Antique Flyer

AMA CHAPTER #108 | March 1995 | Issue 151

February Chapter Meeting

By John Carlson

Rocco Ferrario's Napa Redwood Middle School classroom was the site of our February meeting which was attended by 29 members, guests and visitors. The prime attractions were the talks to be given by Chuck Dorsett and Roger Gregory of the Oakland Cloud Dusters on the subject of outdoor rubber models, both modern and old timers. Other visitors included Dick Irwin, long time modeler known to many of the Napa members. Dick looks like a likely SAM 27 recruit (hope so). Also father and son Tom and Thomas Caldwell, Stan Severi and Jerry Schmalz.

JUNIOR OLD TIMERS

Rocco Ferrario reported that a few of last year's Junior Old Timers have dropped by the wayside, although several are still involved. Rocco plans to give his Aerospace Program at the Napa Valley College again this summer and expects that a few new juniors will join from that as well as some current prospects. Several of the Junior Old Timers have 1/4A Nostalgia models in progress as well as some Starduster-X 1/2A models for the new NCFFC events to be held this year (see announcement in the February Antique Flyer). Rocco has full size plans for those who would like to build this model.

OLD BUSINESS

Jim Person discussed the upcoming MECA Collecto which will be held on February 18th at the Western Aerospace Museum. About a dozen of those present indicated their intention to attend. Rocco Ferrario will have SAM 27's O & R T-shirts and decals for sale.

Lawn Mower

In the absence of any other volunteers, Ed Hamler advised that the mower could be stored in the Domaine Chandon's shed near the Lakeville flying site. A chain and padlock will be needed to secure the mower. Arrangements will be made for its transport and the purchase of the chain and lock.

Raffle Prizes

The discussion regarding the disposition of the Gene Mathieu model items was postponed until the March meeting. It was agreed, however, that the electric model package (radio, motor, charger & model kit) would be acquired as a raffle prize for either the Crash & Bash or the year-end raffle. Another prize the club agreed to purchase was a NIB Airtronics FM radio with micro receiver and micro servos. The club acquired this from Park Abbott who purchased it from former member Bill Gargan. Bill originally won the radio in a SAM 27 raffle several years ago. The club originally paid almost $200 for the radio and purchased it this time for $140. Ain't recycling great!!!!!

NEW BUSINESS

Awards

President Rod Persons presented plaques to Rocco Ferrario and John Hlebcar in appreciation of their contributions to the club. Rocco's plaque was engraved: "President 1994 - Well Done and Thanks." John's was "Official Photographer - You Make it Click." With each plaque went a 1/4A Cox Tee Dee and propeller. Rocco's enthusiastic style and his promotion of the Junior Old Timer program won statements of praise from Don Bekins, seconded by all present. John's generous contributions of photographs for the Antique Flyer and club scrapbooks are invaluable in establishing a memory bank of the club personalities and activities.

Contest Schedules

Ed Hamler, SAM West Coast Vice President, advised that he has also taken on the job formerly held by Jack Albrecht of West Coast R/C Contest Coordinator (hopefully only for one year to gain insight into this function). Ed passed around copies of a preliminary schedule (printed elsewhere herein). The schedule includes some tentative dates and updates will be published as information become available. Fred Terzian passed around copies of the 1995 NCFFC schedule and events for Waegell field (also printed elsewhere herein).

Ed discussed the dates scheduled for the 1/2A postal meets and it was agreed that Saturday would be best. Therefore, SAM 27 dates at Lakeville are:

New Zealand 1/2A Texaco - April 15th
1/2A Postal Challenge - August 26

SAM Champs

Don Bekins displayed a preliminary copy of the next issue of SAM Speaks which will contain entry forms and information (8 pages) for the September 10 - 15 SAM Champs. Don said that 71 of the 100 rooms reserved at Colorado Springs Sheraton Hotel are already booked. There are many other reasonably priced hotels and motels in the vicinity.

SAM Survey

Ed Hamler reported on a good return of the survey sheets sent out in the last SAM Speaks. As a general rule a 10% return is considered average and 20% is good. To date somewhere between 400 and 500 returns have been received for the 2800 questionnaires sent out. This amounts to 14 - 18% so far with many more expected to be returned.

