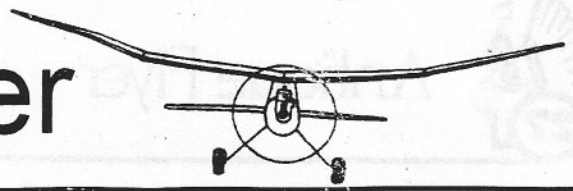




Antique Flyer



AMA CHAPTER #108

January 1995

Issue 149

December Chapter Meeting

By John Carlson

Despite the absence of several regulars, the presence of a number of visitors including Aisha, canine companion of Bill Crowley (Sean's dad), brought total attendance to this Napa (Redwood Middle School) meeting to a respectable 32. Other visitors included Rokey and Danielle O'Brian, wife and granddaughter of Dick O'Brian, who brought a huge platter of delicious brownies. Skip and Ken Monroe also brought lots of cookies. Thanks everyone. Several of the visitors appeared to be attracted by the indoor flying to follow the meeting.

OLD BUSINESS

President Rocco took a poll of those present who have started construction of a 1/4A Nostalgia model to enter in the Chapter's 1995 project meets. It appears that at least 8 have been started and a number of others indicated their intentions. We look forward to a great turnout for the first contest presently scheduled for Saturday, June 3rd.

RAFFLE PRIZES 1995

John Carlson gave a report on the financial aspects of the 1994 club raffles. Collections for the 12 months plus that at the Christmas party totaled about \$1,100.00 with a low of \$46.00 and a high of \$125.00. In addition to the many prizes donated by members, the prizes purchased by the club included ACE receivers at \$280.00, miscellaneous at \$260.00, and the year-end grand prize Viking model at about \$350.00. The net income to the club was about \$200.00.

Suggestions for prizes to be purchased for 1995 included more receivers, tachometers, button timers and Cox .020 T.D. engines. Some will be purchased for the January meeting with more discussion then.

CHRISTMAS PARTY

The Christmas luncheon, held again at Papa's Taverna, on December 11th, was a huge success. Almost 40 members, family and friends attended. The special raffle suggested by John Hlebcar attracted a good number of participants and resulted in considerable dismay when an attractive prize was "stolen" by a later number drawn, but no one (we think) went away angry. The outstanding prize, won by Ron Keil, was contributed by Brian Cassayre. It was a calendar cleverly made by Brian with pictures of aircraft, sporting in the pilot's position, the superimposed heads of many of the club members. Brian got the photos from John Hlebcar. Jim Persson of SAM 21 & 32 attended and joined SAM 27. Welcome Jim.

TECHNICAL PRESENTATIONS

The long-delayed presentations by Ed Hamler on wood joints and by Ray McGowan on home-grown decals are now scheduled for the January meeting (at the Novato Firehouse). The February meeting will be held again at the Napa Redwood Middle School, and will feature Rodger Gregory and Chuck Dorsett talking about rubber models and rubber motors.

NEW BUSINESS

John Carlson advised that Joanne Mathiew had donated a large quantity of models and modeling material to SAM 27 with the express wish that, as much as possible, it be used to further the Junior Old Timer program. Donated items include:

1 - 40 Trainer, Avistar ARF complete with engine, receiver and transmitter, ready to fly.

1 - 1/2A Heath Midwing model complete with Cox 2-channel receiver and transmitter.

2 - Eclipse (Airtronics) electric powered

glider kits.

NIB other used parts

1 - Nicad charger (Hobbico) 6-7 cells, AC/DC

1 - 7 cell Nicad 800 mah. battery

1 - Electric motor, 05, Master Airscrew with gear box and folding propeller.

1 - Electric motor, Astro, geared.

1 - Electric motor, 550 Great Planes Thrustmaster.

1 - Futaba Radio, Attach FP4NBL, for electric model (Receiver has integral speed control) complete, new in the box.

1 - OS 40 FP engine.

1 - Newport II rubber model kit.

1 - Dynajet motor.

1 - 1/2 A starter

Miscellaneous pushrods (Sullivan)
Miscellaneous plans.

Those present expressed their gratitude for this donation and, as a measure of appreciation, voted to donate \$300.00 to the Hospice Valley of the Moon.

HANGAR ONE

It was reported that the Rohnert Park model shop; Hangar One posts copies of several local clubs' newsletters available for their customers to read. It was agreed to add them to the Antique Flyer mailing list in the hope of attracting new members. Hangar One is a very large and complete model shop. In addition to many kits, they stock a complete line of supplies and accessories, Dubro, Sullivan, etc., radios and engines. They are located at 5350 Commerce Blvd. in Rohnert Park. Take the Wilfred Ave. exit and head south a couple blocks on Commerce Blvd.



CARROTS

President Rocco suggested that, when working with a young person getting into modeling, the project is often dropped partially completed. Rocco recommends offering a reward (carrot) such as an engine, a roll of Monokote (or whatever) when a nearly completed project is presented.

