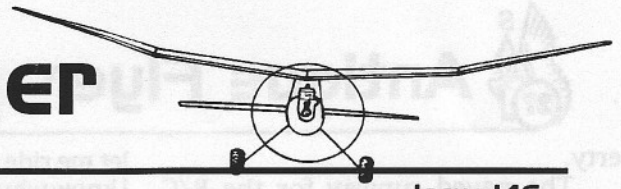




Antique Flyer



Marvelous Meeting

by John Carlson
Minutes 9/21/94

By the time the last straggler wandered in, we had a total of 21 signing the attendance sheet. Perhaps one or two others were there that didn't sign. Our distant members from San Jose (over 70 miles), Fred Terzian and Bill Vanderbeek made one of their too infrequent trips up from the south-bay. Great to see you guys!

The topic for the intro was: "What phase of modeling haven't you done which you would like to try?" A few mentioned U-Control and some said indoor models; there were lots of 'tongue-in-cheek' responses.

Old Business

Crash & Bash

Prez Rocco discussed last minute arrangements for the '94 C&B. It appeared that everything was well under control.

Fun Flys

SAM 74 Clear Lake Fun Fly

Ron Keil reported on the September 17th-18th Fun Fly at SAM 74's fantastic flying site. Like SAM 30's 'Kazanga Flats' near Oroville, the thermals are so strong that when you throw a dried out kazanga into the air and it never comes down. The turkey vultures starve to death floating around in the sky because they can't break through the rising air to get to earth for carrion, their food source.

The only two non-SAM 74 members were Speed Hughes of SAM 30 (SAM 27 honorary member) and John Carlson, our faithful, hard-working Secy/Treasurer. Despite the small turnout of visitors, great weather greeted the flyers both days, with little or no wind.

A little of everything was flown: Ron Keil warmed up his U-control skills and gave a spectacular demon-

stration capped by a very wobbly walk back to the pit area — maybe he will install a post to hook his elbow around the next session. There were a couple of free flight 1/2 A Dakota (all balsa biplanes), one of which did very well, always landing less than a couple of hundred feet from launch. The other Dakota produced some spectacular crashes before total demolition. John Carlson flew his 60% Pacific Ace electric powered several times, the last flight involving such a long walk up and down dale that he put it away for the weekend. The high point of the weekend was the spaghetti dinner on Saturday at Ron and Hilda's attended by 20 plus and capped off by Hilda's WORLD CLASS pies, cakes and pastries. Those SAM 27 members who haven't experienced these are missing a real treat!



Hlebcar photo

Ned Nevels is the proud winner of the award sining "Riser Rider", (balsa and trophies) at the Crash & Bash raffle. 520 tickets were sold. There's a lucky, happy man!



SAM Champs

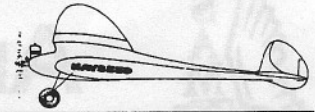
by Don Bekins

Incoming SAM president and VP, Don Bekins and Ed Hamler, flew to Muncie, Indiana, to AMA Headquarters for the 1994 SAM Champs. Steve Roselle, SAM 21 and 27 member, transported Don and Ed's models with him so SAM 27 could be represented in the competition. Here is a summary of a SAM Speaks my editorial which describes the event:

"The '94 Champs were Grand! This was my first trip to the AMA Headquarters in Muncie, Indiana. I was impressed. The museum and facilities of the headquarters building (estimated at about 10,000 sq.ft.) are well done, designed for expansion, and has accommodation for the many facets of the model aircraft hobby.

I did not know that Model Aviation, the AMA magazine was created at the Muncie facility, but printed elsewhere. Following the Board of Directors meeting, I had to revise the agenda and speech I had prepared, so I approached Bob Underwood, the former AMA Executive Director, to see if I could use one of their computers. I was ushered into their impressive press/layout room and provided a Macintosh and inserted a floppy disk I had brought for this purpose. In a few minutes I made the revisions and printed the new agenda and speech, saving me a trip into town to a copy/desktop publishing store. The AMA staff of writers and computer experts were most helpful and capable. Your membership dollars appear to be well spent on the publication activities of AMA.

The flying field covered hundreds of acres alfalfa and grassland, adequate for OT free flight. The AMA had mowed pathways in the grass fanning out in the prevailing wind direction, making it easy for the chase bikes to follow the models. Though the wind blew rather hard (10 to 15 mph, some gusts to 20) much of the time, field was big enough allow 3 minute maxes. Even so, some models landed in the corn fields adjacent to the downwind side of the AMA prop-



erty.

The paved runway for the R/C flyers was 600 feet long and about 200 feet wide, with a fenced grassy area, a 20X40 covered concrete area with electricity and pay phones available. And there was a large parking lot where RV's could park adjacent to the runway. It was perfect for our R/C assist old timers, while the alfalfa fields beside the runway provided soft landings. Few models were damaged due to the wind conditions that prevailed. In fact, the steady winds were the only negative during the week of competition, since the weather remained clear and provided spotty thermals, which unfortunately were quickly blown away.

Don Reid of SAM 86, Ontario, Canada, was an extremely well organized Contest Manager. He arranged for the facilities at the Holiday Inn Motel which were perfect for the Executive Board meeting and the Annual Meeting at which about 100 attended. The Muncie Convention Center hosted the Bean Feed and Spirit of SAM model display as well as the final awards Banquet. Nearly 400 attended each event. Feeding that many people is not easy. But I must say, not only was the food very good, but there were minimal waits in line for the buffets and cleanup service was quick and efficient. That's a reflection of good planning by Don Reid and his volunteer staff who arrived four days early to make sure things flowed smoothly.

R/C Contest Director Larry Davidson ran a tight ship. He had it so well organized that I even saw him sitting around a couple of times actually relaxing. Larry's key helpers, wife Ellaine and the dynamic duo, Mike and Dorothy Granieri, kept the model weighing, fueling, contestant card control and time conversions flowing smoothly and without a hitch. The persistent wind created a number of zero scores for many contestants as they misjudged the designated landing area, setting down just outside the border. CD Larry had a neat new Honda trail bike which he scooted around the flight line, the landing area and over to the free flight compound where he flew his well trimmed Korda Wakefield — he was having a ball with his new toy. Me too — Larry

let me ride that nifty two wheeler. Now I know why the free flighters have such a good time. Chasing those models over hill and dale is really fun!

On the free flight side, a half mile upwind, there were some unforgettable moments — like when Dick Korda launched his famous model right through a crowd of 100 adoring, camera-clicking modelers, just missing them all. The old master did it again. He maxed his first flight after winding in 500 hundred turns (without a safety winding tube). Then, a day later, all 75 entries in the Korda Wakefield Commemorative rubber contest mass-launched their models early in the morning. What a sight! And there among the highest climbers was Dick Korda's model, proving that wonderful guy has not lost his touch. You're the greatest, Dick!

The spirit of SAM lives through Korda and the other Hall of Famers who were present — including Joe Elgin, Mickey DeAngelis, Joe Kovel, Ed and Joe Konefes, Mike Granieri, Joe Beshar, Sal Taibi, George Perryman, Larry Jenno, George Armistead, Jim Adams, Jack Bolton, Herb Greenberg, Karl Spielmaker, and Don Garofalow. What a thrill to see, talk to, and watch these modeling legends fly!

Free flight CD, Bill Prenskey, did a fine organizational job on the flight line and enforced the rules of the chase to the letter. During the first day of flying, someone ran a chase bike through a neighboring farmer's field without asking permission. Bill promptly shut down the contest for the day while soothing the ruffled feathers of AMA's neighbor. Thereafter, the free flight contest went smoothly. The mass launches of the Korda Wakefield and the twin pushers went off on time, filling the air with old time rubber models. Both launches were a sight to behold! SAM's Preamble is alive and well.