SAM 35 Postal Meet

Don Bekins advised that SAM 35 of England is also sponsoring a two-day postal meet on June 17th and 18th with several Texaco events. Don Hopes to have more definitive information at the next meeting.

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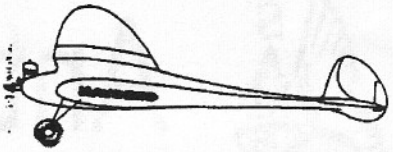


SHOW & TELL

Ed Hamler showed his completed Class A Swoose model, which was previously shown in-progress at several earlier meetings. This beautiful red, white and blue model was successfully test flown recently. The model is powered by an Elfin Diesel. Expect to see plenty of this model during the 1995 contest season.

Pete Samuelson displayed another in his series of red and yellow Foote Westerners. The current model is for Class A LER and is powered by a Cox .09 Tee Dee R/C engine turning 16,500 rpm with a 7-4 prop. This power source will take the model vertically right out of Pete's hand. The model's wing planform has a slightly stretched wing of 280 sq. in. The weight is about 16 1/2 oz. The initial test flight was slightly delayed to bandage Pete's finger which tangled with the prop. Pete also showed a peanut J-3 Cub built from a Peck Polymers kit intended for flying later that evening in the school gym.

Visitor **Stu Bennett** exhibited his own design for the Moffet classification. Stu would like to stimulate interest in this class. His design is an up-to-date version of pre-world war II models and has 180 sq.in., weighing about 70 grams. Power is 16 strands of 1/8 in. rubber wound to about 700 turns and swinging a large 1.2 P/D folding prop. Stu named the model "Little Miss Muffet" but soon found many others with the same idea. The new name is "Lethal Miss Muffet."

Brian Ramsey showed an indoor stick rubber-powered Seattle A-6 to be flown later in the gym.

Rocco Ferrario showed a 1/4A model built from a Campbell kit. This nicely built model featured a couple of innovations. One was "X" bracing of wing panels using doped Japanese tissue on top and bottom before final covering. Rocco hopes this lightweight approach will add desirable stiffness to the wing.

The innovation was a home-built button timer using silly putty. Rocco took a 1/8" - 3/16" section of 1/2" aluminum tubing with end caps made from 1/64" plywood. A wire with an L-bend is on the inside. With one cap CA'd to the tubing, it is filled with silly putty and the other cap pressed on squeezing out excess and then CA'd. The other end of the wire goes through a small drum and is bent into an "L". The rubber band loaded DT line is looped around the wire and wound on the hub by turning the wire. Rocco claims pretty good repeatability. Anyone interested should contact Rocco for more details.

Tom Caldwell (potential Junior Old Timer) displayed his framed Stratostreak. This is Tom's second model, the first being a rubber stick. The Stratostreak showed very good building skills for such a young newcomer to the hobby. Nice work Tom. Bring in the finished version to a future meeting.

Jerry Rocha also showed a nicely-framed Stratostreak. Framed weight is 2.7 oz. and expected final weight is 3 1/2 oz.

Dick O'Brian showed his completed 1/4A Ramrod covered in orange tissue and with one of the Microlite button D.T. timers. Dick is waiting for the Lakeville site to dry out a bit before test flights are attempted.

Stan Severi, another potential Junior Old Timer, showed a couple of flying wing HL Gliders he is experimenting with. To one he added a tail assembly but that didn't help much. The unaltered one is named Pooh Bear because it is short and fat. Stan has a Stratostreak and others under way at home. We hope to see these at a future meeting.

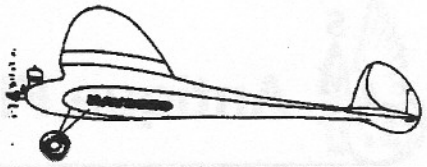
Jerry Schmalz,also possible Junior Old Timer, built a thermal seeking bubble machine using a flashlight battery-powered fan with a pulley and belt arrangement driving a disk with holes around the perimeter. The disk is partially immersed in a soap solution and the fan blows bubbles as the disk turns in front of it. We had no soap solution available but Jerry claims it works great. Nice work!!