SAM SPEAKS

Don Bekins advised that, because of a distribution glitch, lifetime SAM members will be receiving their copy of the November/December 1994 SAM SPEAKS late. Don also advised that the next issue will contain a questionnaire to determine the members' attitudes regarding a number of items of the SAM program. Input will also be solicited from local chapter members who do not belong to the national organization.

Both Don and Ed Hamler expressed their hopes of wide participation in this survey.

SHOW & TELL

Jerry Rocha displayed a couple of calendars produced by Wes Funk on his computer and containing a picture of a model and/or modeler. Wes has offered to produce these for members for a couple of dollars each. Just send Wes a photo and he will do the rest. The format is 8 1/2 X 11 either horizontal or vertical.

Jerry also showed a framed Sal Tabi Zephyr scaled down to 152 square inches for the 1/4 A Nostalgia event. This beautifully-built model weighs in at 3 oz. less covering. Another of Jerry's models shown was an original nostalgia Paddy's Wagon with a K & B Wasp .049 engine.

JUNIOR OLD TIMERS

Sean Crowley produced a shoebox containing his self-designed ministick rubber model to be test flown later that evening. Covering was microfilm made in the bathtub by floating model dope on the surface. For some unexplained reason, the wing covering came out clouded while the tail surfaces were clear.

Brian Cassayre produced a slightly

oversize (16" wing span) *peanut* Aeronca Chief covered in white and red tissue. Brian said it was just something he tossed together during a slow afternoon or two of the Christmas vacation. Test hops were to be made later that evening.

RAFFLES

The evening featured two raffles, the first being the usual monthly event and the second for the year-end grand prize. The detailed listings of the prizes donors and winners got misplaced so just a summary by memory is provided. Danielle O'Brien graciously agreed to do the ticket drawing after the membership unanimously rejected Brian Cassayre's offer. In addition to the usual packs of balsa, kits and miscellaneous items contributed by members and SAM 27, Don Bekins brought several primer/fuel bottles contributed by Dave Larkin of SAM 86, Ontario, Canada. These very clever items are manufactured in England and came in two sizes. Both have plastic bottles, one about 8 oz. capacity and the other a flattened shape about 3 or 4 oz. They have brass nozzles about 3 inches in length with the tip turnable to open or close. The smaller version slips easily into a pocket. Ray McGowan, the winner of one was beaming from ear to ear. Don promised to get more of these for purchase or prizes. The grand prize, the Don Parmenter Viking model with Vivell 35 engine, Futaba receiver and micro servos was won by a slightly embarrassed, but

never the less willing John Carlson. The model had radio and servos installed by Don Bekins who test flew and trimmed it. It was demonstrated and entered in several 1994 meets. Expect to see it in 1995.

POST MEETING INDOOR FLYING

After the meeting, most attendees moved over to the school's Martin Hall for indoor flying. We had hoped to use the larger gym but some basketballers had preempted its use. About 6 models were flown. Our premier indoor flyer, Ed Hoffman, decided the air was too turbulent and the space too small for his fragile, lightweight, contest models. Earl did come prepared with a helium balloon which was used to retrieve John Carlson's Seattle A-6 hung in a light fixture on its first flight. Unfortunately, Earl and balloon left a little too early to retrieve later hang-ups. A long pole fashioned from mop and broom handles operated by Scott Seronello standing on a table managed to get these down with relatively minor damage. Sean Crowley's ministick made several flights after correcting major warps. Buzz Passarino had a number of good flights with his own design stick model. Brian Cassayre's Aeronca did very well after several trim adjustments. John Carlson flew his tried and true Seattle A6 and OH 7 peanut models several times. It is hoped the February meeting (also to be held at Napa) will bring out more of the indoor models for post meeting flying.

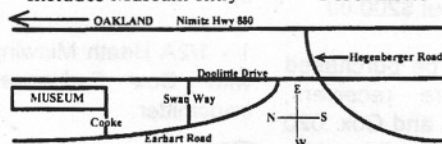
Oakland, CA Sat., February 18, 1995 10 A.M. to 3 P.M.

WINTER COLLECTO SWAP & SELL

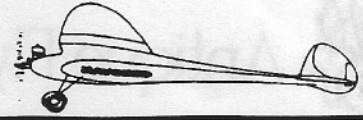
ENGINES--PLANES--BOATS--CARS
R/C---Control Line---Free Flight
Any hobby related items
OLD and NEW

WESTERN AEROSPACE MUSEUM
At the Old Oakland Airport
OAKLAND, CALIFORNIA

Admission \$3.00 Tables \$7.00
Includes Museum entry 8 foot tables



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



Ignition System & Switch

Member Bob Holman is gearing up to produce and sell a Transistorized Ignition system and cut off all on the same board. It weighs under 1/2 oz. and plugs into the receiver to take the place of a servo. The cost will be in the \$35.00 area. If you are interested or would like more information contact.

