

MEETING ENTHUSIASM

An excellent meeting with 30 attendees, and very ably chaired by vice president Rod Persons in the absence of Prez Rocco who was away with his science class on a field trip to Catalina Island. Even without Rocco about 4 Jr. O/T'ers attended thanks to the Pasarells. Visitors included Frank Shirardo, guest of Rick Madden and second time visitor Janena Robinson, Brian Ramsey's friend who will soon return to Victoria B.C.

OLD BUSINESS

"RISER RIDER" RAFFLE PRIZE

The Don Parmenter R/C models purchased for the Crash & Bash Raffle and the year end drawing were described by Don Bekins. The C&B prize will be the Ohlsson 60 powered "Riser Rider", complete with servos and receiver (less Tx). Don says this model is a competitive 'sleeper', eligible for four events: Ohlsson Sideport, Texaco, Antique and Class C LER. The year end prize will be the Vivell powered "Viking", a small Class C LER-type model. Both are beautifully built and should be great flyers. Don Bekins will put each model in flying condition by checking the ignition systems and adapting receivers for member's transmitters. The club may have to install servos in the Viking to make it flyable.

Prizes for the monthly raffles were again discussed. Additional suggestions included: fuel, battery packs, weighing scales, stop watches, sets of needle files and other tools from Micro-Mark. It was agreed that about \$20 worth of additional prizes per month would be purchased. John Carlson will take the suggestions and proceed to buy the items.



John Hlebar photo

A happy John Carlson, receives a plaque of appreciation from SAM 27 for untiring work as treasurer and the writer of our meeting minutes.

RYAN ST RIDE

Regarding the Ryan ST ride to be raffled to 1993 Jr.O/T members, Rod Persons advised Remo Galeazzi that the EAA had some sort of release for such flights. Remo was optimistic that this would be satisfactory and it is hoped the drawing will take place at the April meeting.

OHLSSON T-SHIRTS

Don Bekins reported that the T-shirt maker in Santa Rosa still has the art work to produce some more Ohlsson logo T-shirts which SAM 27 has sold in the past as a successful fund-raiser. There have been many inquiries from around the country as to whether we have any more available. The supply was sold out two or three years ago, so it was decided to pay for new silk screens and produce more shirts. When asked what the shirts looked like, someone suggested that Ron Keil might model one of our original production shirts — WET!

Don has ordered the T-shirts, for delivery by next meeting.

OTHER CLUB NEWSLETTERS

Means of making other SAM clubs' newsletters available to our members was discussed. It was agreed that Don Bekins assemble several packages of these letters and bring them to the next meeting. Members would take a package home and return the following meeting to pass on to another member. Rod Persons offered to contribute several binders to facilitate packaging. Records will be kept of who has checked out a package.

VICKERS VIMY

Brian Ramsey is still looking into holding a SAM 27 meeting at the Hamilton Field hangar housing the Vimy replica project. He hopes to have something positive to report at the next meeting.

RED ZEPHYR REPORT

The electric Red Zephyr built by club members Hamler, Carlson and Gene Mathieu for its designer and club



Brian Ramsey receives a very special golden wire trophy from new Prez, Rocco Ferrario, in appreciation for his innovative years as SAM 27 president.



member Herb Greenberg is now famous! Herb entered the model in the O/T Concourse at the recent WRAM monster trade show held in February in White Plains NY. Herb first inquired as to whether a builder-of-model rule was required. No was the answer, so SAM 27's handiwork was entered and received Second Prize! Herb is now the proud recipient of a crystal punchbowl. He is considering taking the model to the big Toledo Weak Signals show in his Cessna 172, if it will fit in.

In other news about the Zephyr, Herb says the Hobby Lobby has spoken to him about the possibility of kitting this reduced size electric version of the famous old timer.

NAME TAGS ?

Brian Ramsey again brought up the matter of name tags. Do we want them? Also, he and Rocco are looking into scheduling a future meeting at the Western Aerospace Museum at Oakland Airport. Think about dates for the next meeting.

SHARE THE WORK

As a part of the share-the-work program, Judy Ethier handled the Antique Flyer mailing for

March, not only very efficiently, but at the most reasonable cost yet. Thanks Judy! As a further step, John Carlson pointed out that the monthly raffle has been conducted by the President who also sells the tickets and recording is done by the secretary. John suggested that a person be selected as the 'Raffle Meister' who will record the prizes, donors and winners, sell the tickets and hold the drawing. At the next meeting we will seek volunteers for this position and John Carlson will provide complete written instructions for the position.

CLUB BUILDING PROJECTS

by Rod Persons

HI-HO PROJECT: ATTENTION!

There is an error on the drawing. The 1 1/2" dimension at the polyhedral break should read 1 1/8". Also, it is noted the title block give model weight at 8.0 pounds. Perhaps the draftsman was testing us?