GUEST SPEAKERS

Our guest speakers for the evening were Oakland Cloud Dusters Roger Gregory and Chuck Dorsett. Both are heavily into competition free flight rubber models. Chuck specializes in modern Wakefield and successfully competes in world-class contests. Roger likes Old Time rubber in the Mulvihill, Moffett and Wakefield classes. He has his share of trophies.

For most Old Time rubber models, Roger recommends starting with a motor weighing 1/3 to 1/2 of the model weight. An accurate scale and good record keeping helps in matching motors to the model. Both Roger and Chuck are using Tan II FAI rubber, usually 1/8" wide. Wider rubber is not recommended because, in adjusting motor weights, the narrower rubber permits adjustments in smaller increments. Roger usually only has 2"-3" slack in his motors. The Old Timer models usually have smaller propellers than modern design. Larger props, as used in modern Mulvihill designs, require motors roughly equal to the weight of the model. A 90 - 95 gram Mulvihill will take about 100 grams of (30 - 32 strands of 1/8") rubber swinging a 26" prop.

Both Roger and Chuck do as most indoor flyers do - that is wind by feel. Chuck demonstrated with his modern Wakefield. Before winding , he stretches the motor until it is "string tight." This means that, as the motor is stretched, the force required is roughly proportional to the degree of stretch. At a point, possibly 7 to 8 times the original length, the stretching force will suddenly become much greater - this is "string tight". At this point winding is begun. Care should be taken while winding to feel the resistance to the winder crank as well as the tension in the rubber. The number of winder crank turns should be counted. When the pressure on the winder crank increases, the number of turns should be noted. This will tell you that about 60% of the maximum turns have been put in (if you are winding a Wakefield or an unlimited rubber model). If you are winding an indoor model with only one loop of rubber, it will only be about 50%. Begin moving in slowly at first, making sure that you anticipate the tightening of the pull and the increase in winding resistance. As you get close to the model, you will note that you have to move in faster and faster. Stop every so often both winding and moving in. Pull the rubber by stretching it an inch or so to test if there is any remaining stretch. There should be just a little. If not, the rubber is close to breaking. This takes practice. Neither modeler relies soley on torque meters or counting of the



turns, but rather on feel.

The special care taken in winding Wakefield models is because the rules limit the amount of rubber to 40 grams maximum and the weight of the model to 190 grams minimum without rubber. Whereas with old timer models the weight of rubber is about half that of the model without the rubber. Roger's Unlimited Rubber models use motors the same weight as the model. He uses 80 to 90 grams of rubber for an 80 gram model with about 300 sq. in. wing area. Wakefield wing area is about 240 sq. in.

Several types of rubber lubricant may be used. Andrin Kov uses a silicone lubricant. Andrew Tagliafico uses Son-of-a-Gun (STP). Chuck likes 1/3 glycerine, 1/3 castor oil and 1/3 green soap boiled to remove the alcohol. The Wakefield flyers take advantage of the characteristic of rubber wherein heat permits more turns and produces higher torque. Most use a battery-powered electric heater. Hank Cole uses a chemical heater. The motor temperature is brought to about 90 degrees to 105 degrees F. Before a contest, Chuck prepares a considerable number of motors and uses each once only in competition flights. After making up each motor, it is washed in mild soap and water and lubed. Each motor is stored in a plastic sandwich bag tied with a rubber band.

Both Roger and Chuck brought in several models in their respective fields of interest. Chuck had his traveling box of Wakefield models cleverly compartmented to accomodate all the parts and accessories. Chuck assembled a Wakefield model he had purchased from Alexander Andriukov of the Ukrain who is the current world champion in this class. This type of model is very complex with programmed variable wing incidence, rudder angle and stab incidence. The folding prop is variable pitch and delayed start after a vertical hand, javelin-type launch. The programming results in a near vertical initial climb, a smooth transition to a spiral climb and then to a flat and large circular glide. A D.T. hopefully brings the model down within convenient retrieval distance. As insurance, Chuck has a radio location transmitter on his models and has had to use them on more than one occasion.

