

SAM 27 Oct. 20 Meeting

At 7:30pm members and guests, chairs and show-and-tell in hand, were milling around Ted and Remo's Schellville hanger, eagerly awaiting the regular meeting in this special location. But the hanger was dark and as time passed no Remo showed to open it up. Buzz Passarino saved the day by checking with a neighbor who had a hanger key and a phone to contact Remo. Soon the lights were on, the door opened, and the meeting got underway. Remo showed up about



Remo Galeazzi standing in his hanger at the October meeting

twenty minutes later stating he had closed up that afternoon thinking the meeting was a week later. "All is well that ends well" and thanks again Remo and Ted for making the hanger available again for this memorable meeting.

A record thirty eight members and visitors filled all the available space. Several of the visitors represented the 4-H club and are considering a modeling program in their program. Seven of the visitors

later became members of the Jr. O/T's and or SAM 27. The Jr. O/T's included Glenn Dahl, Cleve Pasarell, Ryan Dugan, Brian Cassayre and Ken Monroe, all from Napa and sponsored by Rocco Ferrario. Also joining were John Ethier of Santa Rosa and Leighton Monroe Jr., Ken's dad. Welcome all of you. Also welcomed was Joe Alberton of Houston, TX and SAM 21 & 82, guest of George Joki.

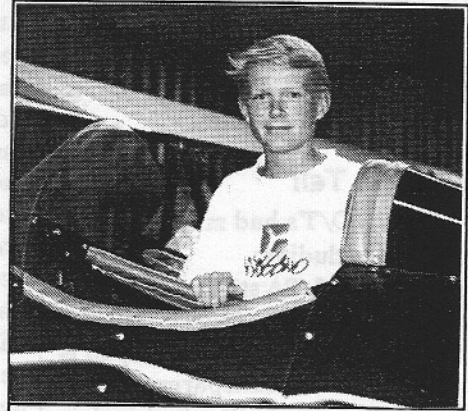
SAM Champs

Glowing reports of the 1993 SAM Champs held at Taft, CA were given by Steve Roselle (R/C CD) Ed Hamler, Don Bekins and several others present. There was a great turnout for both R/C and FF. the weather was perfect, light or no winds often booming thermals and some periods of very down air. Don Bekins was runner-up for R/C Sweepstakes Grand Champion, Ed Hamler did well in several events. Jerry Rocha won first in 1/2A Scale R/C Texaco as well as doing well in several FF events. About ten R/C models went out of sight but most were subsequently found. John Carlson's 1/2A Texaco Atomizer was found with only minor damage but Pete Samuelsen's Folly II suffered major damage. It was found the next day by Rocco Ferrario who had borrowed Jerry Rocha's bike. The Red Zephyr SAM 27 project was presented to it's original designer, Herb Greenberg who, after several instructional flights with Ed Hamler, made several solo flights with much coaching. Although the flights were officially timed for the Electric Texaco and LMR events, Herb seemed to be hitting the down air and the times were not spectacular. The model will be crated and sent to Herb in New Jersey. Herb was enthusiastically planning to attend many events back east in the near future.

Old Business

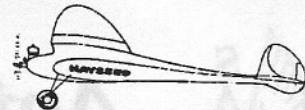
SAM 27 Crash & Bash

Ed Hamler reported that he had not yet compiled all of the results of the September Crash & Bash held at the Schmidt Ranch in Elk Grove. He did report a very good turnout, good weather and an enjoyable time had by



Ken Monroe standing next to one of Remo Galeazzi's airplanes

all. the Friday and Saturday night dinners, with preparation planned and directed by Miriam Schmidt, were delicious and well attended. Ed Hamler reported that several of the ladies present commented favorably on the help given by SAM 27 members, especially the Jr. O/T bunch in setting up, serving and cleanup. John Carlson reported an approximate \$660 profit on the event, a large portion of which was on the Friday and Saturday dinners. As a gesture of appreciation to Loren and Miriam Schmidt for their hospitality and super human efforts it was voted that SAM 27 make a gift of a gas fired Weber barbecue. Brian Ramsey will arrange this. Don Bekins especially enjoyed the C&B as it was the first time in many years he was not CD and thus able to fly in most events. He thanked Ed Hamler for taking on the CD job and praised the manner in which it was conducted.



New Business New Officers

President Brian Ramsey conducted the usual SAM 27 election of officers for 1994. The election of officers for 1994. The election method is basically nomination by: concensus and default. There being no other nominees the members present elected the following: Rocco Ferrario - President, Rod Persons - Vice President, John Carlson - Secretary/Treasurer, Ed Hamler - Contest Director. The changing of the guard will take place at either the Christmas party or the December meeting.

Show & Tell

The Jr. O/T's had many items displayed including: Ryan Dugan's 1/2A stick model made from an MRL Kit (cost was \$29 including Cox engine). Wing span is about 30" with transparent mylar covering (1.5 mil.). The fuel tank is an eye dropper providing about 1/2 min engine run. Maiden flight was scheduled for the following day at Redwood Middle School. Ryan also had a HLG which had posted a 28 sec. flight.