GLIDER PROJECT: ZEHROVICE II

Don Bekins finally received the ink drawings for the Zehrovice II from Rado Cizek. The mail has perceptibly slowed down between the Czech Republik and the US. Rado's letter took three weeks to arrive here — airmail! In the meantime, Rocco had taken the blue prints and had them reproduced, but left with his class for Catalina. Don not knowing if he would have plans from Rocco had his drawings reproduced and four sets were passed out at the meeting. However, the elevator drawing was missing — it arrived the day after the meeting, so Don mailed them out to the builders, Park Abbott, Rod Persons, Nick Sanford and kept one. It's a beautiful model and not too hard to build.

Should be a great flyer — hopefully as good as the Thermic 100 a number of us have built - and crashed.

CLUB PROJECTS — SEATTLE A-6 MODEL

Rocco Ferrario has the plans for the MAC sponsored Seattle A-6 stick model. Tom Brennan reports that MAC members have achieved 4 min. durations in a 24 foot ceiling. Tom offered to sponsor a Jr.O/T contest in September with a handsome Rosewood clock as first prize.

COMPETITION REPORT

by Jerry Rocha

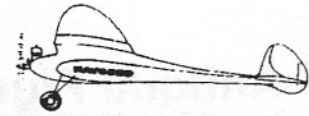
O/T RUBBER CONTEST

July 16th (Saturday) is the date set for the SAM 27/SAM 32 rubber meet to be held at the Lakeville flying site. The SAM 27 sponsored event will include O/T Small Rubber Stick, Cloud Chaser (Jr. O/T event), Hand Launch Glider (HLG), and the Hi-Ho. SAM 32 events are P-30, Phantom Flash and Pussy Cat. A flyer will be sent out soon to promote the contest.

NCCFFC (Northern California Free Flight Council)

SAM 27 is now represented in the NCCFFC which sponsored many meets during the year at Waegell Field near Sacramento, including the Sierra Cup, a world class meet in the fall each year. Rod Persons handed out copies of their schedule which has been integrated into the competition schedule published in the last issue of the Antique Flyer. In addition to free flight, most meets include O/T R/C Assist events. Special prizes and events for Junior O/T'ers are included. Don Bekins advised that competing at Waegell NCCFFC meets is great practice for O/T competition and is an opportunity to ob-





serve world class free flight models and flying. Plan to attend at least one (of eight) Waegell contests held during the year — you may get hooked! For those not familiar with the location, it is on the east side of Sunrise Blvd., about 1/4 mile north of the signaled intersection with Jackson Blvd. (Hiway 16), just south of Sacramento. Take I-80 from the Bay Area to I-50 through Sacramento. Turn off at Sunrise Blvd. and go 6.5 miles south to the flying field on the left. Look for the open sided barn and sheep pen near the gate entrance.

INDOOR MEET COW PALACE

Nick Sanford reported on the recent indoor meet held at the San Francisco Cow Palace, a large auditorium with a 75 foot ceiling that hosts professional ice hockey and rodeos. The contest event flown was Mini-Stick with first place times of 10 minutes plus. Earl Hoffman competed but could not exceed about 8 minutes. On his last flight the model disappeared in the dim recesses of the roof girders. Dick Tretheway of Marin Aero Club also lost his model and spent a lot of time with a helium balloon on the a string trying to recover his model. When a model finally came down, it was Earl's Mini-Stick, not Dick's, still with plenty of winds. Dick's is still up there with others lost that day and in prior years.

Other SAM 27 attendees included John Carlson, Joe Meere, Park Abbott & son, and premier Hangar Rat builders Brian Ramsey and Janena Robinson. Janena's mostly self-built first model beat Brian's and Joe's Rats with a 1:45 min. flight — way to go, Janenal!

Although Mini-Stick was the only competitive event, many of the attendees took advantage of the opportunity to fly P-Nut scales, ornithopters, F1D microfilm, Penny-Planes, Easy B's, etc. About 40 flew models and at least that many spectators were coming and going. The Oakland Cloud Dusters

organized the meet and discussion is underway toward getting at least four clubs to participate with the aim of holding several meets per year. When the next opportunity presents itself, it is recommended that all SAM 27 members participate or observe. It's lots of fun and, for many, much to learn. Brian Ramsey will coordinate with Stu Bennett of OCD and SAM 27 relative to our club participating.

NEW BUSINESS

BROWNS VALLEY FUN FLY

Coming up! The third annual Brown's Valley Fun fly, campout, barbecue and pancake breakfast — Don Bekins advised that he has been in touch with Speed Hughes (SAM 27 & SAM 30) as well as Ed Popejoy, ranch and airstrip owner. Both are 'ready to go'. It was agreed that the weekend of May 7th & 8th would be scheduled for this fun, family event. But note that the 8th is Mother's Day. If that is a problem, we could probably re-schedule a week earlier — April 30th and May 1st. Let us know how you feel about these dates.

Come out and join the extended McGowan family (3 generations) in an RV encampment, Rocco in a tent, Bekins in his van, Carlson in a motel, Speed in his truck and the warm hospitality of Speed and Ed Popejoy. Be prepared for mowed grass, wildflowers, wildlife, and (ugh!) poison oak. It has been known to rain in long years past. Bring your Tents, Tables, & Toddlers and have a ball!