Roger's Old Time models are of conventional stick and tissue construction whereas Chuck's Wakefields use more exotic materials. The fuselage is a cylindrical Kevlar/epoxy tube. The tail boom is an aluminum, carbon fiber and epoxy sandwich. The high aspect ratio (23:1) wing has a carbon fiber epoxy D-box leading edge, 1/20" balsa ribs with .002" carbon fiber cap strips and a carbon fiber trailing edge.

After the presentation, Chuck and Roger made themselves available for discussion and questions. SAM 27 thanks Chuck and Roger for an extremely interesting and informative session. Also, thanks to President Rod Persons for arranging their visit.

INDOOR FLYING

After the meeting, several present moved to the school gym to fly indoor models. All agreed the gym was much better than the smaller auditorium which was available after the December meeting. A few models got hung up in the retractable basketball backboards but Rocco arranged to cycle them to the point where the models came free. Brian Ramsey flew his Seattle A-6 and some Hangar Rats. Jim Persson had a box full of Mini-Sticks and Penny Planes. Brian Cassayre had trimmed his Aeronca Chief since the December session and got several beautiful flights. Tom Caldwell flew one of the Chinese-made plastic Sky Sedans brought by Fred Terzian. After several attempts and trimming advice from several others present, Tom got off a couple of very nice flights. All flyers and spectators seemed to enjoy the session as it did not break up until long after 11 p.m.

RAFFLE

Prize	Donor	Winner
Sky Sedan (Kits) Rubber Power	Fred Terzian	Pete Samuelsen
Sky Sedan (Kits) Rubber Power	Fred Terzian	Jerry Rocha
Sky Sedan (Kits) Rubber Power	Fred Terzian	Brian Cassayre
Balsa (Assorted)	Rocco Ferrario	Ed Hamler
Balsa (Assorted)	Rocco Ferrario	John Hlebcar
Balsa (Assorted)	Rocco Ferrario	Rod Persons
Wine	Ed Hamler	Don Bekins
Dial Cliper	SAM 27	John Hlebcar
Button Timer	SAM 27	Brian Cassayre
Spacer Kit (1/4A)	Rocco Ferrario	Thomas Caldwell
Free Flight "Digest" (Magazines)	Fred Terzian	Jerry Smoltz

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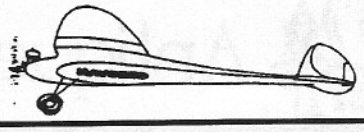

Information

From other Sam Newsletters

The following is from "THE CLIPPER" SAM 21

"WEST COAST DISTRIBUTOR FOR THE NEW "CHAMPION-STYLE" SPARK PLUGS.
MOST OF US THOUGHT THAT THE ONLY SOURCE FOR THE "CHAMPION-STYLE" SPARK PLUGS WAS LARRY DAVIDSON OF LONG ISLAND, N.Y. IT HAS JUST BEEN LEARNED THAT THE WEST COAST DISTRIBUTOR IS RIGHT HERE IN SAN JOSE. HIS NAME IS Al COREY. 11761 SOUTH WOOD Dr, SAN JOSE, CA 95070. AL'S PHONE IS (408) 8667273 DAY OR EVENING. AL SAYS THE PLUGS ARE AVAILABLE FROM HIM FOR $9 EACH FOR THE H-2 AND H-3 SIZE (LIKE CHAMPION V-2 AND V-3). THE MANUFACTURER IS LOCATED IN THE MID-WEST AND THE MAKING OF THESE GREAT PLUGS IS JUST A SIDE LINE FOR HIM AND HE PREFERS NOT TO BE BOTHERED WITH THE RETAIL END OF THE ENDEAVOR. SO IF YOU WANT SOME OF THESE PLUGS, GIVE AL A CALL. THE V-1 SIZE (3/8 INCH) IS NOT READY FOR FULL PRODUCTION AS YET."