Though I was on the free flight field for the mass launches, (I spent most of my time on the R/C side,) I will have to leave the details of the free flight portion of the Champs to someone who spent all their days upwind on that side of the field.

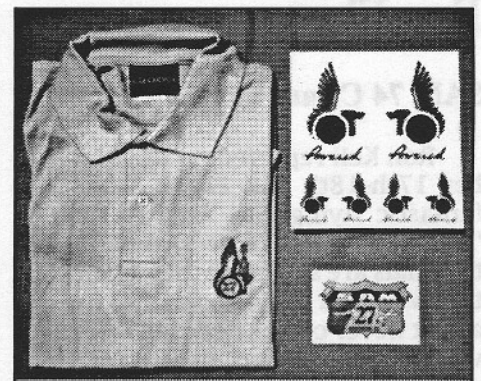
As far as the competition was concerned, the wind had a dramatic affect on Ed Hamler. He launched into a strong gust of wind and his model

dipped temporarily over the pits — zero score! When he flew his Avro, the wind was too much for it and he could not get a max; same with the 1/2 A Quaker. Steve Roselle brought home some trophies: 2nd in Electric Texaco, 5th in Electric LMR, and on the free flight side he brought home a 3rd in HLG. Bekins fared pretty well: 1st in Ohlsson 23, 1st in Pure Antique, 5th in Class B Ign., 5th in Ohlsson Sideport. Incidentally, Eut Tileston was the R/C Sweepstakes winner."

O&R T-Shirts

Sales are UP! Don and Ed sold 18 at the SAM Champs, thanks in large part to Jan Roselle and Harry Klarich. Jerry Rocha took a supply with him to Oregon and Lost Hill free flight meets and sold 10 more. If we had taken all extra-large sizes with us, our supply would be gone. Does that say something about how modelers eat?

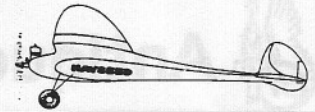
To date, we have sold about 63 T-shirts, which brings us to about 85% of the break-even point. Get out and sell those shirts to your skinny friends, SAM 27! The MECA Collecto is coming up October 29th — remember to pitch those great looking O&R logos.



In addition to the O&R T-Shirts, these polo shirts and decals are for sale.

Lakeville Site Flying

Increased usage of the site for fun, sport and test flying, brought up at the August meeting, was further discussed. It was agreed we should encourage Wednesdays for those activities, so, hopefully, members can enjoy some company while flying. Phone your



buddies and try to make this a regular weekly event. The Napa R/C group does this on Tuesdays and attendance frequently exceeds that on Saturdays.

Antique Flyer — New Editor Needed

Don Bekins has served as the editor of the **Antique Flyer** since 1990 when Ned Nevels moved on to the computer industry. He utilized some of Ned's creative format, added some of his own, then began with issue 100 when SAM 27 had 41 members and one Jr.O/T'er. We are now on issue 146, nearly four years later and have 74 members, with 15 Jr.O/T'ers. That's growth! For about 6 months, Don handed the editor's job to Junior member, Ed Heikell, who at age 17 turned out a fine newsletter. High school graduation, part time work at the Napa Register, and the beginning of college forced Ed to turn the newsletter back over to Don. During that time, Don learned the skill of desktop publishing. For about 18 months, he also edited and created a new layout for SAM Speaks.

Now, due to the recent SAM elections, Don's time will be used fully on other SAM projects. It is time for someone else in SAM 27 to pick up the ball as newsletter editor. We need a volunteer. The newsletter is the glue that keeps our model club together. Whoever volunteers, Don will provide all the help needed — and computer software if that person has a Macintosh.

Club Building Project '95

Tim Younggren presented his proposal for a 1/4 A Nostalgia FF Gas model as a club project. See page 8 for the details of the plan. The members were asked if they wanted such a project — a resounding YES was the answer. Several present said they would participate and after considerable discussion it was agreed that further action should be brought up at the October meeting. Bring your suggestions then.

FLASH

Ron Doig, a SAM 26 founder and one of the creators of the OT Glider Event, died of complications from diabetes. Ron had long been one of the most enthusiastic old timers, CD'ing many of SAM 26's contests, and showing up at most West Coast contests and many SAM Champs. He was always ready to lend a helping hand and had a great deal of influence on the current SAM R/C rules. One of SAM's finest has passed on to where thermals are created.

This poem is dedicated to Ron:

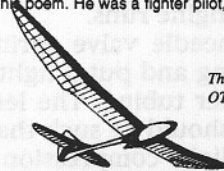
"High Flight"

John Gillespie Magee

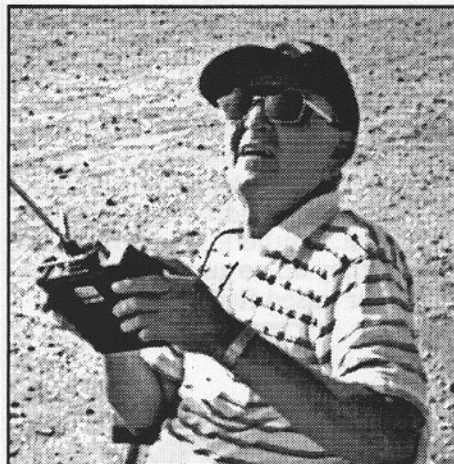
Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth of sun-split clouds--
And done a hundred things you have not dreamed of—
Wheeled and soared and swung high in the sunlit silence.
Hov'ring there I've chased the shouting wind along and flung
My eager craft through footless halls of air.

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark nor even eagle flew
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand and touched the face of God.

(John Gillespie Magee, a modeler, was only nineteen years old when he wrote this poem. He was a fighter pilot, killed during WWII.)



Thermic 100
OT Glider



Don Bekins photo

Ron Doig doing what he loved most

Competition

International 1/2 A Texaco 1/2 A Scale Postal Meets

Ed Hamler gave a preliminary on the August 13-14 International 1/2 A Postal Meet, sponsored this year by SAM 27, last year's winner. It appears that SAM 51 of Sacramento CA is the winner with 8983 seconds out of a possible 9000. SAM 27 placed 3rd this year. We did a little better in the 1/2 A Scale Postal garnering a 2nd placed to perpetual winner, SAM 82 of Texas. We're getting better! See the reports, page 8.

Northwest Free Flight Championships, Oregon

In August Jerry Rocha and Wes Funk drove up to Tangent, Oregon for the big NW Champs and brought home the bacon. SAM 27 has some real talent in the free flight arena. Here are the results:

Wes Funk

- 1st = 1/2 A Nostalgia
- 1st = B & C Nostalgia
- 2nd = AMA 1/2 A Gas
- 2nd = AMA A Gas
- 3rd = A Nostalgia
- 3rd = .020 Replica

Jerry Rocha

- 1st = Early Nostalgia
- 2nd = .020 Replica
- 3rd = B & C Nostalgia

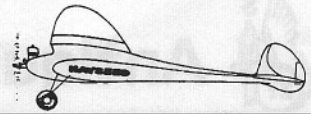
U.S. Free Flight Champs Lost Hills

Then Jerry and Wes drove down to Lost Hills over the Labor Day Weekend and brought home some more trophies: Wes had a 3rd in 1/2 A Texaco and Jerry took 1st in A Fuse-lage. Congratulations, guys!