CLEAR LAKE FUN FLY

Discussion is still underway regarding a fall date for the second annual SAM 74/Sam 27 fun fly at Clear Lake. The best date is September 17th & 18th, the weekend the SAM Champs in Muncie end. The following weekend (24th & 25th) is our own Crash & Bash. The weekend before (10 & 11th) is the

SAM 51 contest in Woodland. The first weekend in October (1st & 2nd) is possible as well — it only conflicts with the SCIFS annual free flight contest at Taft. Sooooo, let's decide at the April meeting about joining our buddies at Clear Lake and some of that scrumptious hospitality of Ron & Hilda Keil.

GLIDER FLYING ANYONE?

Herb Greenberg is flying out to the west coast in June, enroute to Minden, Nevada for some super glider flying. He has reserved a two place high performance sail plane for a week (Herb is a glider instructor pilot). Passenger accommodations for any SAM 27 member are possible for those interested. Call Ed Hamler if you have an interest in testing the phenomenal thermals of the eastern Sierras.

TECHNICAL PRESENTATION

by Buz Passarino

Each month SAM 27 has a special program by one of the members on some technical aspect of modeling, building, aeronautics, etc. For our April meeting, Bill Kast has volunteered to give a short talk on the fundamentals of aerodynamics with special emphasis on topics of interest to our Junior O/T'ers.

Buz Passarino presented a program in March in which he demonstrated the importance of weight and its distribution on a model aircraft. Excess weight requires more power, higher speed and results in shorter duration and in some cases decreased stability. Higher speed makes a model more difficult to trim and produces considerably more damage when a model crashes. The importance of weight distribution was demonstrated by two profile fuselages suspended on a stand at the CG point. With weights attached to the model it was shown that excessive tail weight must be compensated



by 3 to 4 times the amount of weight added to the nose. Thus a tail heavy model will become very heavy indeed if weight is added to the nose to compensate and balance the model. Tail construction should always be of the lightest possible materials. Heavy, strong wood should be used only where high stress is located such as the center section of the wing. Rib wood should be lighter than spar wood. Fuselage longeron wood should be heavier/stronger than vertical space wood. Lightening holes may help, but Buz felt that choice of light balsa is far better than weakening a structure with lightening holes.

It pays when building to have an accurate scale that measures in fractions of grams, then weigh each piece used. Glue is heavy. Careful attention to good fitting joints will allow the use of minimum glue. There may be hundreds of glued joints and little excess glue in each will add significantly to the total weight. So, be sure to make tight, accurate fitting glue joints.

most of Don's model collection was sold, the proceeds going to his family. The Rx and servos were installed but there was no transmitter. Scott is looking to sell the expensive Futaba PCM Rx (type 105 IP) and install an FM Rx similar to the Ace R/C raffle Rx's that will match his transmitter. He also acquired two glow engines — a Veco 19 and a Super Tiger X-25.

In February, Jr.O/T'er, **Skip Monroe** won a partially completed SIG Kadet Sr. donated by Ed Heikell on which he had done considerably more work, displaying a well constructed, framed wing. Ken had a problem with a missing part and created a pattern from the plan and made the part. Good work, Ken! We look forward to seeing your completed model. The SIG Kadet is a fine sport R/C trainer.

John Carlson brought in some homebuilt devices he copied from book illustrations. One was an old JASCO design balance type scale; no super accuracy, but adequate for many purposes for weights from 1 oz. to 100 oz. The other was a balsa stripper that came from Don Ross's rubber model book. Then John displayed an audio model locator that operates from a channel on an R/C receiver which activates when the Tx is shutoff. The device weighs about 1/3 oz. and cost \$10 - \$15 without Rx connector. It could be useful not only in locating a model in the tall grass but making sure one does not try to fly with the Tx off.

Gunnar Anderson showed his 1/2 A scale Pietenpol model, beautifully finished in silk. The wing was covered with black & white checked silk which he managed to keep perfectly square while



Tim Youngren loves sport flying. This is his new American Ace for electric flying fun. Beautiful silk covering job!

covering. The model featured a dummy Model A engine on the cowl. It flies well, but is a little heavy.

Guest **Janena Robinson** showed the members her first self-built model — a nicely constructed Hangar Rat. Brian helped with the wing covering, but the rest was Janena's.

Pete Samuelson brought in another Foote Westerner, crafted in his usual meticulous style. This is third Westerner over his 50 year span of model building. It replaces the one he crashed at the SAM Champs last year. Powered with a glow OS 32 (an unusual engine itself), the model has flown well. The model is built to plan with the drooping training edge and 6 degrees down, 3 degrees right trim in the engine as shown for free flights on the plans. This is a great flyer, being nearly unbeaten in competition free flight during the late 30's and early 40's.