FUEL FOR THOUGHT

If you are using a Spark Ignition engine than you can't afford to pass up this information. It comes from SAM 39 .
A letter to President / Editor R.J. Walter Sandusky,Ohio.

Dear Bucky,
I really enjoy your news letters, I think you guys epitomize the true Spirit of SAM.
I read with a great deal of interest your story about ignition fuels. I am enclosing a presentation by a former member of the SAM 29 group in Ft. Worth.
Arnie Carlson made this presentation about 4 years ago. I mixed some fuel to his formula, and it runs in my Edco better than anything I have tried.
When we were in Vegas last time Arnie pointed out to me that all of the gasoline out there had the "MTBE" in it. I don't know what% it was, but it was listed as being a component of the gasoline on the gas pumps.
Now I was reading a "Kitplanes" magazine yesterday and in an article about using auto gas in airplanes, they also talk about "MTBE" as a component in gasoline.
The point being that you can add "MTBE" to gasoline and still be legal!
I retired December 22! I still have not gotten my shop finished, and of course I have many years worth of Honey Do"s to catch up on, but at last I can do them.
Oh yes, Arnie died in 1992!
Yours,
L. A. Johnson

My credentials are that I am a Chemical Engineer and have worked with fuels and lubricants.
I will, however, not give you specifics -- I will only present you with my experimentation and my results.
The Ignition Engines I used in my experiments were:
1941 New O&R 60 Special
1985 Carlson Replica of Forester 29
I broke these engines in on alcohol and castor oil. They broke in easily, started easily and ran cool and fast.
O&R 8,800 + RPM with a 14-6 Prop (Rev-up)
Forester 9,800+ RPM with a 9-6 Prop (Rev-up)

Experiment #1

White gas does not exist now so I used Coleman Fuel per several columns in various magazines. (3 parts Coleman fuel + 1 part 70Wt Oil)
Results:
*Engine ran very hot
*Engine was hard to start.
*Engine did not run fast and when leaned; slowly heated up and stopped.
Conclusions:
*Spark" was poor.
*Lubricant was poor.
*Could not fully _advance ignition BRC of engine.
*Engines were suffering from a classic case of preignition".
Proposals to solve these problems:

1. Ignition: We need to have a hot spark; I designed a switching transistorized circuit to switch the primary current through the transistor and only passing 130 milliamps through the points. Since I still used cam-operated points, a coil and condenser, I was still SAM legal. With this set-up, I would have to consistently pass 3-5 amps through the points. This solved the spark problems and all subsequent experiments were made using this spark ignition.
2. Measurement of Preignition: I strapped a sapphire phonograph needle to the side of the head and using an oscilloscope - and a lot of monkeying around - was able to record the preignition on the scope.
3. Measurement of Head Temperature: Again, I strapped a thermocouple to the side of the head.
4. Measurement of Power: Remember, it's the horse power that pulls your plane up, i.e., work done unit time, i.e. LER
I then decided that I would use a standard propeller on each engine, i.e. 14-6 4-cycle Rev-up on the O&R 60 Special 10-6 Rev-up on the Forester 29.
Now, remember all my numbers are relative, i.e., head temperature is where I had the thermocouple (i.e. at the back away from the prop wash) and my interpretation of the oscilloscope. I measure HP with the RPM since I used the same prop for all experiments.Now -- back to the original figures (O&R 60 Special) with 14-6 Prop

Fuel	Head Temperature	Preignition	RPM
Alcohol	240 Degrees 'F'	None	8,800
Coleman +70WtOil	370Degrees'F'	Very bad	6,000

continued on next page

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Experiment #2

I would make a batch of fuel up from various gas stations in town. Results were variable and not repeatable. Some ran hot; some pre-ignited (Super No-Lead was worst) and RPM never got over 6500 RPM.
Conclusion: Gasoline was varying.
Since I had a gas chromatograph - a device to analyze liquid organic products, I checked each of the different gasolines. I found that each brand was different.