New Business

Reno Air Races

Brian Ramsey, modeling his GEE BEE T-shirt, reported on the recent Air Races. He was particularly impressed by the aerobatics show put on by the Delmar Gee Bee R-2 replica. Brian also highly recommended a visit to the relatively new National Air Race Mu-



seum and Hall of Fame in Sparks, NV. There are over a dozen original or replica racing aircraft dating from 1910 to recent years.

EAA Calendar

John Carlson circulated a copy of the 1995 EAA Calendar together with a sign-up sheet for those wishing to purchase for about \$6 each. You can also sign up at our October meeting.

Models Toxic Waste Controversy

Walt Gunning reported that the Marin R/C Club had just completed work (including an EIR) with the Army for a 5 year permit to fly at Hamilton Field. When everything appeared OK, an EPA representative showed up and, noting a few spots where model fuel had spilled, raised the issue of toxic waste contamination. The permit is now being questioned. If you think that is a preposterous action, consider a similar situation by Bill Vanderbeek at a Long Island, NY club flying site. This appears to be a worthy subject for AMA follow-up.



Hlebcar photo

SAM 27's next president? Rod Persons, our current VP in line to move up to Prez in '95, is shown here at the 1/2 A Postal meet with his beautiful "Challenger". John Drobshoff, the designer, was our past president and is still an AMA record holder in FF ROW.

Technical Presentation

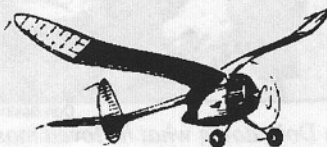
by Jerry Rocha

Making Your .049 A Consistent Runner

The long awaited "Care & Feeding of 1/2 A Engines" demonstration by Jerry Rocha was fascinating. Jerry prefaced his talk by saying he never purchased a new Cox .049. He picks old ones up at collectos and from friends, then mixes and matches parts until he gets a good runner. The best one he ever had powered his wife's 1/2 A Texaco freeflight which was lost OOS at the Champs in Jean, NV. That engine consistently ran 9 minutes or more. Here are some of Jerry's words of wisdom:

1. Remove back cover and replace the pickup line with small diameter, bendable copper tubing, running right to the back of the tank bottom so it picks up the last drop of fuel.
2. Check the fuel inlet hole of the carburetor; there are many different sizes. .062" is preferred.
3. Debur all holes in the case and tank.
4. Replace O-ring (wall seal), gaskets, and plastic reed.
5. Obtain a good front end that is not bent or sloppy, otherwise blow-by will occur resulting in hard starting and short engine runs.
6. Fix needle valve spring with silicon tubing and put a tight fitting washer under tubing. The length of the tubing should be such that there is a very slight compression at the usual operating position.
7. Use a red Kustom Craftmanship tank that fills from upper edge (not a stunt-type tank with two vertical filling and breathing tubes).
8. Best fuel is standard 4 cycle 10% or 15% nitro, depending on temperature and humidity. On cold days 15% is best. Synthetic lubes are better because they do no gum up over time like castor based fuels.

continued on page 9



SHOW & TELL

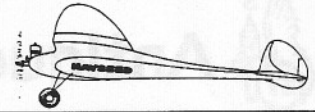
Fed up with nearly losing sight of his 1/2 A Texaco "Atomizer", John Carlson displayed his latest attempt to improve visibility. The model, covered with silk, was red on top and dark blue on the bottom. It nearly disappeared at altitude. John painted all bottom surfaces with an opaque black and added holographic self-adhesive reflector strips on the vertical fuselage and rudder sides. He also added the reflective strips to the wing and elevator. In contrast to silver reflective coverings the holographic strips flash over a broad range of angles, improving visibility substantially at high altitudes. There are several sources for the holographic product: Flying Models has an ad (pg. 29 of 9/94 issue), Tap Plastics sells large sheets, and fishing tackle stores sometimes sell a similar product for fishing lures. And you may find the reflective material in an auto parts store.

Nick Sanford showed a covering material he likes called Pollyspan (pg. 29 of 9/94 Model Builder). It is a polyester fiber tissue and applies like silk, but does not shrink with water. Only two coats of dope are needed to shrink it adequately and seal it. Care must be taken when covering, to insure that there are no wrinkles. It is available only in white, but can be dyed and is extremely tough. It weighs only slightly more than silk when finished and is far more puncture proof. The cost is about \$15 for a 12 foot roll.

Ed Hamler brought in his nearly finished Class A secret weapon, the SWOOSE. Covering is Mica-film. Power is an Elfin diesel. There is barely enough room in the small fuselage for the radio and fuel tank. It should be a winner.

Ron Keil showed his nicely crafted DeBold "Stunt Wagon", OT U-control model. It was built from a D'Meco kit and powered by a Fox 35. We are beginning to see more OT U-control. SAM may begin to adopt U-control into their events schedule.

Bill Vanderbeek brought in a much modified Cox Baby-Bee. The tank was removed and the venturi needle valve arranged for external fuel supply from a pressure pacifier. It looked somewhat like an old rear-



intake Cox engine, but still retained the reed-valve assembly. Bill expects to get over 21,000 rpm from the engine — to be used in a 1/2 A nostalgia model.

Charlie Banks brought in four diesels, apparently British made, the smallest of which was .009 in size. He would like to identify the engines and will provide pictures for those who might have some background British engines.

Ray McGowan has saved several circa 1940 propeller blanks from the days before finished wood or plastic props were available. The blanks look nearly as finished as some of the modern wood props. Hand finished props from these blanks had considerable under-camber and very thin trailing edges.

RAFFLE

(\$63 received)

Prize	Donor	Winner
Moffet Rubber Kit	Vanderbeek	Nick Sanford
SAM 35 Yearbook	Vanderbeek	John Carlson
Timer, KSB	Bill Kast	Rocco Ferrario
Voltmeter, exp. scale	Bill Kast	Charlie Banks
Electric Sander	Bill Kast	Fred Terzian
Misc. Hardware	Bill Kast	Nick Sanford
Reflective Material	John Carlson	Vanderbeek
Miter Master	SAM 27	Charlie Banks
Wire Stripper	SAM 27	Jerry Rocha
Hemostat	SAM 27	Nick Sanford
Brooklyn Dodger .020 kit	Rocco	John Carlson

Crash & Bash

Mother Nature and the Farmers Almanac blessed SAM 27. The weather was absolutely perfect! Two sunny, windless days with temperatures in the mid 70's, plenty of thermals and people to enjoy and milk them for maxes. There were crashes, but the CD, Ed Hamler, claimed there were no "Bashes". The definition of 'bash' may be important here. Don Bishop's model took off, as in all his previous flights, but something went wrong. The model went out control and crashed on Franklin Blvd. just as a car drove along and over it, reducing it, the radio and engine to match sticks. By any definition that is a BASH! You have our condolences, Don.

We had the largest turnout in our 18 year history: 51 contestants. Here is a statistical analysis of the ideal old timers' contest:

	'93	'94	Increase
Contestants	46	51	+11%
Flights	289	375	+30%
Event Entries	121	158	+30%

CD Hamler says:
"This is getting to be a BIG contest!"

Crash & Bash *Financial Report* by John Carlson

Preliminary calculations indicate about \$1,000 profit..Further input may be required to get a complete and detailed report.

