulty in our windy, turbulent eastern conditions.

Build as light as practical, use as much rubber as the model can handle winding to 80 % torque. Pick good air and you can ignore all of the above.

The following quotes from Allan Lamport, ex-mayor of Toronto, require no further explanation:

*"Did she have a Shakespearean section?"*

*"When I'm going over the cliff, I want to be there"*



**The DREADED OUT-OF-SIGHT MENACE**

(and what you can do about it!)

By Steve Roselle - SAM 21

Regarding visibility: When your R/C Old Timer is a Mile-or-More high and degenerating visually to the aspect of a 'Mote-in-the-Eye-of-God', a good high visibility paint or Monocoat scheme is vital. Generally two contrasting colors are good. When one dims, the other will stand out. Plan your scheme so both colors will be visible from most angles. Use large area designs for trim. At 3/4 of a mile a 2 inch wing stripe is invisible. Bigger planes can be seen further away. That's one reason why 1/2 A Texaco ships 'go south' with distressing regularity. Altitude is another reason. That's why big Texaco ships head for the border too! Also, the good flying ships tend to get lost, while the rotten ones just keep coming back. That's "smarts" I've lifted from the free flight guys, by the way. They've 'been there' alot.

A Flat Black paint scheme on the (ENTIRE) bottom side of the wing will do wonders in allowing you to keep your 'most cherished possession (M.C.P.)' in view (and thus eventually back in hand). And the FLAT part is important! Glossy just won't do as good. I've been using Coverite epoxy (one-part in a spray can -ready to use). It sticks reasonably well to yellow Micafilm and doesn't add all that much weight if used sparingly.

All the visibility in the world won't help you when you fly the thing into a cloud or even indeterminate haze. You should be mentally checking how faint the model is becoming every several moments when it begins to become dot-like. (The hair on the back of my neck raises at this point, my knees turn to rubber, and I begin to blink excessively. Also my lips quiver!) A moment spent getting my emotions under control is very beneficial. Just realizing my lips are quivering and then consciously relaxing my facial muscles gives me alot more mental control of the situation. If you observe yourself experiencing any of these symptoms then you'd better think about putting "Plan B" in effect. (By the way, Dot-like in itself isn't necessarily bad as long as you have control and and the dot is

contrasting well against the background.)

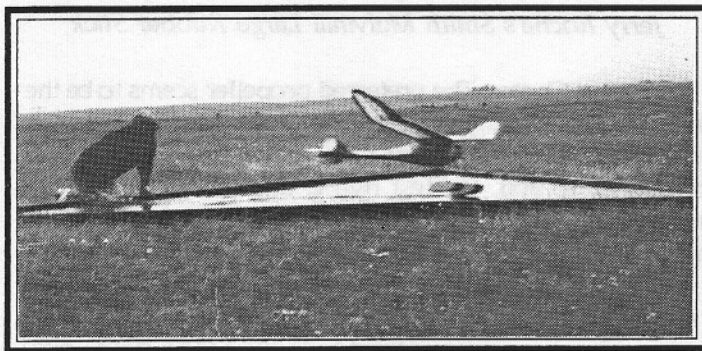
Concentration is vital. Never take your eyes off of it even for a moment. Don't let anyone distract you (even if they are yelling "DUCK!" or HEADS UP!) If your head is like mine, it can hold its own against an errant leading edge or two. Depend on your Timers and helpers to fend off attacking balsa things. They should be aware of your immediate environment. On the other hand, the rapidly rising note of an out-of-control Schnerle is not something to be dismissed lightly!

If you are way high and downwind, its important to break out of the thermal circle and fly straight upwind toward you. This can be tricky. Concentrate on not letting it head back around to downwind. Retrim the rudder and look over your shoulder if you have to, in order to avoid a wrong rudder command. It takes a while to bring it back upwind, so hang in there and before too long you will have the pleasure of seeing your M.C.P. grow large right before your eyes!