Gasoline Content	40- 80%
Benzene	5 - 30%
Toluene	10 - 40%
High Boilers	0 - 15%

Since I found Texaco gasoline the most consistent, I decided to continue using this gasoline.
Using Texaco gasoline, I got the following results:

FUEL	HEAD TEMP	PREIGNITION	RPM
Alcohol & Castor Oil	240 degrees"F"	None	8,800
Coleman Fuel plus 70Wt Oil	370 degrees "F"	Very Bad	6,000
TexacoGasoline plus 70Wt Oil	345degrees "F"	Bad	6,400

Conclusion:
Still more work. The preignition seemed to be the problem.
The fuel was exploding - not burning.

Experiment #3

Checking the high octane gasoline sold in some stations, I found 5 % Tertiary Butyl Alcohol. To my Texaco gas, I add 5% Tertiary Butyl Alcohol (TBA). Results were:

FUEL	HEADTEMP	PREIGNITION	RPM
Alcohol Plus Castor Oil	240 degrees "F	None	8,800
Coleman Fuel Plus 70Wt Oil	370 degrees F	Very Bad	6.000
Texaco Gas Plus 70Wt Oil	345 degrees "F"	Bad	6,400
Texaco Gas Plus Castor Oil	305 degrees "F"	Improved*	7,000

Experiment #3

Reviewing the effect of TBA, I looked at the chemical structure and decided to look at Methyl Tertiary Butyl Ether. (MTBE) In this experiment, I went to:

FUEL	HEADTEMP	PREIGNITION	RPM
Alcohol Plus Caster Oil	240 degrees "F"	None	8,800
Texaco Gas Plus 70Wt Oil	345 degrees "F"	Very Bad	6,000
Texaco Gas Plus 70Wt Oil + TBA	305 degrees "F"	Improved*	7,000
Texaco Gas Plus 70Wt Oil + MTBE	285 degrees"F"	None	7,800

T his was a success. I quit for over a year. My engines ran cool and started easy. I set the spark advanced to be condition - set the needle valve. The consistency was such that I rarely had to change the needle valve.

Experiment 4

At work, I started using a new dispersant - Lethicin, which worked in solvents - Euriko 0.1% of lethicin let me disperse Castor Oil in Texaco gasoline. It was a dispersion - shine a bright light through it and you can see the tiny globules of Castor Oil. However, cooling it to - 40 degrees "F" did not break the dispersion and heating to 145 degrees "F" did not break the dispersion.
Results were:

FUEL	HEADTEMP	PREIGNITION	RPM
Alcohol Plus Castor Oil	240 degrees "F"	None	8,800
Texaco Gas Plus Castor Oil	285 degrees "F"	None	7,800
Texaco Gas MTBE Plus Castor Oil	250 degrees "F	None	8,500

Still had easy starts but the Castor Oil brought new life into old engines. My old Rogers 29 even runs well???

Final Fuel Formula:
Texaco gasoline 100cc
Castor Oil 22cc
MTBE 7cc
Lethicin (Food Grade Pinch)

Buy Lethicin in health food store. Buy MTBE from any science supply (New Texas Law - 3 week delivery)
NOTE: You can use Klotz Bean Oil, Part No. BC-175. It is caster with additive to blend with gasoline, methanol alcohol and nitro. Therefore the Lethicin would not be required. RJW

Editors Comments:
This was one of the real eye openers. I went out to my camping box and pulled a can of Coleman *Stove and Lantern Fuel* out to read the label. Sure enough it doesn't even contain Gasoline. It is a Naphtha Product, with a warning:

NOT FOR USE IN INTERNAL COMBUSTION ENGINES.

I won't guess as to its contents but you may as well use a mixture of paint thinner and cleaning solvent.