One item of note: The Porta-Potty was of much better quality than last year (also pink in color!) but cost \$10 less. (The 800 number for Allstate Sanitation is 800-YO POTTY)

Financially, SAM 27 had its most successful contest both in numbers of contestants and dollars. Following is the report of how your money was spent and income derived. The figures are approximate because all expenses are not yet in. As with last year, we tried to reconcile for all income and expenses, but ended up with more money than we could actually account for. That's far better than coming out short:

1. Raffle: Approx 520 tickets sold	
Revenue: (520/6 X \$5) =	435
Expense: Purch.Riser Rider =	250
Profit =	185
2. Friday & Saturday Dinners	
Revenue: Friday (25 X \$5) =	140
Saturday (56 X \$10) =	560
Total =	700
Expenses: Miiiriam Schmidt	240
Profit =	460
3. Saturday & Sunday Lunches	
Revenue: (97 X \$5) =	516
Expenses:	
Rocco	318
Mary H.	45
Total Exp.	368
Profit =	153
4. Event Fees	
Revenue (158 X \$5) =	790
Expenses: Flight Cards =	15
Flyer & mail =	38
AMA Sanction & Insurance =	20
Engraving =	13
Balsa =	320
Ribbons =	70
Total =	476
Profit =	314
5. Miscellaneous Expenses	
Porta Potty =	40
Net Profit =	\$1,072

Cash Reconciliation	
•Raffie Tickets	\$435
less prior sales of \$130 =	305
•Friday & Saturday dinner =	700
•Saturday & Sunday lunch =	516
•Events =	790
Other collections:	
O&R T-shirts =	36
Polo shirts =	20
Decals =	13
Total =	\$2,370

Cash Counted & Deposited = \$2,433

More collected than accounted for = \$63



Hiebcar photo

This is what being a mentor is all about. Jerry Rocha is helping Jr.O/T'er Brian Cassayre fly to a max flight in the 1/2 A Texaco postal meet. Brian is one of our most successful young builders and flyers.

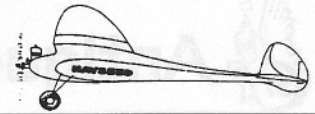


C&B CD Ed Hamler at work. Ed's flight cards, reporting and filing systems have become a model for all of SAM.



Antique Flyer

October 1994



Final Results of the 18th Annual SAM 27 Crash & Bash

Schmidt Ranch, Elk Grove, California

September 24 and 25, 1994

1/2 A TEXACO

Contestant	SAM	Model	1	2	3	Total
1 Eut Tileston	51	Scorpion	15:00	15:00	20:22	50:22
2 Don Bishop	26	Lanzo RC Stick	15:00	15:00	OOB	30:00
3 Don Bekins	27	Lanzo Bomber	15:00	15:00	DNF	30:00
4 Wayne Conner	00	Anderson Pylon	14:55	15:00		29:55
5 Guy Van Cleave		Coronet	13:15	15:00		28:15
6 Kenneth Low	26	Commando	12:00	14:36		26:36
7 Art Cummins		Dallaire Sportster	11:33	15:00		26:33
8 Brian Cassayre	27	Playboy Sr.	15:00	10:42		25:42
9 Steve Roselle	21	Bay Ridge Mike	12:15	12:16		24:31
10 Grace Rafoa	27	Playboy Sr.	10:46	13:21		24:07
11 Bob Facto	49	Bomber	Att	13:30	9:30	23:00
12 Tom Empey	49	Atomizer	11:55	9:48		21:43
13 Tim Molsberry	27	Peerless Panther	Att	12:15	9:08	21:23
14 Ray McGowan	27	Wasp	9:40	11:12		20:52
15 John Carlson	27	Atomizer	10:08	10:35		20:43
16 Peder Samuelson	27	Foote Westerner B	9:12	11:20		20:32
17 Dick Oglesbee	21	Buzzard Bombshell	5:27	13:41		19:08
18 John Hiebcar	27	Playboy	Att	8:09	9:11	17:20
19 Sean Crowley	27	Playboy Sr.	6:53	7:45		14:38
20 Pete Williams		Comet Clipper	Att	6:04	8:10	14:14
21 Tom Hagler	30	Lanzo Record Breaker	11:54			11:54
22 Tom Smith	51	Atomizer	7:52	3:52		11:44
23 Bob Boies	103	Playboy	4:51	6:52		11:43
24 Muriel Oglesbee	21	Playboy	10:57			10:57
25 Robert Van Beek	30	Anderson Pylon	9:53			9:53
26 Art Watkins	21	Bay Ridge Mike	9:27	0:00		9:27
27 Terry Welden	30	Playboy	0:00	7:20		7:20
28 John Allen	21	Playboy	Att	Att	0:00	0:00
29 Scott Seronello	27	Anderson Pylon	Att			0:00

TEXACO

Contestant	SAM	Model	Engine	Fuel	1	2	3	Best
1 Peder Samuelson	27	Rod Doyle Folly II	OS 61 FS conv	32cc	27:18	45:00		45:00
2 Tom Smith	51	Anderson Pylon Model	Saito 80 FS	32cc	43:47	12:04		43:47
3 Eut Tileston	51	Weathers Westerner	MUVS 60	28cc	22:58	40:30		40:30
4 Jim Kyncy	30	Anderson Pylon Model	OS 61 FS	32cc	39:21			39:21
5 Don Bekins	27	Gas Bird	OS 60 FS Conv	28cc	33:12			33:12
6 Bob Munn	30	Powerhouse	Irvine 40 diesel		18:33	23:26		23:26
7 Speed Hughes	30	Vernon Boehle Giant	OS 60 FS	44cc	22:10			22:10
8 Dave Lewis	21	Record Breaker	O&R 60 SP	24cc	17:28			17:28
9 Nick Sanford	27	SAC TEX	Atwood	28cc	11:07	8:37		11:07
10 Muriel Oglesbee	21	Powerhouse	Irvine 40 diesel	28cc	10:55			10:55
11 Don Barrick		Flamingo	OS 40 FS	28cc	10:49			10:49
12 Ray McGowan	27	Buccaneer	O&R 60 SP	28cc	9:48	9:10		9:48
13 Tom Empey	49	Lanzo Bomber	Spitfire	24cc	8:37	0:00		8:37
14 Bob Facto	49	Lanzo RC-1	O&R 60 SP	20cc	7:24	6:00		7:24
15 Bob Holman	26	Anderson Pylon Model	Orwick 64	24cc	7:10			7:10
16 Bryant Thornhill	31	Super Buccaneer	SuperTigre51	24cc	5:09	6:22		6:22
17 Brian Ramsey	27	Record Breaker	OS 61 FS	24cc	4:54	5:38		5:38

Class A Glow LER

Contestant	SAM	Model	Engine	LER	1	2	3	Total
1 Eut Tileston	51	Westerner	K&B 19	18	three maxes +	10:14		31:14
2 Don Conner	00	Lanzo Bomber	HB 20	23	three maxes +	9:04		30:04
3 John McRae	51	Westerner	K&B 3.25	18	three maxes +	8:39		29:39
4 Tom Empey	49	Anderson Pylon	Veco 19	23	7:00	7:00	6:57	20:57

Combined Class B/C Glow LER

Contestant	SAM	Model	Engine	LER	1	2	3	Total
1 John McRae	51	Westerner	Torp 40	23	three maxes +	10:22		31:22
2 Peder Samuelson	27	Foote Westerner	OS 32	18	three maxes +	9:35		30:35
3 Jim Kyncy	30	Kerswap	Nelson 40	18	three maxes +	9:08		30:08
4 Don Bekins	27	Playboy	ST 35	23	7:00	7:00	7:00	21:00
5 Loren Schmidt	30	Playboy	K&B 35	23	7:00	5:04	7:00	19:04
6 Bryant Thornhill	51	Playboy	K&B 40	23	3:40	7:00	3:24	14:04
7 Don Bishop	26	Playboy	Rossi 40	18	7:00	7:00	0:00	14:00
8 Don Barrick		CAVU			7:00	6:09		13:09
9 Tom Patten		Hayseed	ASP 40	18	3:56	1:23	2:19	7:38
10 Spirow Nicholau	30	Ehling Contest Gas Model			2:57	0:00		2:57
11 Tom Empey	49	Playboy	K&B 5.8	18	1:55			1:55