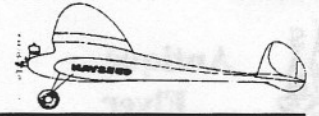


*Don Parmenter, (new SAM 27 member) Ohlsson 60 powered "Theoradical"*

For those times when the model is going out of sight overhead (or upwind) into cloud or haze, 'Plan B' techniques are handy. 'Plan B' should be tested in advance of your present situation! It involves getting familiar enough with the way your plane flies to know how to get it to lose altitude rapidly without separating the wing or other vital empennage from the fuselage. ~Remember the timer stops the watch when the first piece hits the ground, not the last. So deballasting your beast by jettisoning the lumpy part won't gain you anything except a long walk and alot of rebuilding time!) Some time while sport flying you should get the plane up moderately high where you can still easily see what its doing, and (from a trimmed glide) slowly pull in full up elevator and see if it develops a stable mush. If it does, that's great! Then practice recovering to a normal glide speed for landing. Most Old Timers with only Rudder and Elevator control won't spin (at least none of mine ever have) but be prepared to push alot of down elevator if the plane starts to veer sharply. Recover



*Bud Rcmak launching his Fxite' Westerner" O&R 60 power at Waagell Field - Nrcal Champs*



and cautiously try it again only a little further until you feel comfortable with the mush, or decide that's not the way to do it. By the way this is called 'being a test pilot' and is a lot of fun to do when the monotony of thermal circling catches up with you occasionally. Another technique is to do the opposite and slowly roll in more-and-more Down trim. This will cause the plane to begin a high speed decent and is potentially very hazardous. At the higher airspeeds, any quick control deflection (even letting off of the down elevator if you have a lot held in) might cause the craft to come apart at the seams! Judging how much is enough is tough and this can only really be done safely at closer distances where you can easily see small changes to the plane's flight path. I do NOT recommend this technique when the plane is only a dot in the sky, because you could easily over-stress it and the first sign would be when the single dot becomes TWO or more. AT that point your M.C.P. is, as they say, 'history'. Down trim and/or elevator is really only useful in positioning the plane in the landing pattern in preparation for touching down on the right spot. But that's another lesson!

Second de-thermalizing option is to spiral the plane down. This is what I normally do. The problem is that a spiral can get away from you speed-wise if you're not careful. I busted an electric once by over-stressing it that way. To determine if your plane will spiral comfortably, slow it down by pulling up elevator and then roll into a turn using partial rudder. Hold the mush-turn that results for a few circles and gradually add more and more up till you have full back stick. The idea is to get the plane into a nearly vertical turn. The airspeed being low enough that the airframe isn't over-stressed. If the model looks at any time like it's getting away from you then break off the experiment and recover. I find full-up and full rudder works well for the Brigadier. However others prefer somewhat less than full rudder (the aforementioned electric sailplane liked about half) otherwise a spiral dive rapidly develops. Try both ways since some models will spiral better one way than the other.

If you do achieve a 'true' spin and not a spiral dive, try down elevator and opposite rudder to stop the spin and then start bringing in up elevator as soon as the plane regains flying speed. Do this smoothly and don't let the model get into an over-speed condition because then a lot of elevator will tear the wings off. So quickly but smoothly apply just enough elevator to get the plane to start recovering from its trajectory with the ground. Remember to take as much altitude to recover as you need (down to Touch-&-Go height). But don't Touch because at the speed it'll be traveling, you will end up performing a T. & G.A.T.P. (which is 'Touch and Go ALL TO Pieces-!')

Whichever method you settle on to get your M.C.P. back when the visibility gets critical, knowing how to do it right is vitally important when the moment comes! Remember: Bring 'em Back - Alive".

Thermals! SNR

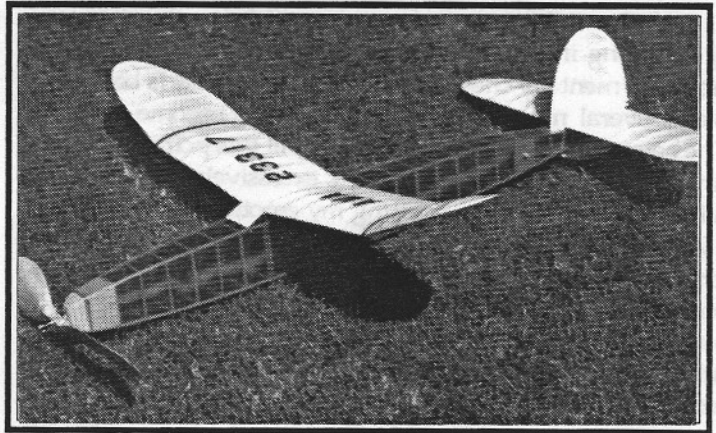
**1/2A Cox Texaco Engine Lore**

Dave Larkin, SAM 86

Let's try and put together the collective know-how on Cox Texaco engine for 1/2 A competition use, without buying twenty engines and selecting the best. My three engines are just as good (or bad) as each other. Only the Kustom Kraftmanship engine was different - it just costs more: it seemed freer but it performed the same ( just as Joe said it would) .