Bob Holman
P.O. Box 741
San Bernardino, Ca 92402

Phone 909 885 3959
Fax 909 889 9307

From SAM 86 Newsletter

LITESPAN, what to expect

- Dave Larkin- At our last meeting I was confronted by Gerry Lafreniere who was most unhappy with his choice of Litespan for his Tiger Moth. Yet I've used the material happily for at least four years, covering models up to 1/2A Texaco, and wouldn't consider anything else. Walt Lawrence was most happy with the condition of his small Dallaire when he got it back after several weeks lost at Gananoque. Al Cross is happy with it. My Baby Buzzard Bombshell has its flying surfaces covered with it and it survived a spin-in from extreme altitude last May, with only a couple of tiny punctures in the wing and a bent undercarriage! So I

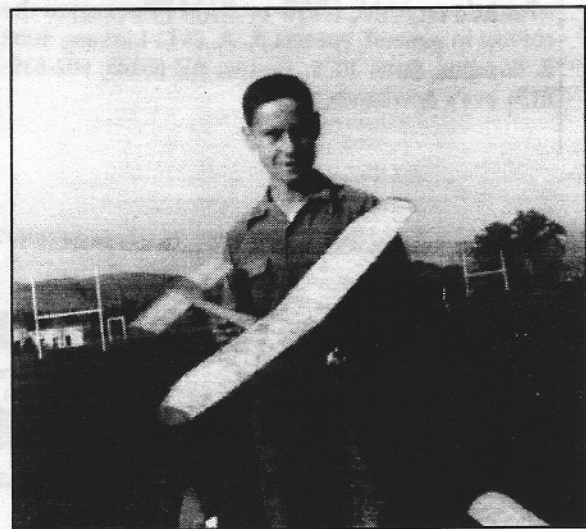
think it is a matter of expectation. Litespan is meant to be light, simulate colored tissue covering, give adequate strength and great durability, and not go brittle. It should give you many of the advantages of film covering without leaving the model looking Saran-wrapped. It was somewhat oversold to the British SAM public who were very upset at the aspersions cast on their beloved dope and tissue, however true, and rightly pointed out that Litespan did not provide the kind of torsional rigidity required for rubber model fuselages. Later the manufacturer, Derek Hardman, introduced Fibafilm, which does provide torsional rigidity and is still pretty light. You have to make sure that the material is fairly taut before attaching it. For wingtips you may have to use separate pieces - just like you used to do with tissue, but expect it to shrink less than water shrunk tissue finished with taughtening dope. You do have to apply an adhesive to the structure, or to the material for overlapping joins. You can use either Balsarite or BalsaLoc, the latter having some advantage of no odor. As with all films, and perhaps more so than most, accurate iron temperature is important (90-100°C [194-212°F] for tacking, 125-140°C [257-284°F] for shrinking). If you go too high, the material will lose its elasticity and you will be plagued with wrinkles over time. I've used a Coverite thermometer in the past, and now am trying one of their new fancy irons with accurate temperature control. Some people put

a coat of clear dope over Litespan, and I'm going to try that one day, although I've never done so yet. I have a floatplane covered with Litespan, and yes, it is slightly porous, but it doesn't seem to matter I have found the material to be relatively puncture proof though it will yield to a really determined thistle if your plane alights on it vertically as mine did at Gananoque last August. The silver Litespan is far less puncture proof than the other colors, but is easily patched. Be careful though, one side is usually slightly darker than the other. I've had a few nasty crashes with my Dart Kitten and the one with the Bombshell, that lead me to respect Litespan's ability to keep the structure hanging together on impact. Basically it should be used as a tissue replacement for all those places where you would use tissue, except rubber model fuselages. If your model does look like a tennis ball then be prepared to cover it very carefully in sections. Your technique will improve with experience. You will be rewarded with a low maintenance, longer lasting finish that looks good, looks like it should and doesn't bring down a torrent of conjugal wrath. Where torsional strength is needed the manufacturer offers Fibafilm, also quite light, but fibre-reinforced. Unfortunately it doesn't really simulate clear-doped color tissue, it has more the appearance of a light coat of colored dope (the material is slightly translucent). Aluminum Fibafilm can be used to simulate metal areas. Hope this helps, Gerry.



Wes Funk Photo

Dale Tower at the Schmidt Ranch with his O & R 60 powered Torpedo II, 1937 Zaic yearbook



Can you Identify this SAM 27 Member?
.045 Baby Spitfire powered Cleveland Lancer



Southwest Regionals Model Airplane Championships January 14-15-16, 1995, Eloy, AZ (Toltec Rd., 3 mi. S. of I-10)

FREE FLIGHT; Cat. II

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

¹ FAI America's Cup Events. For more info on all FAI events, contact: John Nystedt, 5001 E. Desert Park Lane, Paradise Valley, AZ 85253; 602-998-2190 eve's & wkends before 10PM MST

FAI will be flown in 7 one-hour rounds beginning at 8:30AM; Flyoffs in 15 min rounds, 30 min after 7th round for 5, 7, 9 min max flights. If necessary, a 10 min fly-off will be held on Sunday at 9AM.