Combined Antique/Pure Antique

Contestant	SAM	Model	Engine	LER	1	2	3	Total
1 John McRae	51	Westerner	Torp 40	24	three maxes +	18:24		48:24
2 Eut Tileston	51	Westerner	Enya 60	42	three maxes +	16:26		46:26
3 Don Bishop	26	Lanzo Bomber	Edco	40	10:00	10:00	8:40	28:40
4 Dave Lewis	21	Anderson Pylon	Como 51	36	10:00	10:00	6:33	26:33
5 Loren Schmidt	30	Dallaire	Webra 60	35	10:00	4:36		14:36
6 Bob Facto	49	Lanzo RC-1	O&R 60	40	4:40	5:12		9:52
7 Peder Samuelson	27	Folly	OS 61 FS conv	35	5:17	2:14		7:31
8 Terry Welden	30	Inspiror	O&R 60	40	2:22	2:04	2:50	7:16

Ignition Class A LER

Contestant	SAM	Model	Engine	LER	1	2	3	Total
1 Eut Tileston	51	Taylor Cub	GB 250 Diesel	45	7:00	7:00	7:00	21:00
2 Bob Facto	49	Playboy	Elfin 2.49cc	45	7:00	7:00	6:32	20:32
3 Loren Schmidt	30	Playboy	Elfin 2.49cc	45	7:00	7:00	4:55	18:55
4 Dave Lewis	21	Playboy	Elfin 2.49cc	45	7:00	6:00	5:25	18:25
5 Bob Holman	26	Lanzo Bomber	Shilen OT 19	45	7:00	5:24	4:57	17:21
6 Bob Munn	30	AirTrails Sportster	GB 250 Diesel	45	4:48	2:51	5:05	12:44
7 Don Barrick		Powerhouse	McCoy 19	45	4:55			4:55
8 Scott Seronello	27	Anderson Pylon Model	O&R 19	45	3:46			3:46
9 Tom Empey	49	Interceptor	Elfin 2.49cc	45	Att			0:00

Ignition Class B LER

Contestant	SAM	Model	Engine	LER	1	2	3	Total
1 Bob Holman	26	Playboy	Shilen Torp 29	45	three maxes +	7:53		28:53
2 Don Bishop	26	Playboy	McCoy 29	45	three maxes +	7:36		28:36
3 Kenneth Low	26	Playboy Sr.	Forster 29	45	6:47	7:00	7:00	20:47
4 Bob Boies	103	Lanzo Bomber	Forster 29	45	7:00	6:11	7:00	20:11
5 Wayne Conner	00	Zipper	Torp 29	45	6:13	5:47	6:34	18:34
6 Tom Empey	49	Brooklyn Dodger	Torp 29	45	7:00	2:22	6:00	15:22

Ignition Class C LER

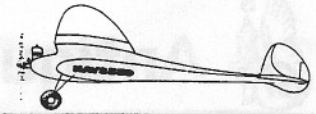
Contestant	SAM	Model	Engine	LER	1	2	3	Total
1 Don Bishop	26	Lanzo Bomber	Edco Skydevil	45	three maxes +	11:17		32:17
2 Wayne Conner	00	Lanzo Bomber	Spitfire	45	three maxes +	4:50		25:50
3 Bob Holman	26	Anderson Pylon Model	Orwick 64	45	three maxes +	3:47		24:47
4 Peder Samuelson	27	Foote Westerner	SuperCyke	45	three maxes +	OOB		21:00
5 Tom Empey	49	Lanzo Bomber	Spitfire	45	7:00	7:00	6:26	20:26
6 Terry Welden	30	Sailplane	Super Cyke	45	6:18	7:00	7:00	20:18
7 Al Ward	21	Sailplane	Super Cyke	45	7:00	7:00	5:48	19:48
8 Don Barrick		Long Cabin	O&R 60	45	7:00	7:00	5:27	19:27
9 Don Conner	00	Sailplane	Orwick 64	45	6:01	7:00	6:01	19:02
10 Dave Lewis	21	Kerswap	Spitfire	45	7:00			7:00

Ohlsson Sideport

Contestant	SAM	Model	Ohlsson	1	2	3	Total
1 Don Barrick		Long Cabin	60	7:00	7:00	7:00	21:00
2 Don Bekins	27	Lanzo Bomber	60	7:00	7:00	7:00	21:00
3 Ed Solenberger	27	Lanzo Bomber	60	7:00	7:00	7:00	21:00
4 Hardy Robinson	26	Schmaedig Stick	60	6:06	7:00	6:59	20:05
5 Dave Lewis	21	Red Zephyr	60	6:41	4:38	6:17	17:36
6 Steve Roselle	21	Clipper Mk 1	60	3:51	3:08	6:38	13:37
7 Art Cummins		Super Buccaneer	60	3:57	3:37	3:33	11:07
8 Bob Facto	49	RC-1	60	4:15	5:10		9:25
9 Bob Boies	103	RC-1	60	3:32	4:42		8:14
10 Ray McGowan	27	Buccaneer	60	7:00			7:00
11 Loren Schmidt	30	Clipper	60	7:00			7:00
12 Terry Welden	30	Inspiror	60	2:52	2:11	1:56	6:59
13 Emilio Finato	21	Viking	23	2:50			2:50
14 Tom Empey	49	Bomber	60	Att	1:34	1:15	2:49
15 Eut Tileston	51	Westerner	60	Att			0:00

Ohlsson 23

Contestant	SAM	Model	sp/frv	1	2	3	Total
1 Ed Solenberger	27	Lanzo Bomber	frv	3:34	5:00	5:00	13:34
2 Emilio Finato	21	Lanzo Bomber	frv	4:04	5:00	3:32	12:36
3 Park Abbott	27	Playboy	frv	5:00	3:08	2:54	11:02
4 Scott Seronello	27	Pylon Model	frv	5:00	2:07	2:55	10:02
5 Dave Lewis	21	B. Bombshell	frv	1:47	5:00	0:05	6:52



Final Results of the 18th Annual SAM 27 Crash & Bash Schmidt Ranch, Elk Grove, California September 24 and 25, 1994 (cont.)