Running in . 80th Larry Davideon and Joe Krause recommend running in the engine with a series of short runs using a small propeller, say a 6 x 3.

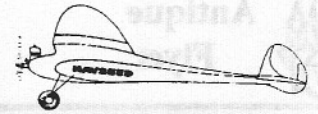
Allowable modifications. Disassemble the tank and ensure that the fuel line reaches the bottom. If you have some smaller gauge line you may want to use it to replace the existing line and spring. Reassemble. Place a short piece of silicon tubing on top of the tank and insert the needle through this. With luck this will minimize air leaks and help give a more consistent run. I hear indirectly from Bob Peru, that attention to sealing all tank seams pays off in preventing leakage. Replace the existing spinner and bolt with that from the Queen. Bee (Part # 3718, available from Kustom Kraftmanship/Joe Klaus or Cox) The bolt on this is longer and will enter the crankshaft further, protecting against crankshaft failure on impact. The latest SAM Speaks (March/April 93) has useful info on the differing tank sizes in existence.



*Jerry Rocha's Smith Mulvihill Large Rubber Stick*

Propeller Choice. The preferred propeller seems to be the Cox grey 8 X 4, although some use the Rev-Up 8 X 4. If you can use a coarser pitch and keep your plane out of the weeds, more power to you. For test flying, and perhaps turbulent conditions, consider using a Cox 7 X 3 1/2 or the APC 7 X 3, particularly if you run into a mean CD who wants ROG.

Keeping it running right through the tank. Is it a fuel draw or an overheating problem? I incline to the latter, and I note that Ron Chapman agrees. I tried to convert the Cox to uniflo operation using a C/L stunt tank (Black Widow) and blocking



off the bottom vent after filling. It didn't make a jot of difference. Ron says it is essential to keep the bore free and does this with crocus cloth. I haven't had the courage to do this, but use a Davie Diesel de-varnishing brush for the same purpose after every dozen runs or so.



Sam 74 Fun Fly, Ray & Bob McGowan with a So-Long

Fuels and head gaskets. The conventional wisdom is to use four-stroke fuel with 5 or 10% nitro and use up to 3 head gaskets. As I understand the logic, you take an engine which Cox has configured with a high compression head for fuel economy, then you use your favourite nitro percentage, and you reduce the compression to make it run well without backfiring. Now reducing the compression reduces fuel economy, and adding nitro reduces fuel economy, and it is economy we are after. I'm sure there is some scintillating logic here but, for the moment it escapes me. I've had my best results with zero nitro and only the one gasket required to seal the head. Actually there can be some logic in adding nitro. On some days, of exceptional humidity a Cox engine may insist on a percentage of nitro in order to keep running at all.. But you don't need to add it all the time.

Oil content. This is a really interesting point. You need the engine to stay cool and run freely, which means having good lubrication. But the high viscosity which comes from lots of oil (particularly castor) makes it hard to get a good, consistent needle setting. You need the castor to prevent the engine cooking off on lean runs, but you are liable to get a lean run if you can't get a consistent needle setting. It sounds like the classic problem of "you can't have your cake and eat it too". You can go down to 20% castor quite satisfactorily with the relatively slow rpm at which our engines are operating. However my solution is to use 5% castor and 5% of the best oil

I can lay my hands on, which is Castrol A747. Don't put more than 5% in, it won't dissolve. The engine runs cooler than it did with 20% castor and it runs one minute longer per tank (with luck).

Cleanliness & procedure. It pays to keep the engine, particularly the carb assembly, clean. Test the engine ahead of time. They usually give a much more consistent run after a couple of good ground runs on the day. Use a nicad glow battery rather than a glow-driver for longer glow element life and better performance.