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, plus Sweepstakes for Jr/Sr (combined) and Open.

• For info on AMA, NFFS or SAM FF events or the contest in general, contact A. A. (AL) Lidberg, 1008 E. Baseline, Suite 1074, Tempe, AZ 85283; 602-839-8154 eve's & wkends.

R/C OLD TIMERS

Saturday	Sunday	Monday
Antique	B Ign LER	Ohlsson .23 Ign
Pure Antique	Ohlsson Sidep'rt	Electric LMR
AB Glow	C Glow LER	1/2ATexaco
Electric Texaco	Texaco	Old Time Glider*
C Ign LER	A Ign LER	Brown Jr. LER

*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

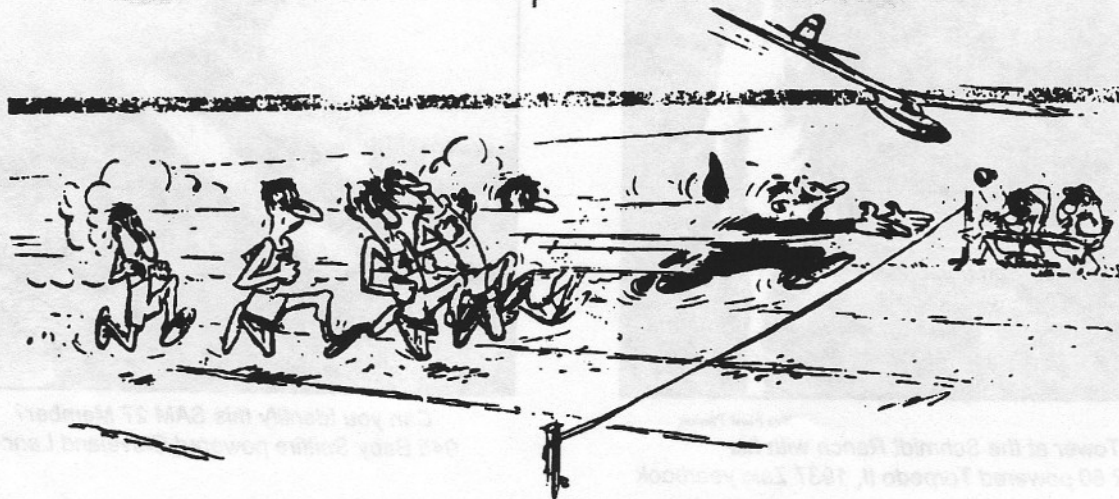
• For more information on R/C Old Timers, contact Bob Angus, 6640 N. Columbus, Tucson, AZ 85718, 602-299-9034

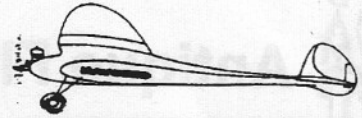
MECA COLLECTO and DINNER

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.





Editors Note: If you can make it to the Southwest Regionals at Eloy, Az. be sure to plan an extra day and visit the Pima Air Museum in Tucson. I did last year and one of the guides told me it was the third largest of its kind in the U.S. It is well worth the trip.

1995 DUES ARE DUE AND PAYABLE

Bring your check or \$\$\$\$ to the January meeting or mail to John Carlson. Join the 29 (as of 12/28) who have renewed.

SAM 27 MEMBERSHIP APPLICATION

Return to : John Carlson
353 Las Casitas Court
Sonoma, Ca. 95476

Please Print

Name _____ Wife's Name _____

Address _____

City _____ Zip _____

Home Phone _____ Work # _____

AMA# _____ SAM# _____

SIGNATURE _____ DATE _____



Dick O'Brien Photo



Dick O'Brien Photo

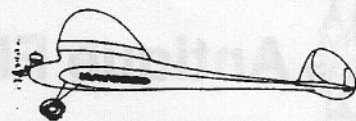
SAM 27 member Pete Samuelson at our Lakeview flying site in the Fall of '94. His 1/2 A scale Texaco "Cub". I understand the first 39 flights went so well that Pete flew it "Free Flight" on the 40 th. (I've flown lots of free flights that I wished were radio equipped, but not the other way around) ed.

Another view of Pete and the Piper --Lakeview Field

THERE'S ONE AT EVERY SITE
BY DR. J.G. GIBBS



"BUT, I JUST CHECKED THE BATTERIES A WEEK AGO."