Rod Persons had his completed mulvihill FF rubber model on display. It sported a 14" folding prop and is powered by a 24 strand, 1/8 flat, 42" long rubber motor. The span is about 4 feet and weight, less rubber motor and timer, is only 4 ounces. The prop hub is a commercially available Morrill type, lightened by Buz Passarino and Rod. A beautiful and impressive model.

Our O/T engine expert, **Ron Keil**, brought in two unusual Chinese built replica diesel engines:

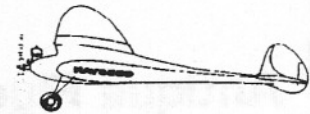


John Hlebcar photo

Ron Keil proudly displayed his 1/2 A Texaco scale Rearwin Speedster. This is a large rubber kit that is well adapted to 1/2 A engines and a great flyer.

SHOW & TELL

Junior O/T'er, **Scott Seronello**, displayed an Ohlsson 23 powered Anderson Pylon beautifully crafted by our late member, Don Parmenter. It was obtained at the recent MECA Collecto at which



an Oliver Tiger (\$130) and an Elfin 2.49 (\$105) which are now being exported to the US. Quality and workmanship appeared to be excellent. They are available through Dave Platt Imports.

RAFFLE

Prize	Donor	Winner
"Speak Model Planes?"	SAM 27	Brian Ramsey
SAM 27 decals	SAM 27	Tom Brennan
O&R decal	SAM 27	Cleve Pasarell
SAM 27 polo shirt	SAM 27	Rick Madden
Dom.Ch.champaigne	Ed Hamler	Jerry Rocha
Chardonnay, Anderson Vineyards		
	Gunnar Anderson	Judy Ethier
Catapult Glider Kit	Rod Persons	Scott Seronello
Slous Z Q kit	Rocco Ferrario	Ken Monroe
Dremel Jig Saw/Sander		
	Tom Brennan	Scott Seronello

(Special BIG prize for Jr.O/'T'ers only. Thanks Tom!)

And let there be light!

A newsletter must never be dull, factual or boring. Dan O'Grady writes a fine letter for SAM 86 which is always full of information while still being entertaining. This, the first of many historical ditties, brought to us by our fellow Canadians. Enjoy!

dmb,editor

The History of the World

as told by students, 6 to 60

"The Bible is full of interesting caricatures. In the first book of the Bible, Guinnesses, Adam and Eve were created from an apple tree. One of their children, Cain, asked 'Am I my brother's son?'

God asked Abraham to sacrifice Isaac on Mount Montezuma. Jacob, son of Isaac, stole his brother's birthmark. Jacob was a patriarch who brought up his 12 sons to be patriarchs, but they did not take to it. One of Jacob's sons, Joseph, gave refuse to the Israelites.

Moses led the Hebrew slaves to the Red Sea, where they made unleavened bread, which is bread made up without any ingredients. Afterwards, Moses went up on Mount Cyanide to get the ten commandments. He died before he ever reached Canada.

David was a Hebrew king skilled at plating the liar. He fought with the Finklesteins, a race of people who lived in Biblical times. Solomon, one of David's sons, had three hundred wives and seven hundred porcupines.

The Greeks were a highly sculptured people and without them we wouldn't have history. The Greeks also had myths. A myth is a female moth." (To be continued..)

THE TIME HAS COME!

by Larry Davidson

This is a response to a request from SAM 86 newsletter editor Dan O'Grady to give a rebuttal on the "Propwash" article which appeared in the last issue (January 1994) of SAM 86 Speaks and originated in the December 1993 issue of the "Flightplug", the newsletter of the "SCIFS" edited by David Boals, 15027 Sunset Blvd., Pacific Palisades, CA 90272.

David's main thrust was that he was really taken aback when he watched the RC Assist competition at the '93 Taft SAM Champs. He felt the high powered, screaming glow engines which dominate the "Glow R/C Assist" competition is not a part of the SAM Preamble.

I want to preface MY STATEMENTS TO FOLLOW by saying that all of the following pertains **ONLY TO THE RULES USED AT THE SAM CHAMPS FOR R/C ASSIST!!!**

I am proposing the following:

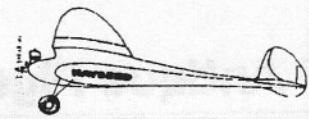
1. NO LER glow events.
2. ONLY original or approved ignition engines to be used in the Antique event. No glows etc.
3. ONLY original or approved ignition engines to be used in the Texaco event, with no modifications. No diesels or 4 cycles etc. My friend from SAM 39 Bucky Walter proposed a "Pure Texaco Event" a while ago and it did not get approved. IT SHOULD HAVE BEEN!
4. ELIMINATE THE DIESELS from "A" LER Ignition and only allow original or approved ignition engines in the event. This would also include Class B and C LER ignition in these rules, i.e. **ONLY ORIGINAL OR APPROVED IGNITION ENGINES TO BE USED.**
5. Pure Antique is perfect as it is.
6. Make the **Brown Jr. LER** and **Brown Jr. Texaco** standard events to count for Grand Champion points.
7. Reinstate the **35 second** engine run for A, B & C LER ignition at the Champs. There were flyoffs in every ignition event at the Taft Champs, including 17 in Class C ignition. If the local contest directors want to combine or change engine runs, it is their choice.
8. Include the Ohlsson .23 and Ohlsson sideport events as **Standard events** to count for Grand Champion points. There are literally thousands of O&R's available at reasonable prices.