Ryan Dugan showing his 1/2A stick model

Scott Seronello displayed a Fox 1/2A Texaco R/C model under construction. Loren Schmidt had given

the partially framed fuselage and plans to Scott who had completed it's framing and was well along on the wing. We are looking forward to the next progress (completion ?) report.

Brian Cassayre showed three HLG's which had been successful flyers with times as high as 58 sec. Good work Brian.

The not-so-junior Old Timer's with show and tell were:

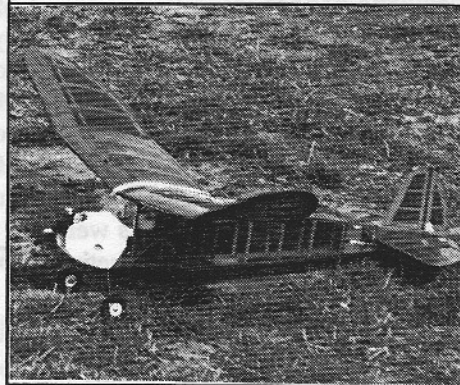
Ed Heikell had his 1/2A Texaco Atomizer present for a photo session requested by Jerry Rocha; also a partially completed Penny Plane which Ed has been working on under the instruction of Earl Hoffman. Earl is the SAM 27 master of very, very light, indoor construction and wants to pass on some of the knowledge he has accumulated over the years. Ed also has an Electrostreak in the works. It will have an OS Astro Cobalt and should be hot flyer. In addition Ed brought a number of photo's which Don and Ed have accumulated from past newsletters and invited those present to help themselves. Thanks Ed.

Ron Keil had two interesting engines: An OS FS-75 open rocker 4-stroke. Very few were made and thus is considered a rarity. Because of the open rocker construction SAM rules permit it to compete with 45 size 2-stroke glow engines. Also a CMB .21 from Italy showing superb machine work. It is a high rpm engine, also quite rare.

Ed Hamler showed a silk covered wing he is working on. He used silk scraps left over from other projects resulting in a many hued effect. Ed also reported that the use of Titebond alaphatic glue on a model resting overnight in a secondary treatment pond is not recommended. A new Titebond II glue is said to be much more water resistant.

Ned Nevels brought copies of two newsletters he had produced during the SAM Champs meet. One had been handed out the third day of the meet and the and the second at the Friday night victory banquet. The newsletters

even had pictures, including one of a 19 year old (1934) Herb Greenberg cranking up a Hurlleman powered predecessor of the Red Zephyr. The photo had been residing in Bob Cahill's photo album all these years and was given to Herb by Bob during the meet. Ned spent much of his days at the field



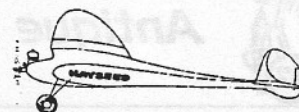
G. Sinclair's "Coronet" that won 1/2 A Texaco at the Bendigo O/T, Easter 1993

punching his laptop and would disappear for many hours to his motel for further processing. Truly a great "real-time" effort, much appreciated by attendees.

Buzz Passarino showed a 1/2 size Brown Jr. replica built by him. It had started as a kit produced by others but the parts were so bad that all were discarded one by one until the final result was scratch built. Buzz's machinist skills are truly impressive.

Rocco Ferrario showed a Bruno Marchi designed Cloud Chaser O/T stick rubber which will be the Step 2 project after HLG's for the Jr. O/T program. The model has a 30" wing span with a twin tail. Wing tips are 1/32" balsa laminations sliced to permit mass production. The prop was a stock Peck Polymers grey plastic, cleverly increased to 12" dia. by gluing 1/32" balsa extensions. Rocco tried a short night flight prior to the meeting and even with few turns almost lost it to the darkness. It looks like a fun model which should also interest some of the "old" O/T group.

Rod Persons passed around copies of an article giving details for construction of a 1 gram scale made from a yardstick.



Jerry Rocha displayed photo's taken at the International FF meet held at Lost Hills during the week prior to SAM Champs. Jerry gave a glowing report of the meet emphasizing the extreme sophistication of the models flown by the European teams.

Ray McGowan showed a Phantom Bullet .29 considered very rare. He had traded an antique glider kit for the engine. Ray also showed several FF timers from the '30's. Some were clock work types with escapements and one was pneumatic with a variable orifice.

The last but not least Show and Tell was the hanger tour conducted by host Remo Galeazzi. The aircraft were the Ryan ST formerly owned by Tex Ramkin, aerobatic champion of the 1930's, a Fleet Model I nearing completion of it's restoration. Remo's workmanship on building and restoring full size aircraft is only rivaled by that of his modeling. The tour was full of interesting history of the planes and features of their construction. Thanks again Remo.