1/2 A Scale Duration						
Contestant	SAM	Model	1	2	3	Total
1	Jim Kyncy	30	AVRO 560	15:00	15:00	30:00
2	Bob Facto	49	J2 Cub	10:30	11:07	21:37
3	Ken Low	26	Curtis Robin	9:10	5:30	14:40
4	Peder Samuelson	27	Piper J3 Cub	5:53	7:41	13:34
5	Bob Holman	26	Martin M-10	6:27	4:25	10:52
6	Hardy Robinson	26	FW-47	2:47	6:39	9:26
7	Eut Tileston	51	Taylor Cub J-2	8:49		8:49
8	Al Ward	21	Aeronca Chief	0:57		0:57
9	Art Cummins		Cessna	0:00		0:00
10	Ray McGowan	27	Cessna	Att		0:00
11	Tim Youngren	27	Messerschmitt 17	Att		0:00

Electric Texaco							
Contestant	SAM	Model	1	2	3	Total	
1	Bob Boies	103	Lanzo Bomber	15:00	15:00	ready	30:00
2	Brad Allen	21	Lanzo Bomber	15:00	15:00	coin	30:00
3	Tim Youngren	27	Anderson Pylon Model	15:00	15:00	coin	30:00
4	Ken Low	26	Leisure Playboy	13:04	Att	15:00	28:04
5	John Carlson	27	Leisure Playboy	15:00	10:04		25:04
6	Dick Oglesbee	21	Viking	10:02	11:32		21:34
7	Terry Welden	30	Lanzo Bomber	5:12	9:01		14:13
8	Robert Van Beek	30	Playboy	12:32			12:32
9	Al Ward	21	Lanzo Bomber	11:48			11:48

Electric Limited Motor Run								
Contestant	SAM	Model	motor run	1	2	3	Total	
1	Bob Boies	103	Lanzo Bomber	75	6:03	7:00	7:00	20:03
2	Terry Welden	30	Lanzo Bomber	75	6:48	7:00	5:59	19:47
3	Ken Low	26	Playboy Sr.	90	5:41	7:00	7:00	19:41
4	Tim Youngren	27	Kerswap	90	7:00	5:41	7:00	19:41
5	John Carlson	27	Playboy Sr.	75	5:33	7:00	7:00	19:33
6	Al Ward	21	Lanzo Bomber	75	6:11	4:01		10:12

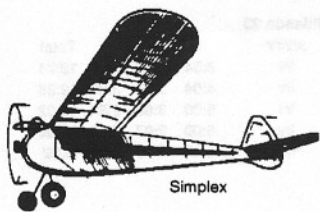
Old Time Glider							
Contestant	SAM	Model	1	2	3	Score	
1	Ken Low	26	Floater	4:50	14:54	0:18	20:00
2	Park Abbott	27	Zerovoice	3:41	3:42	9:58	17:21
3	Hardy Robinson	26	R-40				13:00
4	Nick Stanford	27	Thermic 100	wing failed during hi-start launch			0:00

Gollywock HiHo Small Rubber Gagger							
Contestant	SAM	Model	1	2	3	Score	
1	John Allen	21	Gollywock	2:00	1:18	2:00	5:18
2	Brian Ramsey	27	HiHo	1:22	1:02	1:46	4:10
3	Al Ward	21	Gollywock	0:19	0:32	0:45	1:36

Brown Jr. Flyoff LER 90							
Contestant	SAM	Model	1	2	3	Score	
1	Eut Tileston	51	V Tail Swallow	15:40			
2	Dave Lewis	21	Rambler	8:20			
3	Emilio Finato	21	Pacific Ace	4:03			
4	Bob Holman	26	Piper J3 Cub	1:43			

Spirit of SAM Concours							
Contestant	SAM	Model	Designer	1	2	3	
1	Ray McGowan	27	Buccaneer				
2	John McRae	51	Westerner	Weathers			
3	Eut Tileston	51	V Tail Swallow				

1/2 A Scale Concours d'élégance							
Contestant	SAM	Model	Designer	1	2	3	
1	Al Ward	21					
2	Pete Williams		Cessna Airmaster				

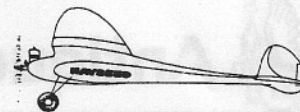


International 1/2 A
Texaco Postal Trophy

continued from page 3

1994 International 1/2 A Texaco R/C Postal Challenge Final Results from August 13 and 14 Flying Reports

Total Pilots =		123		Total Teams =		15	
SAM 51 The Rocking Chair Legion, Sacramento, CA 1994 Winners							
Pilot	Model	Area	1	2	Total	Team Captain	
Tom Smith	Atomizer	278	900	900	1800		
Bob McCafferty	Kerswap	288	900	900	1800	Bob Grice	
Eut Tileston	Scorpion	256	900	900	1800	4351 Greenvale Road	
Bob Brogan	Playboy	288	900	900	1800	Fair Oaks, CA 95628	
Bill Brown	Record Breaker	290	900	883	1783	(916) 961-6257	
Total Pilots:	8				Team Total	8983	
SAM 26 The Central Coast Chapter, Santa Maria, CA							
Pilot	Model	Area	1	2	Total	Team Captain	
Don Bishop	Lanzo Stick	322	900	900	1800		
Bob Angel	Playboy Jr.	354	900	900	1800	Bob Angel	
Mike McLaughlin	Playboy Sr.	306	900	864	1764	1001 Patterson Road	
Sonny Soto	Strato Streak	320	900	837	1737	Santa Maria, CA 93455	
Ken Low	Commando	375	900	834	1734	(805) 937-5145	
Total Pilots:	6				Team Total	8835	
SAM 27 Northern California, Novato, CA							
Pilot	Model	Area	1	2	Total	Team Captain	
Jerry Rocha	Rambler	288	900	900	1800		
Pete Samuelson	Footo Westerner	384	900	900	1800	Ed Hamler	
Tim Youngren	Powerhouse	278	900	900	1800	3379 Crystal Court	
Ed Hamler	Quaker	290	865	900	1765	Napa, CA 94558	
John Carlson	Atomizer	290	687	900	1587	(707) 255-3547	
Total Pilots:	16				Team Total	8752	
SAM 82 SAM Houston, Texas							
Pilot	Model	Area	1	2	Total	Team Captain	
Ben Beerbower	Bowden	270	900	900	1800		
David Hinson	Playboy	288	810	900	1710	Jim Homer	
Bud Frazier	Bombshell	300	749	900	1649	15746 Walkwood Dr.	
Gene Pelech	Winged Yankee	290	900	684	1584	Houston, TX 77079	
Arthur Milam	RC-1	288	796	775	1571	(713) 493-6885	
Total Pilots:	10				Team Total	8314	
SAM 56 Wichita Historical Aircraft Modelers, Wichita, KS							
Pilot	Model	Area	1	2	Total	Team Captain	
Dan Benner	Nimbus	300	900	900	1800		
Jim Kutkuhn	Alert	275	900	771	1671	W. L. Schmidt, Jr.	
Tom Derber	Alert	275	757	900	1657	4647 Krueger	
Blake Ingram	Comet Robin	250	900	606	1506	Wichita, KS 67220	
Ed Salguero	Sailplane	277	605	900	1505	(316) 744-0378	
Total Pilots:	8				Team Total	8139	
SAM 84 The Vintagets, Queensland, Australia							
Pilot	Model	Area	1	2	Total	Team Urgan	
Mike Moore	Atomizer	273	900	900	1800		
Des Slattery	Kerswap	300	769	900	1669	Colin Somers	
Barry Dent	Kerswap	300	586	900	1486	15 Croston St.	
Jim Hardy	Record Breaker	345	420	900	1320	Clontarf Beach 4019	
Colin Borthwick	Efy	295	547	456	1003	Queensland, Australia	
Total Pilots:	8				Team Total	7278	
SAM 21 The Blackjack Club, San Jose, CA							
Pilot	Model	Area	1	2	Total	Team Captain	
Dick Oglesbee	Buzzard Bombshell	325	900	900	1800		
Henry Smith	Buzzard Bombshell	208	865	900	1765	Dave Lewis	
Muriel Oglesbee	Playboy Sr.	315	686	563	1249	4709 Malero Place	
George Joki	Zipper	270	811	426	1237	San Jose, CA 95129	
Bill Hofstetter	Wasp	270	564	608	1172	(408) 246-2257	
Total Pilots:	11				Team Total	7223	
SAM 1 Denver, Colorado							
Pilot	Model	Area	1	2	Total	Team Captain	
Ken Kullman	Sailplane	dnr	768	900	1668		
Jack M. Warkins	Playboy	288	887	704	1591	Jack M. Warkins	
Mark Weiland	Feather Merchant	288	623	703	1326	3023 So. Fenton St.	
Art Hillis	Playboy	288	550	590	1140	Denver, CO 80227-4123	
Dick Sillis	Strato Streak	288	662	392	1054		
Total Pilots:	7				Team Total	6779	
SAM 41 San Diego Aeroners, San Diego, CA							
Pilot	Model	Area	1	2	Total	Team Captain	
L. D. Coy	Strato Streak	360	788	525	1313		
Jim Alaback	Bay Ridge Mike	314	504	800	1304	Richard Munz	
LeRoy Brooks	Record Breaker	288	720	560	1280	2596 Murray Ridge Rd.	
Bill Albright	Coronet	300	900	368	1268	San Diego, CA 92123	
George Wagner, Jr.	Strato Streak	235	427	538		965	
Total Pilots:	6				Team Total	6130	