The time has come for all of the top competitors (who fly regularly at most SAM Champs) to realize that the SAM preamble does not mean anything anymore. It is ridiculous to try to compete in antique with an original ignition engine when going up against a Rossi or equal Schneurle .60 running on 50-60 % nitro with a huge 10 pound plane. It also does not make sense to me to see mostly diesels and four cycles in the winners circle in the Texaco event.

What the Elfin diesel did was to eliminate any competition with an original or approved ignition engine, not only because it is more powerful but also has the advantage of not having to carry the extra 4 ounces of ignition equipment. I really do not think I should have to explain why I feel the 3 LER glow events should be eliminated from the "Champs". Just read the Preamble!

For the people who say that ignition engines are hard to come by and are expensive, this is not really true. There are several ignition repro manufacturers out

continued page 6



there that are doing an excellent job, and if the demand increases I am sure their production will follow. Also MECA always has engines listed for sale.

For the people who may say: "But Larry, YOU fly the glows and diesels and 4 cycles, why are you complaining?" The answer is that if you want to be Grand Champion you MUST fly these events and engines to be competitive. IT IS TIME TO CHANGE THIS!

In summary, I want to stress AGAIN: **THESE PROPOSED RULES ARE FOR THE SAM CHAMPS ONLY.** I would like to see these rules carry over to all local SAM contests but the local contest directors can make any rules and combine events they may desire in their own contests.

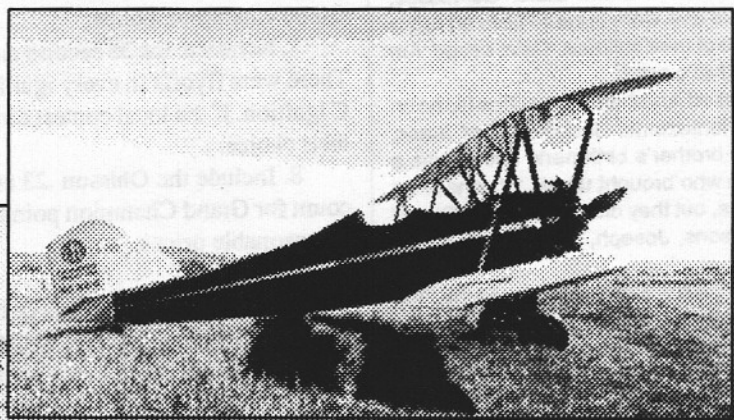
If you feel the same as I do, let me know and I will propose rule changes. I will probably get a lot of mail on this so do not feel bad if I do not answer you personally, but your opinions are welcome.

Finished!

Consolidated Fleet Model I

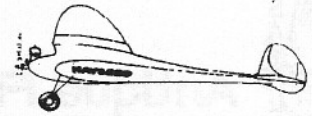
Ted Babbini, retired airline pilot loves old airplanes. He acquires them. He rebuilds them. He flies them. And he is a certified Aircraft Engine Mechanic.

His cousin and great friend, Remo Galeazzi, SAM 27 member, builds models, big aircraft, and restores most anything. Put Ted and Remo together



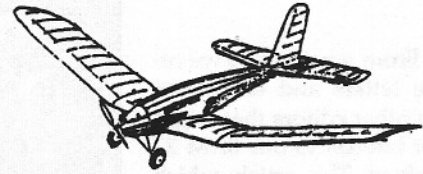
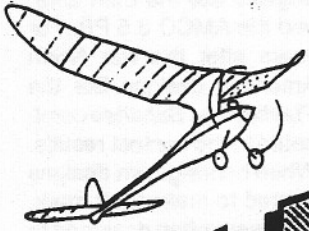
and you have a potent team with remarkable talents. Their latest accomplishment is the complete restoration of a 1929 Consolidated Fleet Model I shown here.

Ted began this journey in 1969 when he acquired the old aircraft and tore it down. About that time, Remo began building his Oshkosh winning Marquardt Charger. But the Fleet project was delayed until 1991 when Ted and Remo got together and began in earnest to finish the Model I. It is painted yellow & black, colors which, as a kid, Ted saw on a Fleet at the Santa Rosa airport in the early 30's. His dream was to have a plane exactly like that. -- Here is the result. And, yes. It flies beautifully!