Larry Jenno's Orr 65 Project

SAM 86 Newsletter, August 1994

by Don Reid

I first met Larry Jenno in 1987 when he, Sai Taibi, and John and Millie Targos visited Canada for our Nats, which included a full slate of SAM events. I recall looking at one of Larry's Kerswaps and inquiring about the nice looking Torp up front. It was one of some 500 Larry was to make, four hundred 29's and one hundred 32's. I was fortunate to acquire two 29's and one 32. They look wonderful and run beautifully.

The Torps were only one step in Larry's series of engine construction projects which began in 1942 with his own design. This was a .14 which he had with him on board the USS Pittsburgh, when during action off Okinawa a typhoon took off 100 feet of the bow. Both Larry and the engine survived.

Next, in 1949, he built 5 engines for U-Control Stunt using Atwood 60 parts. Engine production continued when Larry produced the moulds and 200 Super Cykes for Tom Morrison between 1984 and 1986. Then came the Torps from 1987 to 1992 and the original production run of 100 1934 Ohlsson .12's. Larry also consulted on and made the moulds for the ARGO USA Elfin 2.49.

Larry's next project, the Orr 65 had its beginning at the 1992 SAM Champs when he heard the engine run and was told by its owner that he had used it as a replacement for a McCoy 60 in a Playboy Sr. The Orr was 2 oz lighter and reportedly had better performance than the McCoy. The Orr 65 was first advertised in the Oct. 1946 Model Airplane News. Very few engines were made and it took Jenno two years to track down and obtain an original to copy. The basics of reproducing the Orr is the production of the required moulds. For an ignoramus like myself a first look at the moulds reminded me of a Rubics cube.

Eight moulds are required:

1. Cylinder
2. Crankcase
3. Cylinder head
4. Timer bracket
5. Rear cover
6. Piston
7. Piston core mould
8. Cylinder core mould

The moulds were made from 7075-T6 hard aluminum and with care should produce 8,000 to 10,000 waxes. Larry spent 600-700 hours making the moulds which are valued at about \$20,000. Davis Investment Castings of Fullerton, California are producing the waxes and the casting shells. The process goes something like this:

1. Production of waxes from the eight

moulds.

2. Waxes are placed on the "tree" and are coated with a ceramic slurry to build up a shell about 3/16 n thick.

3. The "trees" are placed in a furnace where the wax is burned out (lost wax), leaving a shell conforming with the shape of the wax.

4. The aluminum castings are poured in a vacuum chamber using 356 aircraft grade aluminum. This produces a very dense casting.

5. The outer shell is removed and the castings are cut off the tree.

6. The castings are then vapour blasted with aluminum oxide fine grit and then,

7. Heat treated to a hard condition.

The piston is cast aluminum with two cast-iron (mehanite) rings. The engine is "square" with both bore and stroke of 0.937 inches and a displacement of 0.647 cu in. Compression ratio is 12.5 to 1. The crankshaft is of 1144 stress-proof steel and runs in two ball bearings. Induction is by rear rotary disc. The estimated finished weight is about 14 oz.

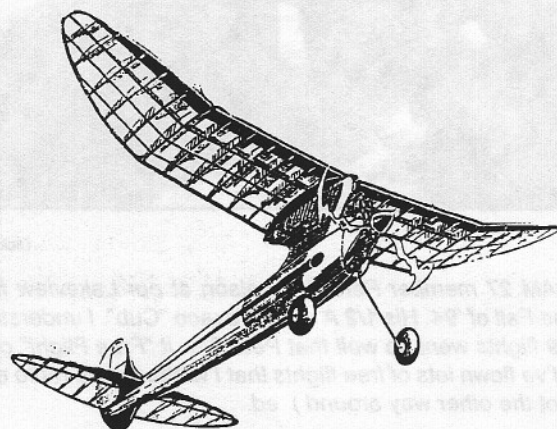
Larry Jenno expects the engine to turn a 12/6 Zinger prop at least 10,500 on gas and oil. Projected cost is in the \$275 - \$300 range. Prototypes should be available for the SAM Champs at Muncie. A casting kit will also be available.

For further information send a self-addressed stamped envelope to:

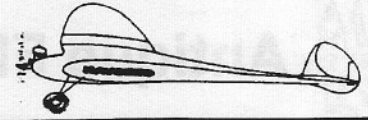
Larry Jenno
4341 Flandes St.,
Las Vegas, NV 89121



Sue Rocha Photo



Can you identify this SAM 27 member?
Jerry Rocha with nostalgia Texan, K & B 19, 23 for class A,B.
Parkers Field. Tangent, Or. 1994 - Photo on Page 3 is Jerry,
taken in 1954. Cover Page is Jerry, taken in 1956.