SAM 27 Project Honors Herb Greenberg "Red Zephyr" Project Completed With Delivery at SAM Champs '93

Herb Greenberg was 21 years old when he finished 11th at the 1936 NATS with his "Red Zephyr". The plane had not been test-flown prior to that flight as Herb finished it up in time to leave New Jersey for Detroit. "I let that thing go and it corkscrewed straight up just like a bomber," said Herb Monday, while watching the brown Junior events at the '93 SAM Champs. "I never had a chance to decorate the Zephyr, it was finished in lightweight white Japanese tissue just in time to leave for the NATS." The (white) Red Zephyr showed tremendous stability and looked like a real plane, properties that attracted the attention of John D. Frisoli, President of Scientific Model Airplane

Company. John inquired if Herb would be interested in letting Scientific kit his design. He offered \$25 and Herb let him borrow his plane. The Scientific people measured every part of the plane and produced a kit that sold in the multi-thousands in quantity over the years. Herb, of course, only received \$25 for that design. The Frisoli family still reside near Herb in New Jersey, and the Scientific Model Airplane Company has evolve into a mail order tool firm run by the son of the founder, that company is called Micro-Mark's.

Herb had belonged to the Bamberger Aero Club since 1931. The club met on an upper floor of Bamberger's Department Store in Newark, NJ — Later purchased by Macy's and operated today under the same name. Irv Polk ran the model hobby section of the department store and was the first president of the club 1931-32. You may remember Irv as he later left Bamberger's and started his own emporium, Polk's Models. Irv is still alive and he and his family own the Aristocraft label. Later, Mike Granieri was president of the club. Speakers at the club meetings included - Jimmy Doolittle, Clarence Chamberlin, and Sir Fredrick Ives,



Brian Cassayre showing off his three successful flying HLG's

famous aviators of the period. Herb has a Doolittle-autographed Shell Oil memento from that visit.

Interestingly enough, Herb reports

that the famous "sunburst" finish depicted on Scientific's plans was a creation of Scientific's, as his aircraft was plain white.

SAM 27 has had a special relationship with Herb Greenberg as a

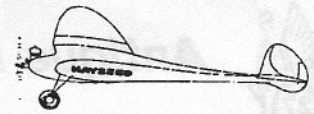


l-r Herb Greenberg designer of the 1936 RedZephyr, Ed Hamler SAM 27, Bob Rooman Springfield, MO

result of Ed Hamler's (and your observer's) affection for the Red Zephyr. Prior to the 1991 SAM Champs, Ed has flown a Ben Buckle-kitted Red Zephyr and he and your observer had started parallel Red Zephyr projects for the Ohlsson Event and Class "C". Ed contacted Herb and invited him to Jean where he got a chance to fly Ed's completed Zephyr and had a marvelous time (as did nearly everyone who came in contact with Herb). This past winter, SAM 27 decided it would be terrific if they put together a Red Zephyr for Herb to fly at his year's edition of the SAM Champs. The plans were scaled to 90% of the original to size the wing area for an electrified version of the Red Zephyr (knowing that Herb lived in an urban area, it was felt he would be able to fly the electric version more easily than a gas version).

Club members contributed radios, motors, servos and construction skills. Ed Hamler assembled and finished the final product. A full listing of contributors to the Red Zephyr project was not readily available.

Monday, Herb got in several training flights and soloed the Zephyr



for an additional five flights, the last of which was very special as the Zephyr took off in lift and eventually put in over 12 minutes. Herb was enthralled with the plane and the flying.

Conversations with the 78-years-young Herb, (he celebrated that birthday on Monday) are an interesting mixture of old and new. Herb will be talking about engineering problems he worked on as a Navy pilot in WWII and in the next second remark that the twin tails on a contestant's model reminded him of another design that he sold to a kit company, the Miss World's Fair (this time, Herb received \$50 for his design!). If a listener isn't prepared for Herb's wide-ranging interest's, he or she can suffer from a severe case of verbal whiplash as Herb careens from subject to subject. He has a 486/33MHz PC at home and works with Computer Aided Design programs from his work. He still works full-time and flies full-scale gliders and airplanes out of the busy Newark/NY corridor. After the SAM Champs at Taft, Herb is on his way to Lyon, France for a "total immersion" seminar in French. Herb is a prolific writer and has had stories published in soaring magazines of his exploits soaring in Germany a few years ago. He is currently working on a patentable idea for ice warning devices for aircraft and is in line for a defense department development grant to develop the idea. If you get the idea that Herb doesn't

let his age have anything to do with how he pursues life, you're right! Herb doesn't endure, pass or put with life. He attacks, relishes and pursues it with gusto.

A SAM Champs Story

by Mark Glammeier
SAM 57-Sioux Falls, SD

As a midwesterner, I was somewhat overwhelmed by all of the activity involved with the SAM Champs.