Hey you guys! It's time for the

1994



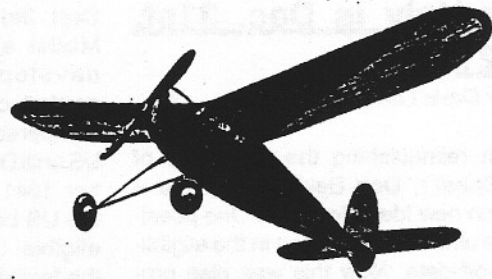
SAM 49 Spring Annual

April 16-17 at Taft

•Contest Directors•

Marge Bernhardt (310) 329-0273

Roland Boucher (714) 435-9218



SCHEDULE OF EVENTS

Saturday, April 16

- Texaco
- 1/2A Texaco
- Old Time Glider
- Ohlsson Sideport
- Antique
- Pure Antique
- 05 Electric Texaco
- "Spirit of SAM"

Sunday, April 17

- A/B Ignition
- C Ignition
- A/B Glow
- C Glow
- 05 Electric L.M.R.
- 1/2A Texaco Scale
- 1/2A Scale Concours



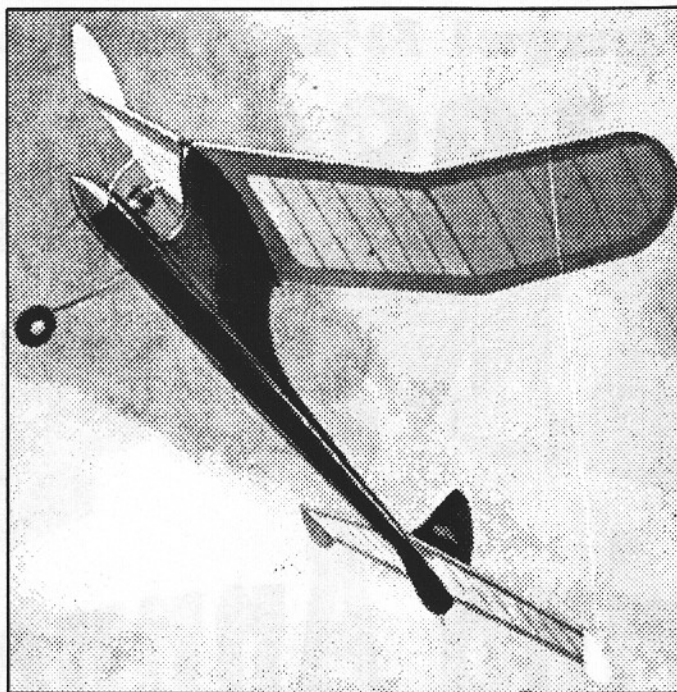
Entry Fee: \$5.00 for each event



LETTERS FROM OTHER EDITORS

by Don Bekins

From time to time we receive letters and comments from other editors that might be of interest to our SAM 27 members. This article which appeared in SAM 86 SPEAKS discusses a subject which is dear to my heart — expand SAM USA's horizons to include the rest of the world. It is estimated there are some 1,000 active old timers who belong to SAM chapters in the rest of the world. They have a wealth of interesting and different old time model designs which they build and fly along with our American designs. But we in the US cannot use their designs because the vast majority of them were created during their golden age of modeling following WWII, 1945 to 1950. Here is another person's point of view. Let me know what you think.



Flamingo, England 1950

Aeromodeler, May 1950

performance until, say, 1949 when the Elfin 1.8 was introduced, to be followed by engines like the Elfin 2.49, and the AMCO 3.5 PB. For years after the war North American designs like the *Playboy* and *Banshee* dominated in the contest results. When home-grown designs started to make their mark, they were often designed to fly at lower wing loadings than SAM permits (for example Norman Marcus' *Jaded Maid*). So the 1942-1950 European rubber and power designs enjoyed no performance advantage over North American pre-1943 designs.

Probably the same cannot be said for glider designs as the Europeans and the Scandinavians in particular, had put a lot of effort into developing gliders, an

the Dec. 31st 1950 cutoff date is widely in use in Europe. The reason for this is that model aircraft development was adversely affected in Europe by World War II, which had started on Sept. 3rd 1939. Model aircraft development carried on unhampered in the US until December 1941 when the US became eligible to join the festivities.

Even after the war, the hobby took a while to recover in Europe, and because of currency restrictions, North American powerplants were not freely available. Homegrown engines were manufactured, but very few matched American engines for

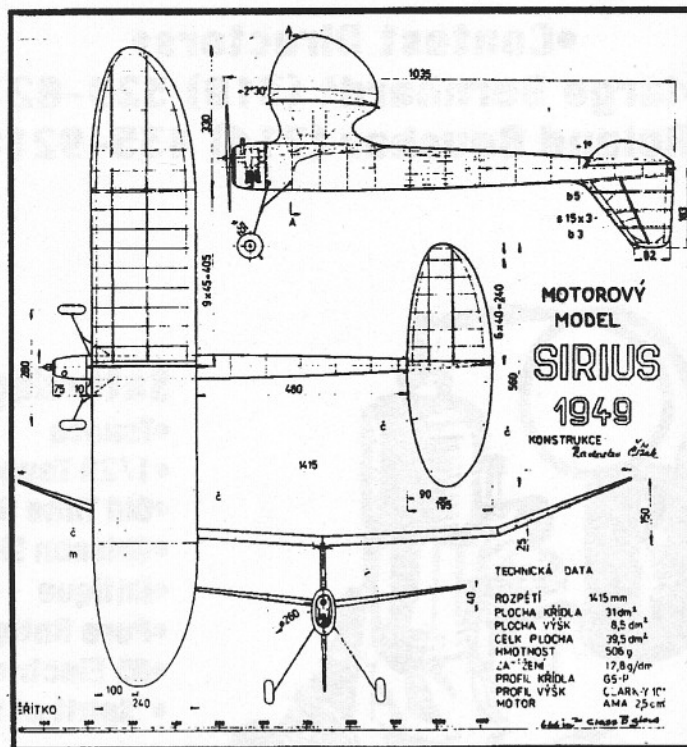
effort that culminated in the introduction of the A2 specification. North American designs of the period look primitive in comparison with, say, the Danish designs