#### Irvine Diesel Safety 'Problem': Dave Larkin

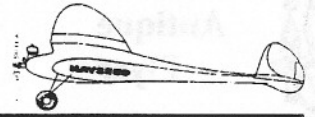
The last SAM Speaks printed a letter from Joe Wagner. He had the prop assembly detach on an Irvine glow motor and projected this to a problem with the diesel. I have spoken to Joe:

- He has not actually seen an Irvine diesel,
- He has seen an inaccurate cutaway drawing which shows a separate stud for the front of the crankshaft,
- The actual diesel engine had a one-piece crankshaft with no stud.
- The factory says he wouldn't have had the incident with the glow engine if he had tightened up the prop firmly enough for the first run.

No one that Don Bekins or I have consulted have had such a problem. In fact the problem could not occur. **Apart from that it is useful information.** As we all know, Joe has an excellent reputation and would not knowingly produce misinformation. It was an honest mistake, but I think someone should have checked with a user or an importer before printing it.



Don Bekins 72" Playboy, McCoy '49 power flies class C ignition, also set up for: class B ignition Torp 29, class B glow K&B 4.9cc, electric Texaco, electric LMR



# MECA REGION 2 SUMMER COLLECTO SWAP & SELL

Engines-Planes-Boats-Cars  
R/C-Control Line-Free Flight  
Any hobby related items  
OLD and NEW

**Saturday, JUNE 26, 1993**

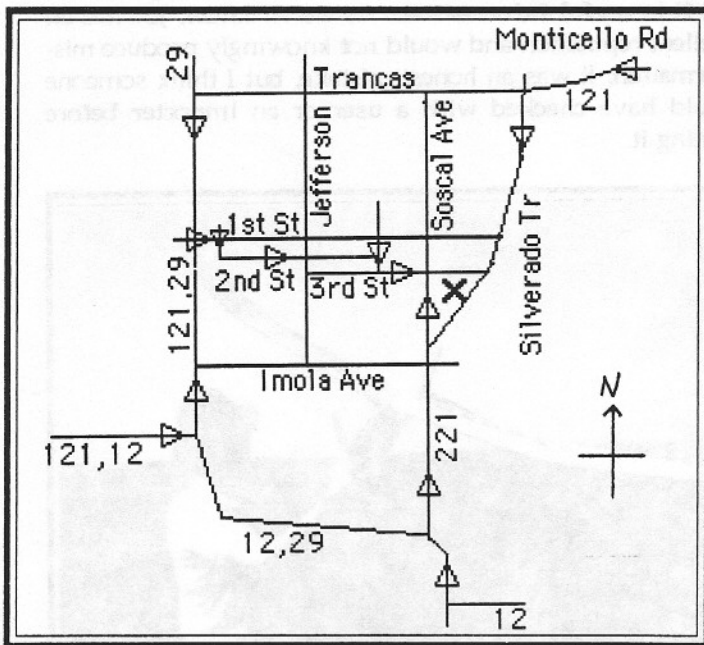
9:00am to 3:00pm

Exhibitor set-up 8:30am

**Cabernet Hall  
Napa County Fairgrounds, 3rd St  
NAPA, CALIFORNIA**

Admission \$3.00

Tables \$7.00



Region 2 Director:  
Jim Persson Jr. (510) 846-3999

**EVERYONE WELCOME**

## 1993 CONTEST SCHEDULE

JUN	19-20	SAM 41 Annual Contest	San Diego
JUN	19-20	SAM 34 Annual Contest	Carson City- Nevada
JUL	10-11	SAM 26 Coastal Cooler Fun Fly	Lompoc Area
JUL	11	Stockton Summer Bash	Weagell Field
JUL	18	SAM 21 O.T. Small Rubber & Cat. Glider	Dumbarton Bridge
AUG	14or15	International 1/2 A Texaco Postal Contest	Your Field
SEP	11-12	SAM 51 Annual Contest	Woodland-Davis
SEP	25-26	SAM 27 Crash & Bash Contest	Schmidt's ranch
OCT	10-15	SAM CHAMPS	Condor field-Taft
OCT	31	NCFFC #4	Weagell Field
NOV	6-7	SAM 26 John Pond Commemorative (new date)	Schmidt's Ranch
NOV	13-14	SAM 49 Fall Annual (new date)	Taft
DEC	5	NCFFC #5	Weagell Field

NOTE: Weagell Field Events: Old Timer R/C Assist at Weagell Field will consist of 1/2A Texaco, Texaco, A Ler, B/C Ler Combined, Electric 05 Lmr, Old Time Glider, All Ohlsson Ignition, Antique, R/C Nostalgia (loop scavaged motors) and Brown Jr. Endurance.