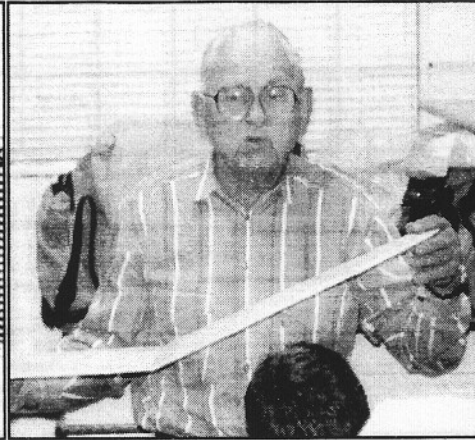


SAM 27 Members Show & Tell

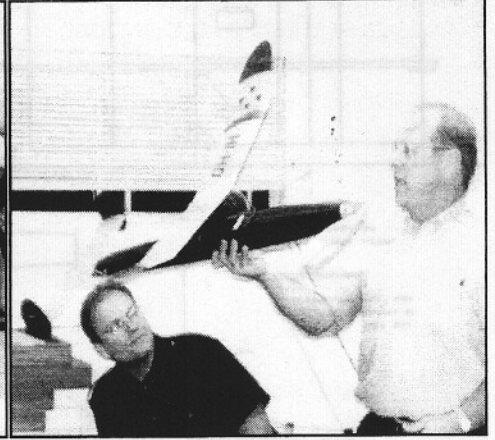
All Photos by John Hlebcar



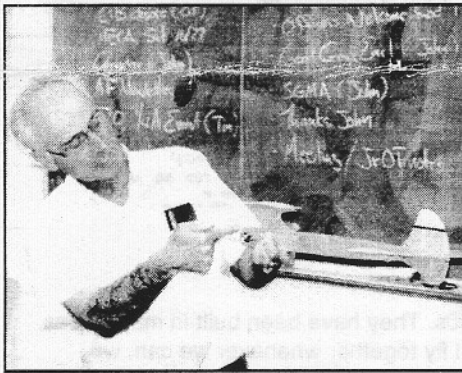
Dick O' Brien - This is a Fuselage !



Nick Sanford - This is a Wing !



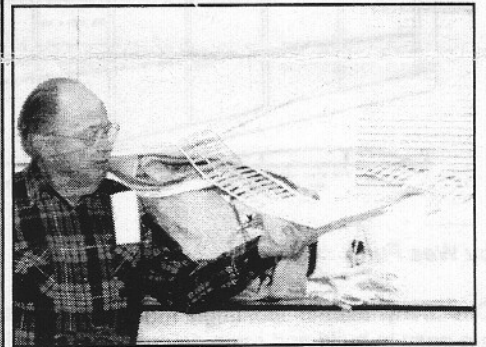
Rod Persons - Balance it here !



Jerry Rocha - The engine goes here !



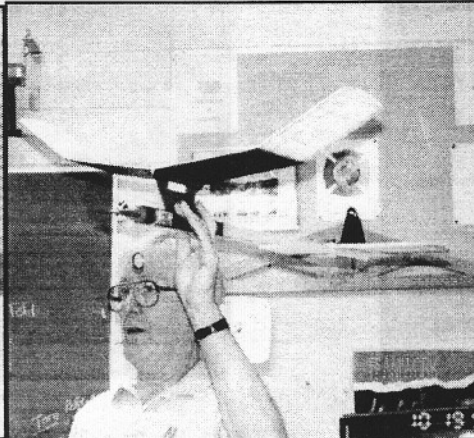
Brian Cassayre - I forgot some of it.



Ray Mc Gowan - But its Lighter this way.