How Holy is Dec. 31st, 1942?

by Dave Larkin, SAM 86

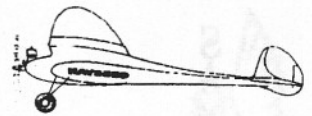
On relinquishing the editorship of SAM Speaks, Don Bekins circulated a paper on new ideas for SAM. One possibility he aired was a change in the eligibility cut-off date. Now this was also proposed by Norm Rosenstock a couple of years back with respect to Class A Texaco, but he had to recant this heresy, because few SAM CDs would consider the date range he was using. (I thought he had been hauled before the Inquisition on Long Island, but Norm assures me he was just asking Larry Davidson's advice.) Personally I think going back to the '42 cutoff is a pity because there are lot of other aircraft designs I would like to see around, but which aren't eligible for SAM and yet not advanced enough to be interesting for Nostalgia.

What Don was suggesting in particular was that the cut-off date be changed, not for North American designs, but for the rest of the world. For example



SIRIUS, Czechoslovakia 1949

Rado Cizek



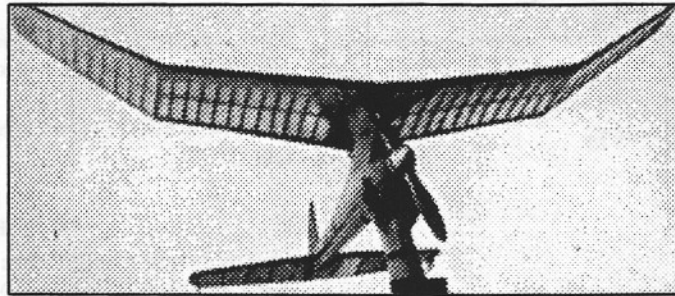
of the very late 40s. In fact it was to be a long time before North American glider flyers became a significant force in international competition.

So what would be the point of opening up the eligibility criteria for pre-1951 European designs? Firstly it would make the SAM scene more diverse by opening the door to interesting designs like Twomey's *Rebel* for the ED Comp Special (0.12 cu in) which has a slim circular section fuselage and a butterfly tail.

What designs would be competitive, apart from most of the gliders? Well the Danish *Pylonius* for the Elfin 2.49 comes immediately to mind, and there was a fascinating Banshee-derived design from Yugoslavia which was called 'W'. Then there is the cabin *Black Magic*, and super elegant pylon models like Ray Collin's *Flamingo*.

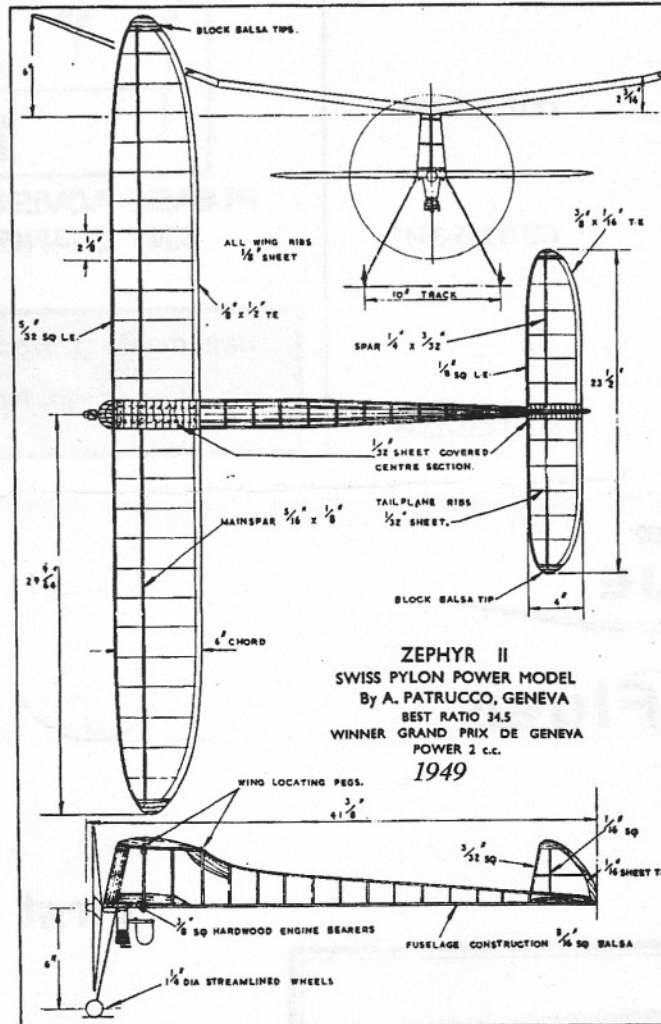
Do I have an axe to grind? Of course I do. I was starting my Aeromodelling in Europe in the late 40s and early 50s, and that is the era I remember with particular fondness.