continued from page 8

SAM 66 Golden Era Flyers, Wilmington, Delaware						
Pilot	Model	Area	1	2	Total	Team Captain
John Scott	Commodore	270	677	765	1442	
Bill Branchley	Guff	300	657	649	1306	John Scott
Sam Hallstrom	MG-2	300	544	654	1198	1408 Carson Rd.
Jim Schlapfer	Buzzard Bombshell	300	481	608	1089	Wilmington, DE 19803
Jack Hairsine	Blitzkrieg	298	439	450	889	(302) 478-6576
Total Pilots:	8				Team Total	5924

SAM 74 Clearlake Aero Squadron, Lake County, CA						
Pilot	Model	Area	1	2	Total	Team Captain
Ron Keil	L'I Diamond	dnr	900	435	1335	
Ron Trammel	Challenger	dnr	480	766	1246	Jack Tatum
Jack Tatum	Wasp	dnr	748	495	1243	P. O. Box 4294
Don Wicks	Playboy	dnr	627	616	1243	Clearlake, CA 95422
Dan Jones	Mercury	dnr	210	225	435	
Total Pilots:	5				Team Total	5502

SAM 59 Covington, Louisiana						
Pilot	Model	Area	1	2	Total	Team Captain
Tom Lindholm	Lanzo Bomber	315	dnr	dnr	1800	
Bob Gourdon	Anderson Pylon	295	dnr	dnr	1554	Tom Lindholm
Al Gisevius	Brigidier	290	dnr	dnr	660	143 Crapemyrtle Road
Clifton Betz, Jr.	Miss America	310	dnr	dnr	574	Covington, LA 70433
Jules Demare	Playboy	311	dnr	dnr	488	
Total Pilots:	10				Team Total	5076

SAM 57 Evansville, Indiana						
Pilot	Model	Area	1	2	Total	Team Captain
F. Roales	Playboy Sr.	285	471	554	1025	
F. Williams	Miss America	300	392	439	831	Harold D. Eriksen
A. Boeglin	Red Zephyr	300	390	354	744	2907 Washington Ave.
W. Jenkins	Buzzard Bombshell	310	346	327	673	Evansville, IN 47714
H. Eriksen	Lanzo Bomber	318	373	231	604	
Total Pilots:	5				Team Total	3877

SAM 79 Pittsburgh, Pennsylvania						
Pilot	Model	Area	1	2	Total	Team Captain
Walt Conrad	Playboy Sr.	220	723	455	1178	
Caleb Butler	Bomber	288	470	495	965	Walt Conrad
Dallas Hartford	Miss America	310	345	425	770	5539 Ellsworth Ave.
Jerry Moore	Playboy Sr.	288	320	205	525	Pittsburgh, PA 15232
Will Kramer	Dallaire Sportster	300	414	0	414	
Total Pilots:	10				Team Total	3852

continued from page 4

9. Best props: 8-4 or 8-6 running at 7600 to 7800 rpm. Jerry uses APC 8-4. If engine runs faster and exhibits backfiring, popping noise, add head gaskets to bring the rpm down to desired figure. A well matched engine should run 6 to 6 1/2 minutes. The engine needs work if it runs less than 5 to 5 1/2 minutes when the above refinements have been done. Use higher rpm prop in windy weather, lower rpm in calm conditions.

10. Squirt Marvel Air Tool Oil in the engine after every use. This displaces any moisture due to alcohol residue from the fuel. It does not gum up the engine. Be sure to use Air Tool oil, which may be hard to find (Post Tool in Santa Rosa is a source)

11. Breakin for a .049 should be with a smaller propeller at higher rpm, keeping the needle valve setting fairly rich.

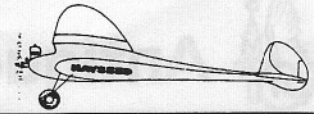
12. Most important — KEEP FUEL CLEAN! Smallest speck of dirt in reed valve totally alters the way the engine runs.

SAM 40 Adrian, Michigan						
Pilot	Model	Area	1	2	Total	Team Captain
Paul Schmitz	Lanzo Bomber	290	426	527	953	
Tom Mellas	Anderson Pylon	288	467	380	847	Bob Erpelding
Bob Erpelding	Anderson Pylon	292	398	435	833	562 S. Main
Chuck Hutton	Lanzo Bomber	290	0	dnf	0	Adrian, MI 49211
Bob DeClerq	Kerswap	288	0	dnf	0	
Total Pilots:	5				Team Total	2633



Hiebcar photo

The SAM 27 1994 1/2A Postal Team



Hlebcar photo

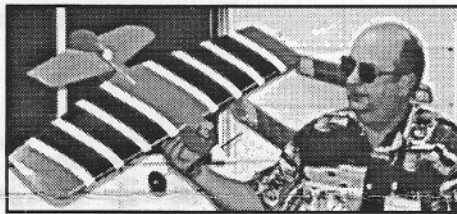
Speed Hughes waiting to clear the flight line at the C&B to take his Boehle Giant off for a majestic flight. It may not climb fast, but the 11 lb. model gets 44 cc of fuel to run a long time.



Hlebcar photo

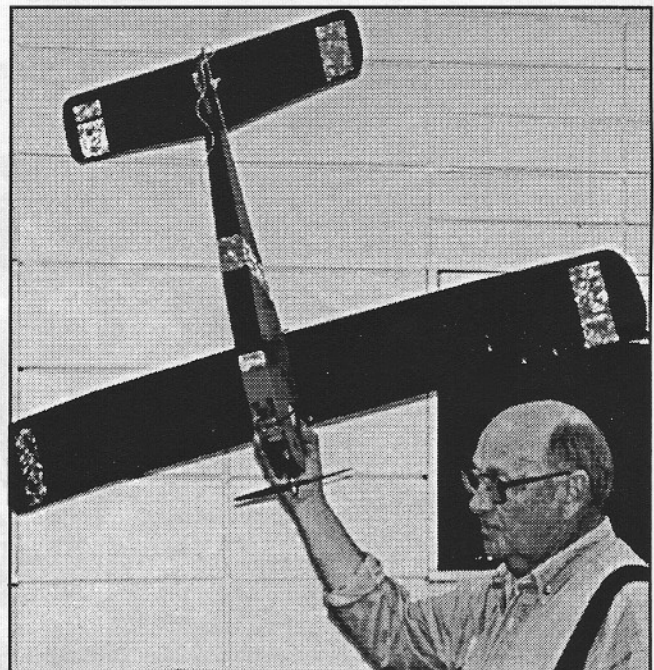
Nick Sanford launches Abbott's Zehrovic II at the C&B. Flew well enough for 2nd place. Beautiful glide.