A large Old-Timer contest in the Heartland would be 20 contestants, not 220! All of the old timer flying in South Dakota and surrounding area is limited to R/C. Despite the fact that South Dakota has a total population of only 700,000, I know of no areas in the Eastern half of the state suitable for free-flight. This is due to the total development of farming and ranching. I don't think I could spend all that time building a model to turn it loose on its own hoping that it will come back.

home disappointed. I found it hard to meet and strike up a conversation with other modelers at Jean. I have no idea why this was but it happened.

This experience at Taft has been the total reverse of Jean. I attribute this to the efforts of one person. Over the past several months, via telephone and mail, I became acquainted with the past Editor of SAM Speaks, Don Bekins.

When Don learned of my intention to attend the Champs as a spectator, he phoned me long distance to invite me to join him and others for drinks and dinner.

At his motel room get-together, Don introduced me to many other members of SAM. I really enjoyed visiting with everyone and many new friendships have been formed. At the

top of this new list is Don Bekins.

Shopper's Note/ Building Tip:

Don't know if this is a Shopper's Note or a Building Tip. The product is a UHU Glue Stick used for gluing paper to paper in art work. I use it for cut and paste graphic art for presentations and in this newsletter. It is a waxy like gooey substance that comes in a tube a bit bigger than a lipstick or chapstick. Gerry Lafreniere of SAM 86 uses it for covering with tissue and for mounting celluloid windows in cabin models.

I asked him about it and Gerry showed me several models where he

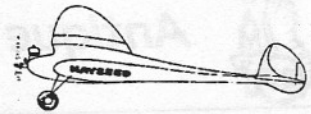
had used it and described the technique for covering a wing with a bottom spar and undercamber ala Gollywock. He applies a thin layer to the soar bottom and smooths the tissue down onto the spar. The glue stick allows some set up time, so if it isn't on exactly right, it can be lifted off and



Harry's Harem - Harry Jenks managed frequency control at the Champs. He had some delightful feminine help. l-r Joanie Bekins, Miriam Schmidt, Janet Roselle, Neva Nicholau, Mary Hamler. All wore matching shirts which said: Rome! Paris! London! Taft! (celebrating the exciting cities of the world)

However; some of my flying buddies (?) back home would say my flying would improve if I left the receiver off. I admire all modelers that can fly free flight.

This is not my first visit to the Champs. I went to the 1991 event in Jean NV, and I must admit that I went



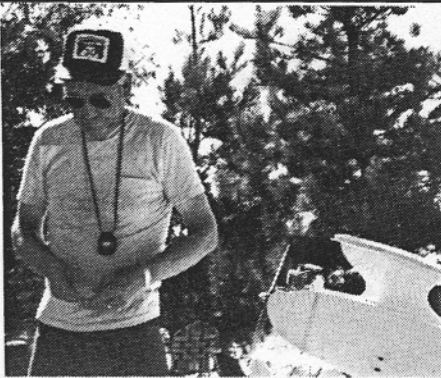
repositioned. Next the covering is attached to the undercambered rib sections aft of the spar by using the glue stick and smoothing the tissue to the ribs. The covering is then rolled back to apply the glue stick to the leading and trailing edges and the tissue smoothed down as before.

If not done earlier, the covering is finally attached to the end ribs and the excess tissue trimmed away. For final sealing after covering is complete, a thinned coat of dope is applied to the undercamber rib glue lines. Then the tissue is water shrunk and doped as in usual practice.

Gerry also uses the UHU stick to install celluloid windows and showed me his R/C 1/2A Texaco Scale Tailorcraft L-2 which had a quite extensive "greenhouse" beautifully done. I believe these UHU glue sticks (and there are other manufacturers of similar products) can also be used on silk, Micafilm and Lite-Span types of covering materials, but have not tried it myself. It does dry quite permanently and in a short time. There is one version that is purple when applied and becomes clear as it cures so you know how long you have to work with it.

I mentioned this product to Don Srull and he used it for various purposes. His suggestion was to be sure the glue stick is fresh because after they have been opened for a while, they tend to dry out and get gummy. These UHU glue sticks come in boxes of 12 and in pegboard bubble

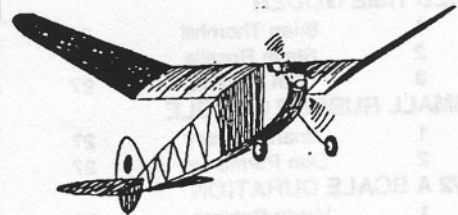
packs. They can be found for about \$1.00 each in all the finer office supply and stationary stores. Thanks, Gerry and Don for the tips.



Loren Schmidt with his Hornet powered Playboy that he won at the Crash+Bash



Speed Hughes getting ready to fly one of his airplanes with Ron Keil's assistance at the SAM 27's Crash + Bash



Christmas Party

Sunday, December 12, 1993
12 noon

Papa's Taverna

5688 Lakeville Hwy
(2mi. south of Hwy 116)
Luncheon \$12 tax/tip Incl.
Last year about 25 attended,
lets make it bigger & better
this year.