What would the home-grown North American SAM flyer have to gain from a change to the current, pretty good rules? First it would recognize the international relationships in our hobby and do away with a competitive advantage now enjoyed by North American designs vis-a-vis the European de-



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The "W" Yugoslavia 1949. Much like Shulman's "Banshee."



signs of the 30s. Secondly it would bring more variety to our contest scene without handicapping the pre-1943 designs from this contest. Think about it, can you identify a post 1942, pre-1951 European design that is going to disrupt our SAM competitions - I can't think of any.

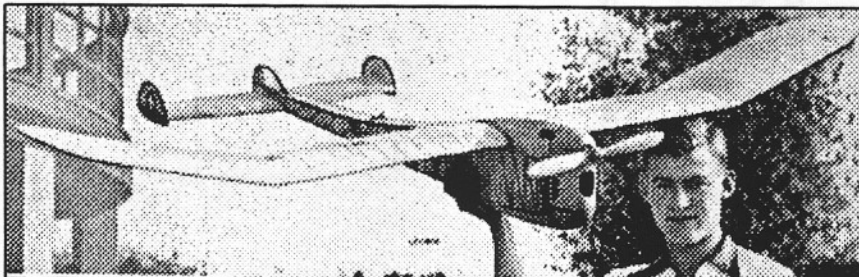
Glider flying would be affected, and if this effect led to more interest in this part of old-timer flying, something good would have been achieved.

So I believe that Don's proposal bears careful consideration and should not be dismissed out-of-hand as a scandalous attempt to impugn motherhood and apple pie. It wouldn't mean that the sky would fill up with *Tomboys*, the latter is not a contest design. But it would be nice to see the British *Flamingo* or *Black Magic*, the Swiss *F.19*, the Czech *Sirius*, and the Yugoslav "W" and Swiss *Zephyr II* competing in our skies.

Of course I would like to see the 'diesel as ignition' cut-off extended to 1951 to let in some really worthwhile powerplants like the ED 2.46, but that's enough rabble-rousing for now.

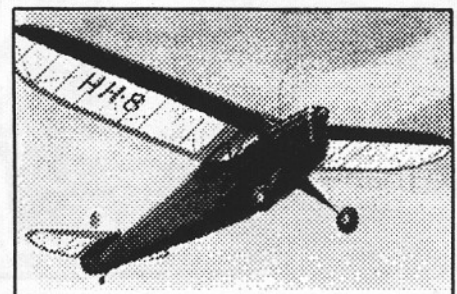
Dave Larkin
 685 Farmington Ave.
 Ottawa, ONT K1V 7H4
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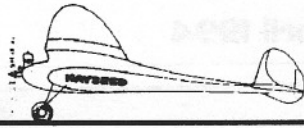
F.19 from Switzerland 1949. Much like our "Blitzkrieg."



Black Magic, a 1947 English cabin design



AMA Chapter #108



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Membership

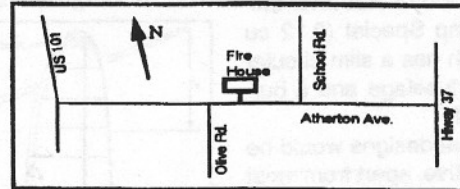
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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

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

Meetings

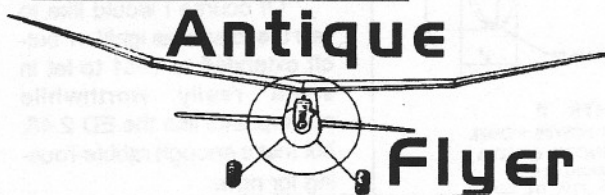
Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



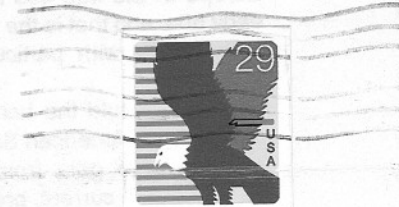
PLEASE ADVISE JOHN CARLSON OF ANY CHANGE OF ADDRESS

**Next meeting: Wednesday, April 20, 1994 at
Novato Fire House, Training Room**

85 Bellevue Ave., Belvedere, CA 94920



April 1994



First Class Mail



The Fleet is Complete! Remo Galeazzi and Ted Babbini stand proudly before their beautiful, restored Model I, a 25 year saga of patience and persistence. Yes, it flies like it did the first day it was built back in 1929.

Fred Terzian
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