SAM 27 does a little of everything. Ron Keil displays his Fox 35 powered DeBolt "Stunt Wagon" at the September meeting. Ron is past president of SAM 27 and our premiere engine collector and expert.



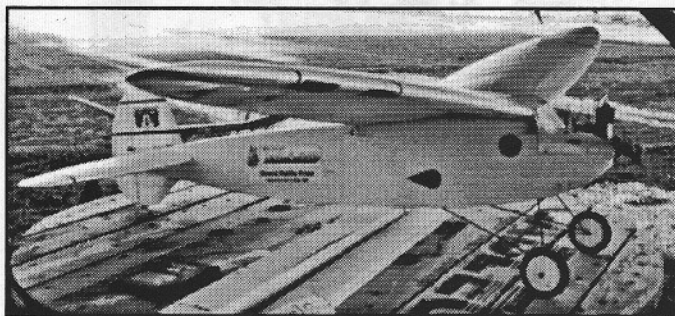
Tim Molsberry's Peerless Panther 1/2 A running up for its 1st competition at the '94 Crash & Bash, Schmidt Ranch.

Hlebcar photo



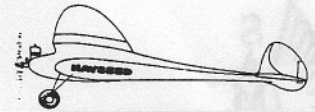
Hlebcar photo

John Carlson has solution to the visibility problem with 1/2 A's. Paint the bottom black and attach holographic reflector tape. He reports that those tired old eyes can now see the "Atomizer" at 2,000 feet. The reflector tape can be found at plastics stores and automotive supply houses, or call Phil Pearce, SAM 42, (602 966-6384).



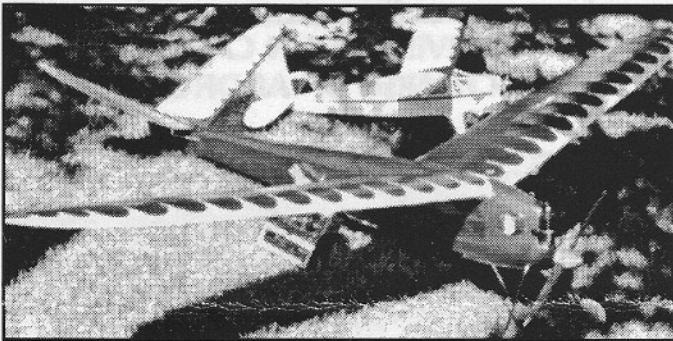
Hlebcar photo

The Grand Raffle Prize at the 18th Annual Crash & Bash, Schmidt Ranch, Elk Grove, CA. "Riser Rider" built by the late Don Parmenter, SAM 27 member. The club bought the ready-to-fly model from the estate and Don Bekins prepared it for competition, flying it in two contests. Shown here with trophies, balsa and ribbons won which went with the raffle prize. Nevels had the winning ticket.



Hlebcar photo

Ed Hamler's secret weapon, an Elfin powered "Swoose" for Class A ign. With a stab at 50% of the wing area, this one should be a 'floater'!



Hlebcar photo

Another unique model from Eut Tileston, a Brown Jr. powered "Swallow", Designed in 1937, this model qualifies for both the Brown Jr. LER and Texaco special events. Eut used kevlar thread to cross-brace this extremely light model to save weight. Covered with Micafilm, it flies as it looks -- beautifully. Eut was sweepstakes winner at the SAM Champs and won both Brown Jr. events.



Sean Crowley, Jr. O/T'er, is a prolific builder and talented flyer. Shown here at the 1/2 A Texaco Postal fun fly preparing his Playboy Sr., built from a Klaus kit. AMA recently requested details of SAM 27's Jr. O/T program. Perhaps we'll see something in Model Aviation soon about our junior members.

**MECA REGION 2
FALL COLLECTO
SWAP & SELL**

**ENGINES—PLANES—BOATS—CARS
R/C—Control Line—Free Flight
Any hobby related items
OLD and NEW**

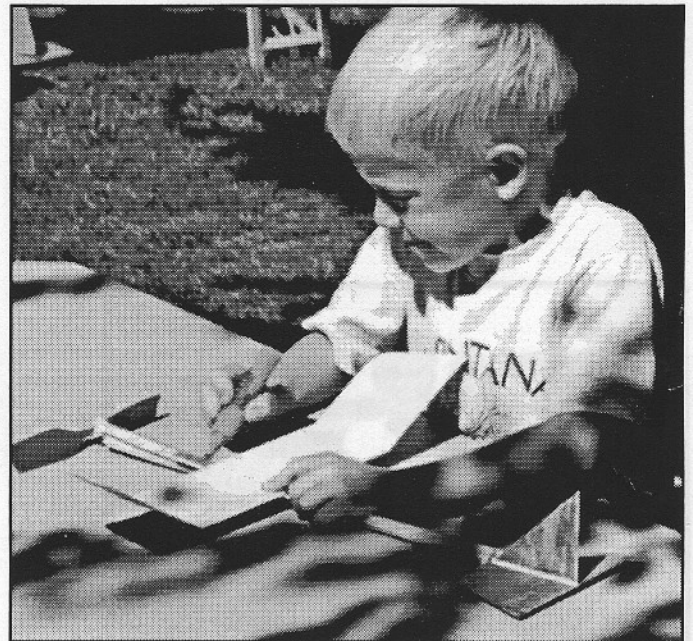
**Saturday, October 29, 1994
10:00AM to 3:00PM**

WESTERN AEROSPACE MUSEUM
At the Old Oakland Airport
OAKLAND, CALIFORNIA

Admission \$3.00 Tables \$8.00
Includes Museum entry 8 foot tables

← OAKLAND Nimitz Hwy 580
← Hegenberger Road
Doolittle Drive
MUSEUM Swan Way E
Cochran Earhart Road N S
W

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

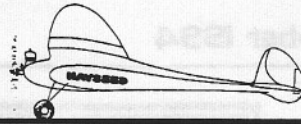


Hlebcar photo

A youth is never too young to participate in SAM 27's Junior O/T Program. Loren Schmidt's grandson is shown here putting the finishing colors on his rubber stick model, one of Prez Rocco's kits that are part of the beginning projects for the Jr. O/T'ers.



AMA Chapter #108



OFFICERS

- President:** Rocco Ferrario (707) 258- 1705
2063 Lone Oak Ave.
Napa, CA 94558
- Vice President:** Rod Persons (707) 894-5788
115 Kerry Lane
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Belvedere, CA 94920
- Distribution:** Judy Ethier (707) 539-9128
6283 Meadowbreeze Ct.
Santa Rosa, CA 95409

Membership

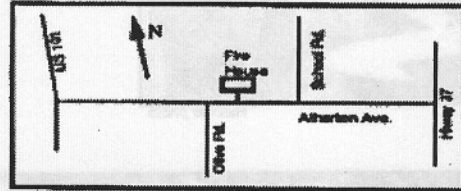
Membership is \$15 for the calendar year. After February, the dues for a new member are prorated.

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

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, October 19th, 1994,
7:30 PM at Novato Fire Department Training
Room.**

85 Bellevue Ave., Belvedere, CA 94920



Bucky Walter photo

Don Bekins, new SAM President, at the '94 SAM Champs in Muncie, IN, shown here with two of the most famous OT modelers, Joe Elgin (l), designer of the Playboy, and Dick Korda (r), designer of the 1939 Wakefield Winner, then world record holder.



First Class Mail

Steve Remington
1034 Melrose Ave
Alameda, CA 94502