ALL TRANSMITTERS MUST HAVE R/CMA-AMA GOLD STICKER ON THEM

## FOR SALE

POLO SHIRTS — Tan, SAM 27 (embroidered) Logo  
sizes M,L,XL & XXL — \$20

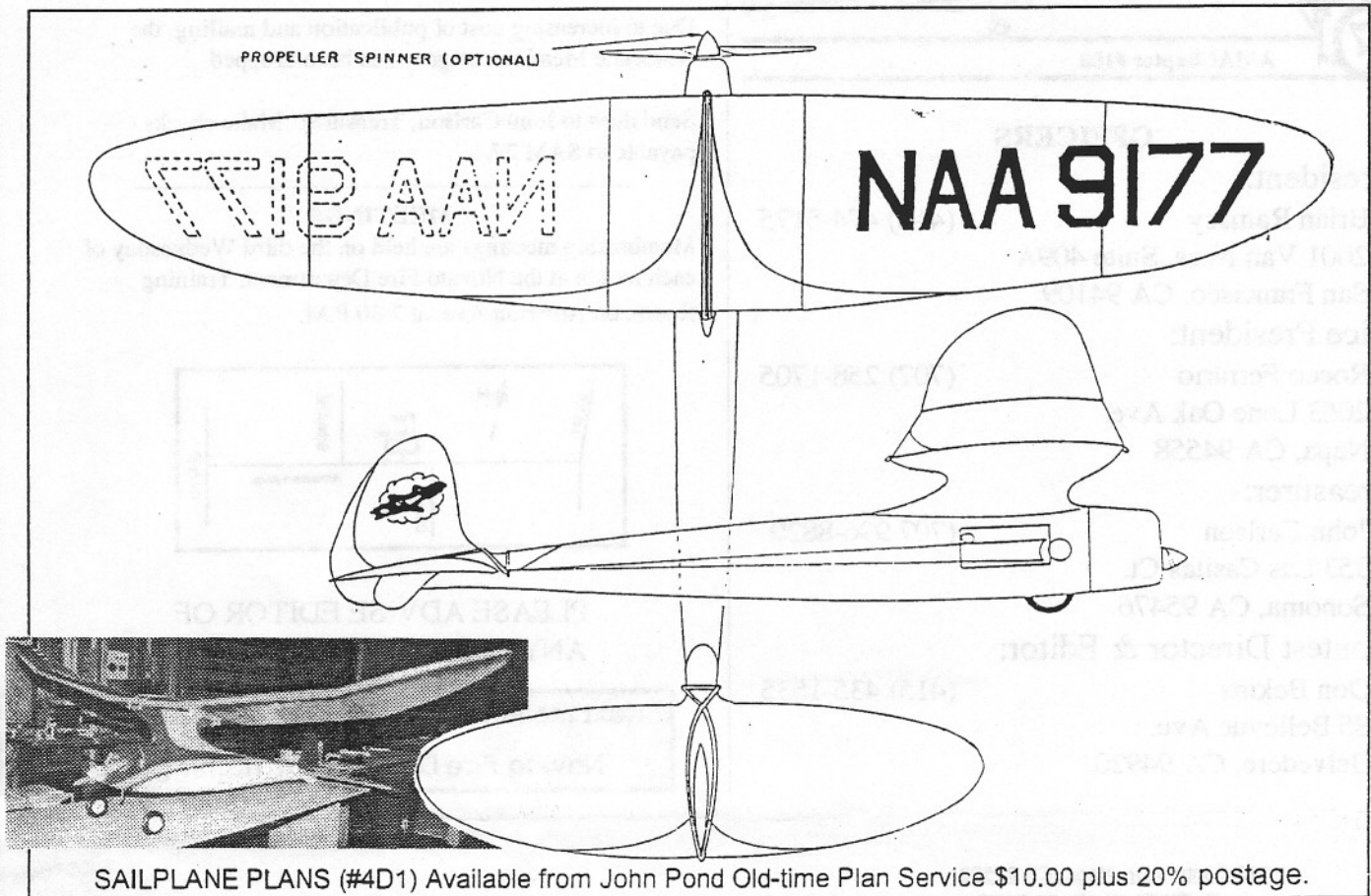
DECALS — SAM 27 Logo, 4" X 2 1/2" — \$.50 ea.  
— O&R, sheet with 2 ea. 4 1/2" X 2 1/2"  
4 ea. 1 1/4 X 2 1/4" — \$2/sheet

Phone order to John Carlson  
(707) 996-8820

for delivery at next meeting.  
Mailing can be arranged also.