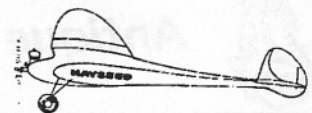
Sign up at the November
meeting or phone
John Carlson
at (707) 996-8820



John Quigley holding while Leo O'Reilly fires up the engine in his "Lanzo Record Breaker" at the at the Bendigo O/T event, Easter 1993. Leo's "Thunderking" vintage glider in the high foreground



R/C CD Steve Roselle giving last minute instructions to flyoff contestants in "C" Ignition. There were 17 in the finals and no frequency conflicts, believe it or not. Joe Percy from Texas won and Don Bekins of SAM 27 was second



Final Results of the 16th Annual SAM 27 Crash & Bash

Schmidt Ranch, Elk Grove, California • September 25 and 26, 1993

First three places only due to space available.

ELECTRIC LIMITED MOTOR RUN

PLACE	CONTESTANT	SAM	MODEL	MOTOR RUN	1	2	3	TOTAL
1	Charles Applebaum	26	Bomber/Astro Cobalt	75	Three max flights+16:13			37:13
2	George Joki	21	Bomber		Three max flights+15:52			36:52
3	Kenneth Low	26	Playboy/Astro Cobalt	75	6:26	7:00	7:00	20:26

OHLSSON SIDEPORT

PLACE	CONTESTANT	SAM	MODEL	MOTOR RUN	1	2	3	TOTAL
1	Dale Tower	49	Lanzo Bomber	60	Three max flights+7:13			28:13
2	Ed Solenberger	27	Lanzo Bomber	60	Three max flights+5:37			26:37
3	Don Bekins	27	Lanzo Bomber	60	7:00	7:00	6:25	20:25

OHLSSON 23

PLACE	CONTESTANT	SAM	MODEL	MOTOR RUN	1	2	3	TOTAL
1	Ed Solenberger	27	Lanzo Bomber	frv	4:45	5:00	5:00	14:45
2	Emilio Finato	21	Lanzo Bomber	sp	5:00	3:12	3:08	11:20
3	Speed Hughes	30	Miss Tiny	frv	3:27	3:33	3:57	10:57

OLD TIME GLIDER

PLACE	CONTESTANT	SAM	MODEL	1	2	3	TOTAL
1	Brian Thornhill	30	Thermic 100	5:10	14:02		19:12
2	Steve Roselle	21	Sinbad 62	4:18	6:10	2:34	13:02
3	Karl Righetti	27	Hague	4:48	2:00	2:57	9:45

SMALL RUBBER GAGGLE

PLACE	CONTESTANT	SAM	MODEL	1	2	3	TOTAL
1	Brian Ramsey	27	Pacific Ace	1:01	2:00	1:28	4:29
2	Don Parmenter	27	Jabberwock	1:34	1:05	1:49	4:28

1/2 A SCALE DURATION

PLACE	CONTESTANT	SAM	MODEL	1	2	3	TOTAL
1	Hardy Robinson	26	Megow Coupe	8:04	8:48		16:52
2	Don Barrick		Erla 5A	Att	4:15	4:51	9:06
3	Ron Keil	74	Fleet Biplane	Att	1:21	5:50	7:11

COMBINED ANTIQUE/PURE ANTIQUE

PLACE	CONTESTANT	SAM	MODEL	ENGINE	LER	1	2	3	TOTAL
1	Eut Tileston	51	Westerner	Enya 60	42	Three maxes + 9:0039:00			
2	Don Bekins	27	Lanzo Bomber	Edco	48	Three maxes + 8:2338:23			
3	Dale Tower	49	Lanzo Bomber			Three maxes + 4:2534:25			

COMBINED CLASS 'A' LIMITED ENGINE RUN

PLACE	CONTESTANT	SAM	MODEL	ENGINE	LER	1	2	3	TOTAL
1	Dale Tower	49	Lanzo Bomber	Nelson .19	18	7:00	7:00	7:00	21:00
2	Don Conner	00	Lanzo Bomber	Supertigre 19	23	6:57	6:10	7:00	20:07
3	Don Bekins	27	Lanzo Bomber	O&R 19	35	7:00	6:37	5:39	19:06

COMBINED CLASS 'B' LIMITED ENGINE RUN

PLACE	CONTESTANT	SAM	MODEL	ENGINE	LER	1	2	3	TOTAL
1	Don Barrick		Super Quaker	Supertigre 29	23	7:00	7:00	7:00	21:00
2	Don Bishop	26	Lanzo Stick	Supertigre 29	23	7:00	7:00	7:00	21:00
3	Don Bekins	27	Lanzo Bomber	O&R 23	35	6:45	7:00	7:00	20:45