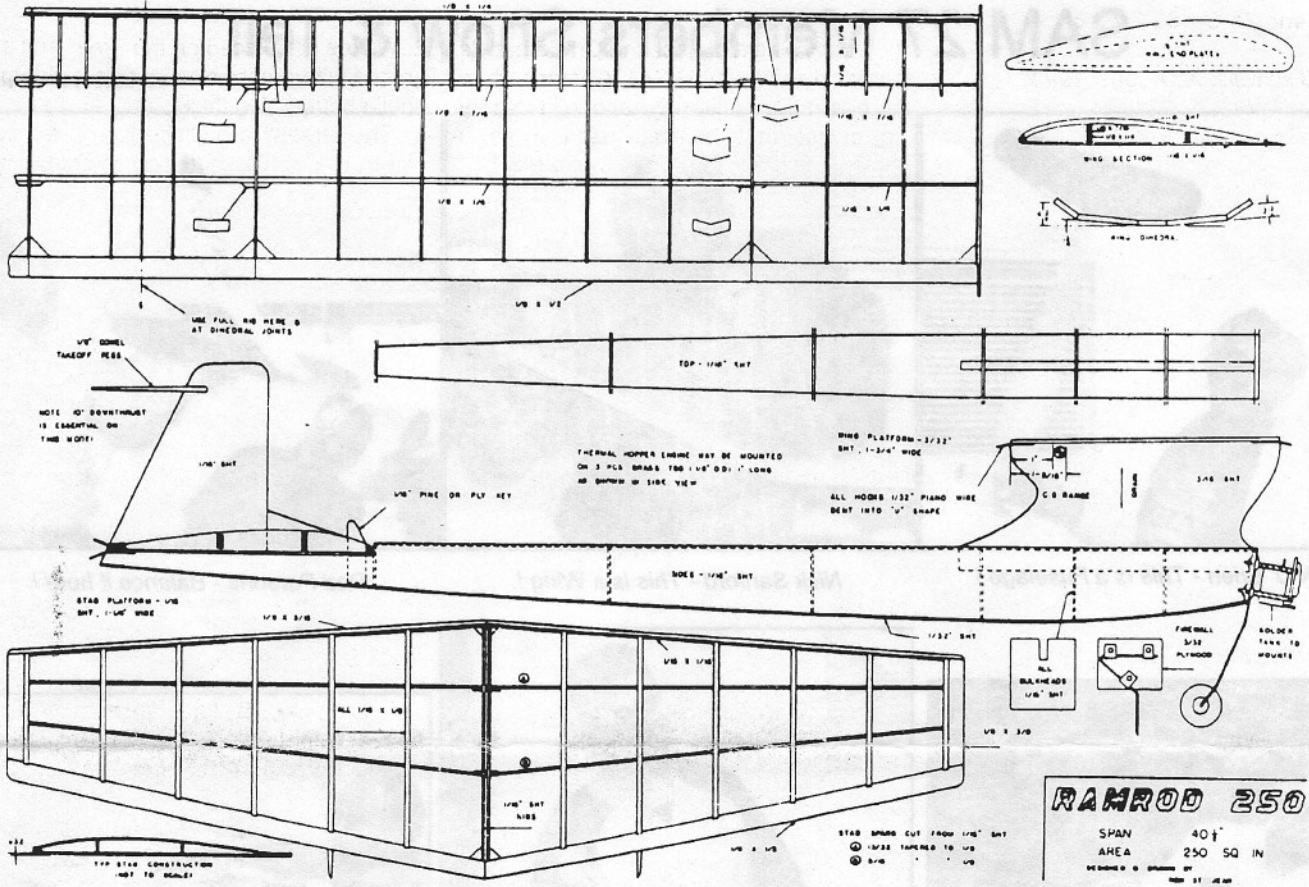
Scott Soronello - Jerry Is this Super 35 too big for your Kerswap?



Tim Younggren - Always test glide into the wind : Like this !



Pete Samuelson - Next time we'll try it Free Flight !

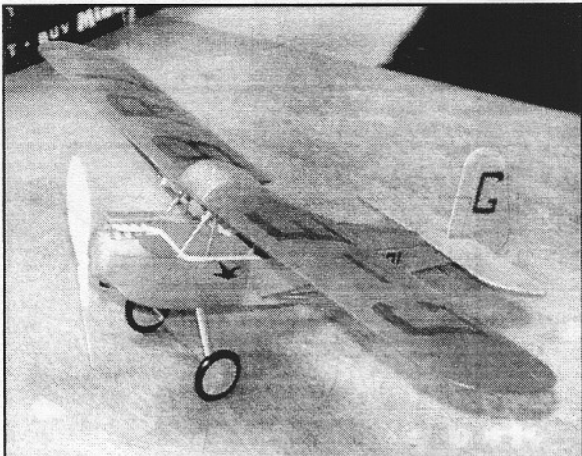


RAMROD 250

SPAN 40"
 AREA 250 SQ IN
 NUMBER & SPAN BY
 RON ST JEAN

by **Wes Funk**

One of my favorite Nostalgia models is the Ramrod, designed by Ron St. Jean in the early '50s. They have been built in many sizes, are easy to build and have an outstanding ability to find thermals and stay in them. Ron and I fly together whenever we can, we recently met at Stagecoach Dry Lake, and again on the Black Rock Desert near Gerlach, Nv. Both are great flying sites.