# COMET *Sailplane* Designed by Carl Goldberg



SAILPLANE PLANS (#4D1) Available from John Pond Old-time Plan Service \$10.00 plus 20% postage.

## COMET AND CARL GOLDBERG BRINGS YOU A MODEL WHICH MEETS THE NEW RULES... YET REACHES A NEW HIGH IN PERFORMANCE!

When the 1940 gas model rules were announced, many took it for granted that it was a step backward in gas model performance. But comet and Carl Goldberg were determined in meeting the new rules to create an even higher standard of performance. The result is the truly amazing COMET SAILPLANE GAS MODEL!

Working under the inspired direction Carl Goldberg, Comet devoted all of its facilities to the design and manufacture of the SAILPLANE - and when it was done, we knew we had a ship that could not only match last year's jobs, but beat them with ease! The climb was terrific -- never before seen in a ship of this size. Its glide was striking flat

as that of a majestic sailplane. And the consistency with which it turned in superb flights was most impressive of all! The SAILPLANE was perfected after months of testing wings, airfoil sections and flight characteristics, in which every defect was ironed out. Here is the gas model achievement of all time -- destined to make as impressive a record in wining contests as its great predecessor--the Zipper.

### SAILPLANE SPECIFICATIONS

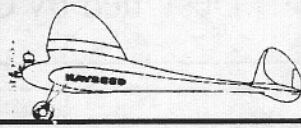
Wingspan 78 inches      Wing area 864 sq. in.  
Length 52 inches      Weight 3 lbs.

### SPECIAL FEATURES

- PROPELLER SAVER: Motor mount swivels to protect the prop and crankshaft!
- RETRACTABLE LANDING GEAR: First retractable gear on the market. Timer activated!
- IGNITION IN A POCKET: Just open the hatch and service the entire system!
- AUTOMATIC PILOT WING MOUNT: New type positive wing and tail keys!



AM A Chapter #108



**OFFICERS**

**President:**

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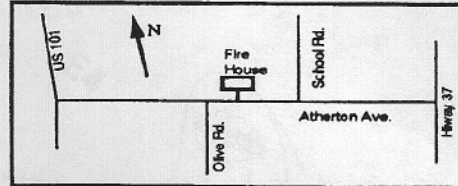
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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.



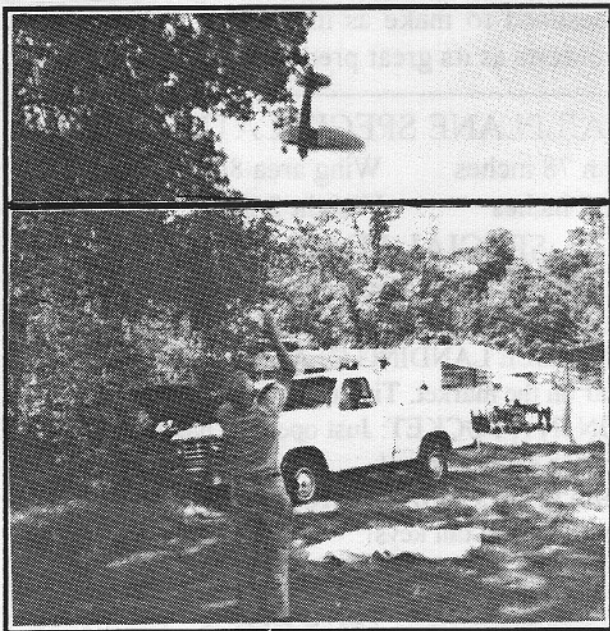
PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

**Next meeting: Wednesday, JUNE 15th, at the Novato Fire Department Training Room**

1043 Century Dr. Napa, CA 94558



**FIRST CLASS MAIL**



Don Bekins retrieving his airplane

F...  
48...  
Sa... CA 94129