COMBINED CLASS 'C' LIMITED ENGINE RUN

PLACE	CONTESTANT	SAM	MODEL	ENGINE	LER	1	2	3	TOTAL
1	Wayne Conner	00	Lanzo Bomber (88%)	Orwick 64	35	Three max flights+ 17:42			38:42
2	Don Barrick		Super Quaker	Supertigre 35	23	Three max flights+ 13:45			34:45
3	Don Bekins	27	Lanzo Bomber	Edco	35	Three max flights+ 5:53			26:53

TEXACO

PLACE	CONTESTANT	SAM	MODEL	ENGINE	FUEL	1	2	3	BEST
1	Dale Tower	49	Lanzo Bomber	OS 40 FS cnv	24cc	20:00	60:39		60:39
2	Eut Tileston	51	Weathers Westerner	MAC 6.5 Diesel	20cc	26:19	34:27		34:27
3	Don Berkins	27	Gas Bird	OS 60 FS Conv	28cc	32:33			32:33

1/2 'A' TEXACO

PLACE	CONTESTANT	SAM	MODEL	1	2	3	TOTAL
1	Bob Angel	26	Playboy Jr.	15:00	14:49		29:49
2	Don Bishop	26	Lanzo RC Stick	14:08	15:00		29:08
3	Rocco Ferrario	27	Playboy Sr.	15:00	13:51		28:51

"SPIRIT OF SAM" CONCOURS

PLACE	CONTESTANT	SAM	MODEL	DESIGNER
1	Wayne Conner	00	Record Breaker	Lanzo
2	Ed Solenberger	27	Bomber	Lanzo
3	Colin Borthwick	51	Ethy	Schumacher

1/2 'A' SCALE CONCOURS d'élégance

PLACE	CONTESTANT	SAM	MODEL	DESIGNER
1	Eut Tileston	51	Arrowbile	Waterman
2	Hardy Robinson	26	Megow Coupe	
3	Ron Keil	74	Fleet Biplane	

Thanks for coming to the sixteenth annual 1993 SAM 27 Crash & Bash, our biggest, safest, and perhaps best ever, Crash & Bash. Mark your calendars September 24 & 25, 1994 for next year's Crash & Bash. That's the weekend following the Reno Air Races. Thermals...

1993 SAM 27 Crash & Bash Bill Hooks Sweepstakes Championship Points Summary

	Contestant	AMA	SAM	flights		1/2 A	TEXACO	Antique	Combined LER			O&R 23	Elec LMR	Elec TEX	1/2 A Scale	Scale Concours	SAM Concours	OT Glider	Rubber Gaggle	Points TOTAL
				posted	1/2 A				A	B	C									
1	Don Bekins	95097	27	23	1	3	4	3	3	3	3									20
2	Dale Tower	22098	49	13		5	3	5		5										18
3	Ed Solenberger	2558	27	10					2		4	5					4			15
4	Eul Tileston	13800	51	5		4	5								5					14
5	Don Barrick	279040		14					5	4				4						13
6	Charles Applebaum	438030	26	9						1		5	5							11
7	Wayne Conner	84038	00	5						5						5				10
8	Kenneth Low	466866	26	12	2							3	3	2						10
9	Hardy Robinson	48197	26	12										5	4		1			10
10	Don Bishop	59049	26	6	4				4											8
11	Ron Keil	47336	74	10				2						3	3					8
12	Don Parmenter	56937	27	8							2								4	6
13	Bob Angel	9752	26	2	5															5
14	John Carlson	276366	27	7								1	4							5
15	Speed Hughes	10564	30	5		2						3								5
16	Brian Ramsey	254197	27	6															5	5
17	Bryant Thornhill		30	2													5			5
18	Don Conner	18969	00	7				4												4
19	Emilio Finato	53345	21	4							4									4
20	George Joki	206599	21	6								4								4
21	Steve Roselle	79580	21	3														4		4
22	Loren Schmidt	94851	30	8			2				1									4
23	Colin Borthwick		51	2												1				4
24	Rocco Ferrario	341628	27	4	3											3				3
25	Muriel Oglesbee	71351	21	7			1									2				3
26	John Pond	251	21	5								2	1							3
27	Karl Righetti	307661	27	5														3		3
28	Brad Allen	10827	21	14							2									2
29	Ed Hamler	1639	27	5						2										2
30	Dave Lewis	105784	21	17				1	1											2
31	Roscoe Low	6544	26	6									2							2
32	Henry Stiglmeier	210311	51	3														2		2
33	Bill Burleson	43252	30	3							1									1
34	Peder Samuelsen	44907	27	4		1														1
35	Sean Crowley	pending	27	2																
36	Ed Heikell	394441	27	2																
37	Stan Lane	10314	30	2																
38	Ned Nevells	23413	27	1																
39	Dick Oglesbee	31067	21	2																
40	Tom Patten	17098	21	5																
41	Warren Pickering	70398	30	2																
42	Nick Sanford	50827	27	3																
43	Jack Tatum	119934	74	7																
44	Terry Welden	104531	30	3																
45	Art Watkins	11291	21	2																
46	Pete Williams	196074		6																

total flights/attempts posted = 289 total event entries = 121 total crashes = 1 total bashes = 0 !