John Hlebcar Photo

Penut scale by Steve Remington



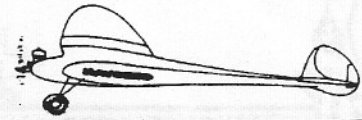
Wes Funk Photo

*Peck-Polymers Penut scale Ganagobie
 by Wes Funk*



Antique Flyer

January 1995



1995 CONTEST SCHEDULE

JAN 14-16 SOUTHWEST REGIONAL CHAMPIONSHIPS	ELOY, AZ
FEB 5 STOCKTON GAS MODEL--WINTER BASH & OLD TIMER R/C	WAEGELL FIELD
MAR 25-26 SAM 26--SPRING ANNUAL	TAFT
APR 22-23 SAM 49--SPRING ANNUAL	TAFT
MAY 6-7 NCCFFC # 1 OAKLAND CLOUDUSTERS--NORCAL ANNUAL	WAEGELL
MAY 20-21 SAM 30--SPRING ANNUAL	SCHMIDT RANCH
MAY 26-28 NORTHWEST REGIONAL U-CONTROL CHAMPIONSHIPS	EUGENE OR.
JUN 3-4 NCCFFC # 2	WAEGELL FIELD
JUN 10-11 SAM 21--TEXACO ANNUAL (TENTATIVE)	SACRC'S FIELD NEWARK
AUG 19-20 NORTHWEST FREEFLIGHT CHAMPIONSHIPS	TANGENT, OR
AUG 19-20 NCCFFC # 3	WAEGELL FIELD
AUG 19-20 SAM 34/51 O.T. R/C ASSIST MEET	CARSON CITY, NV.
SEP 10-15 SAM CHAMPS	COLORADO SPRINGS, COLORADO
OCT 7-8 SAM 27--CRASH & BASH ANNUAL	SCHMIDT RANCH
OCT 21-22 SAM 26--JOHN POND COMMEMORATIVE	SCHMIDT RANCH
NOV 4-5 NCCFFC--ALTERNATE DATE FOR ANY CONTESTS CANCELLED DURING THE YEAR AT WAEGELL	
NOV 11-12 SAM 49--FALL ANNUAL	TAFT

SPECIAL NOTE: ALL WAEGELL FIELD TWO-DAY EVENTS INCLUDE OLD TIMER R/C ON SUNDAY ONLY. ALSO, OLD TIMER R/C GLIDER HAS BEEN DROPPED.

NOTE: WAEGELL FIELD EVENTS: OLD TIMER R/C ASSIST AT WAEGELL FIELD WILL CONSIST OF 1/2A TEXACO, TEXACO, A LER, B/C COMBINED LER, ELECTRIC 05 LMR, ALL-OHLSSON IGNITION, ANTIQUE, NOSTALGIA R/C (LOOP SCAVANGED MOTORS) AND BROWN JR. ENDURANCE.

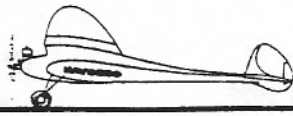
MANY CHANGES SET FOR NCCFFC EVENTS IN 1995

AT THE ANNUAL BUSINESS MEETING OF THE NORTHERN CALIFORNIA FREE FLIGHT COUNCIL HELD ON SAT. DEC 3, 1995, AT THE PRINTER IN DAVIS, SEVERAL CHANGES ARE PLANNED FOR 1995.

- 1) THERE WILL BE 3 CONTESTS (RATHER THAN THE 5 OR 6).
 - 2) THE EVENTS WILL BE TWO DAY EVENTS.
 - 3) THERE IS AN ALTERNATE DATE SET FOR NOV 4-5 IN THE EVENT THAT ANY OF THE SCHEDULED CONTESTS EARLIER IN THE YEAR ARE RAINED OR BLOWN OUT.
 - 4) THE OAKLAND CLOUDUSTERS' NORCAL ANNUAL CONTEST WILL BE A NCCFFC EVENT IN 1995.
 - 5) AN EFFORT WILL BE MADE TO HAVE PORT-A-POTTIES (EITHER ONE OR TWO) AT THE FIELD.
 - 6) OLD TIMER R/C ASSIST WILL CONTINUE TO BE FLOWN ON SUNDAY BUT NOT ON SATURDAY.
- OLD TIMER R/C ASSIST WILL BE FLOWN AT ALL WAEGELL FIELD EVENTS LISTED ABOVE.
- THE NCCFFC FELT THAT SOMETHING HAD TO BE DONE TO INCREASE PARTICIPATION AND THE BEST WAY TO DO THAT WAS MAKE THE CONTESTS MORE MEANINGFUL SO THEY WENT TO TWO DAY EVENTS. IT IS A POSSIBILITY MERCHANDISE AWARDS MAY BE DROPPED AND A SYSTEM OF CASH AWARDS INSTALLED.



AMChapter #108



OFFICERS

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Membership

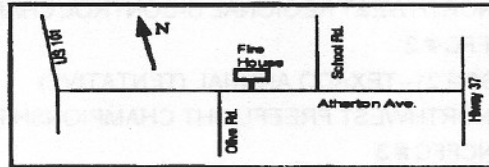
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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

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

Meetings

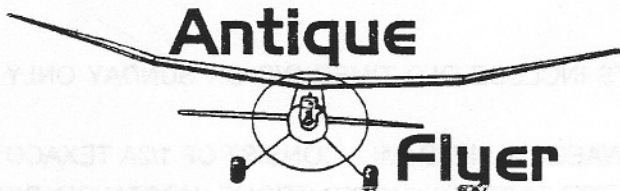
Membership meetings are held on the third Wednesday of each month at the Navato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

**Next meeting: Wednesday, January 18, 1995
7:30 PM at Navato Fire Department Training Room**

P.O. Box 8241, Truckee, Ca. 96162



January 1995



Can you Identify this SAM 27 Member?
Model is a Jim Walker FIRECAT, engine
is a K & B 35



FIRST CLASS MAIL

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