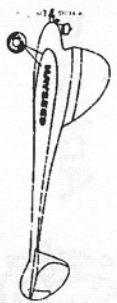
Congratulations to Don Bekins, winner of the 1993 Bill Hooks Memorial Sweepstakes Championship. Thanks to everybody for your contribution to a safe weekend of old time aeromodel flying fun. Our special thanks again to Loren and Miriam for their gracious hospitality, beautiful site, and wonderful weather.

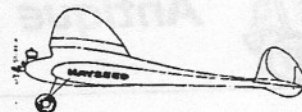
ebh



Antique Flyer

November 1993





Sam 49 Fall Annual

R/C Old Timer Contest at Taft, CA November 20-21

CD TOM EMPEY (310) 530-0235

Entry Fee: \$5.00 for each event - \$30.00 maximum.

Prizes: Plaques for first through third place in all flying events, with special plaques for "Spirit of Sam" concours, 1/2A Scale concours, and overall sweepstakes winner. In addition we will award the highly coveted perpetual trophy for the winner of the Ohlsson Sideport event.

A tasty, nutritious lunch will be available for a nominal fee, as usual.

GENERAL NOTES

- The meet will be run according to the 1992 SAM rules, except that we will most likely specify a 30-minute max in Texaco. Note that this includes the two rule changes that were recently passed regarding the displacement rating of closed-rocker four-strokes, and the revised engine run/fuel allotment for the L.E.R. and Texaco events respectively.
- A pilots' meeting will be held each morning at 8:30; official flying can begin immediately thereafter.
- Last flights must begin by 5:00 pm Saturday and 3:00 pm Sunday.
- Hot lunches (\$3.00) will be available at the field both days.
- Don't miss the banquet at the White Elephant on Saturday night!

L.M.R. and 05 Texaco events will be run according to the 1989 Jean, NV rules. For a complete list of rules, or answers to any questions regarding electric events call our resident Electric Expert, Roland Boucher at (714) 435-9218 (daytime phone).

1/2 A TEXACO SCALE: Each entry must be a recognizable scale model of a full-size man carrying aircraft designed prior to 1943. Engine, prop, fuel, fuel allotment, wing loading, materials, etc. must otherwise meet all criteria for SAM O.T. 1/2A Texaco models. Flying rules are the same as 1/2A Texaco. Models of full-size power assisted gliders are not allowed.

We realize that some guys pick a particular scale subject knowing it's not the best possible thermal soarer, or who add considerable scale detail knowing it's not required and may even detract from the model's performance. So that these fellows won't feel left out, we'll be awarding a special Scale Concours trophy in this event. Our club is fortunate in having as one of its members, world renowned scale master Dale Black, who has graciously consented to do the judging honors. Models will be judged both for their workmanship and apparent scale fidelity. Concours entries need register only on official flight in 1/2A Texaco Scale to be eligible. Keep in mind that this "scale" judging is a separate feature by itself and will in no way affect or be figured into the results of the 1/2A Texaco Scale event.

SPECIAL EVENT RULES

OHLSOON SIDEPORT: Only Ohlsson sideport ignition engines (.19-.60) are allowed. Any SAM-legal model, Antique may be used. No scaling is permitted. Minimum wing loading is 10.oz./sq. ft. No pressurized engines. Engine run time is 35 seconds for all engine sizes. Maximum flight time is seven minutes. Four attempts will be allowed to make three official flights.

OLD TIME GLIDER: Open to any glider designed, kitted or flown no later than December 31, 1946. Maximum span is 120 in. Models can be built to any scale. No minimum release and ends at touchdown. Up to three flights can be taken to make a total time of exactly 20 minutes (1200 seconds); time over 1200 seconds will be deducted from the total score. Contest management will provide a winch or high-start, or you may use your own launch device.

ELECTRIC EVENTS: The 05 Electric

SCHEDULE OF EVENTS

SATURDAY

20 NOVEMBER 1993

TEXACO

B GLOW LER

B IGNITION LER

OHLSOON SIDEPORT

05 ELECTRIC TEXACO

1/2 A TEXACO

OLD TIME GLIDER

"SPIRIT OF SAM" CONCOURS

SUNDAY

21 NOVEMBER 1993

A GLOW LER

A IGNITION LER

C GLOW LER

C IGNITION LER

05 ELECTRIC LMR

ANTIQUÉ

PURE ANTIQUÉ

1/2 A TEXACO SCALE

1/2 A TEXACO SCALE CONCOURS

Southwest Regionals Model Airplane Championships

January 22-23, 1994, Eloy, AZ (Toltec Rd., 3 mi. S. of I-10)

FREE FLIGHT

<u>Sat., 8AM-4PM</u>	<u>Sun., 8AM-3PM</u>
1/2A Gas	A Gas
B Gas	C Gas
D Gas	1/2A Nostalgia
A Nostalgia	BC Nostalgia
.020 Replica	Coupe/A-1(Comb)
F1B Wakefield ¹	F1A A-2 Glider ¹
F1C Power ¹	Old Time Gas(Comb)
Mulvihill ²	P-30
Old Time Rubber ²	Hand Launched
Juniors-AMA	Glider
Cub/Delta	
Dart ^{2&3}	

¹ FAI America's Cup Events

² These events can be flown either day

³ Jrs only; Free; Build model at the field or fly your own

• Awards through 3rd place (except for Nostalgia and Old Time Gas which are 1st place only), plus Sweepstakes for Jr/Sr (combined) and Open.

• For more information; call or write:
John Nystedt, 5001 E. Desert Park Lane,
Paradise Valley, AZ 85253; 602-998-2190
evenings & weekends before 10PM MST

R/C OLD TIMERS

<u>Saturday</u>	<u>Sunday</u>
B Ign LER	A Ign LER
Texaco	C Ign LER
Ohlsson Sideport	Ohlsson .23 Ign
Antique	Electric LMR
Pure Antique	AB Glow
C Glow LER	Old Time Glider*
Electric Texaco	1/2A Texaco

*Before 1946, can scale up, 120" span limit, 3 att. to make 3 official flights, no weight limit, 10 min. max flight

• Awards through 3rd place plus Sweepstakes

• For more information; call or write

Bob Angus, 6640 N. Columbus, Tucson, AZ 85718,
602-299-9034 (home) 602-621-6245 (work)

MECA COLLECTO and DINNER

The Model Engines Collectors Association will hold a Collecto at the Casa Grande Holiday Inn from 4:00 PM until 7:30 PM on Saturday. This will take place prior to the SWR dinner, which begins at 8:00 PM. See, buy, sell, trade old/new engines and other model-related items. Donations for tables are \$3.00 each.

• For more information on the Collecto, call; Bill Bickel, 3121 W. Cavedale Dr, Phoenix, AZ 85027 602-582-0211(home) 602-561-3433 (work).

• For information on the dinner, see the coupon elsewhere in this flier.

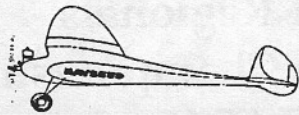
Spectators are welcome; there is no admission charge. Get involved; ask questions; volunteer to time flights; maybe we'll see you flying here next year!

Contest sponsors: Southwest Regionals Modelers Association, Inc.

Due to the rainy spring and summer in 1993, all contestants and spectators are cautioned to be aware of the expected fire danger of the weeds and brush at the Toltec Road site.



AMA Chapter #108



OFFICERS

President:

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San Francisco, CA 94109

Vise President:

Rocco Ferrario (707) 258-1705
2063 Lone Oak Ave.
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Napa, CA 94558

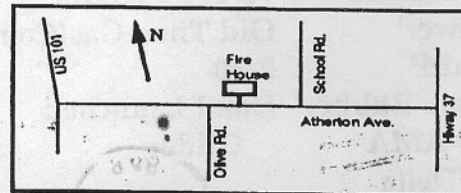
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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.

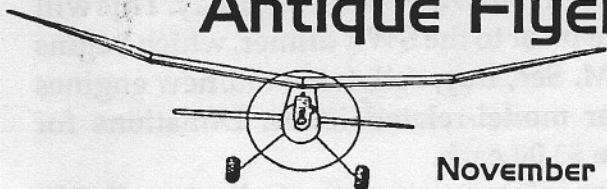


PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

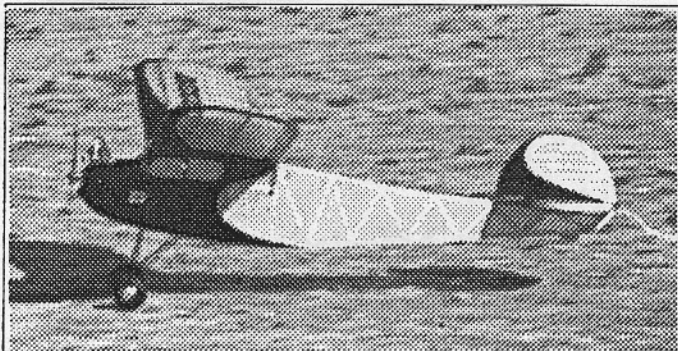
Next meeting: Wednesday, November 17, at the Novato Fire Department Training Room

Ed Heikell
1043 Century Dr.
Napa, CA 94558

Antique Flyer



November



Jerry Rocha's Powerhouse FF Texaco with OS K-6 replica engine



First Class Mail

Franza's
4050 Thorpark Ave
San Jose, CA 95129