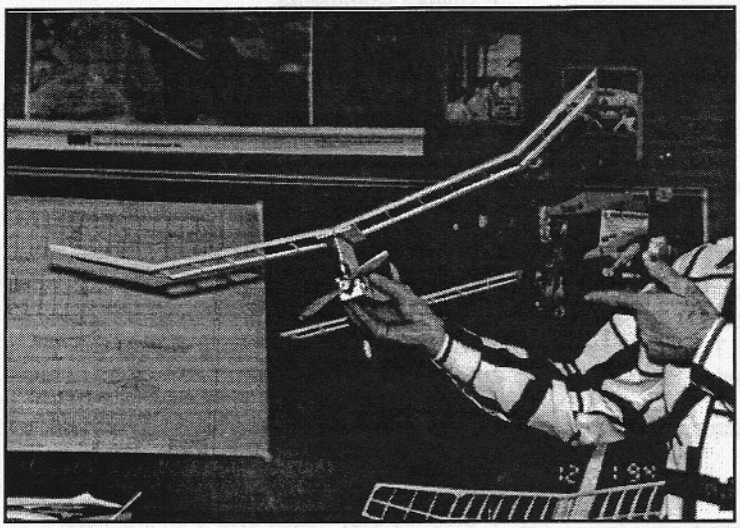
During WWII when gas rationing was in effect, a couple of kids on my street had motor scooters. They couldn't buy gas for them so they mixed their own fuel from what ever they could find. They got them to run, but within a day or two they both overheated and seized, never to run again.

Methyl Tert-Butyl Ether (MTBE) is an oxygenating additive used to improve the emissions of gasoline, which is currently in use by most California-based gasoline production and supply companies.
MTBE has a flash point of -22F. and will autoignite at 797F. Gasoline with the additive has a flash point of -40F. and will autoignite at 850F.

This whole Scenario about using Coleman Fuel reminds me of the old Drag Strip days, or as a Hunter and Fisherman. The competition will be glad to tell you something that may work with a little luck. But you will never find out exactly what they are using. WF

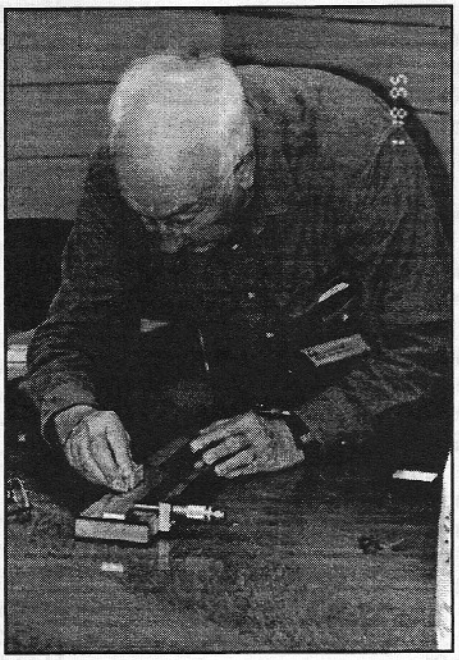
Wes Funk Photo

Ed Hamler and Don Bekins
1993 SAM Champs - Taft



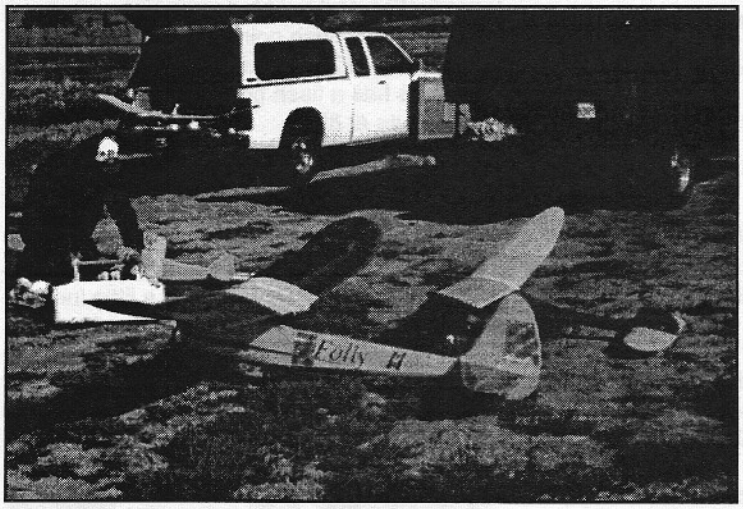
John Hlebcar Photo

Jerry Rocha's 1/2A Paddy's Wagon
Dec. '94 SAM Meeting



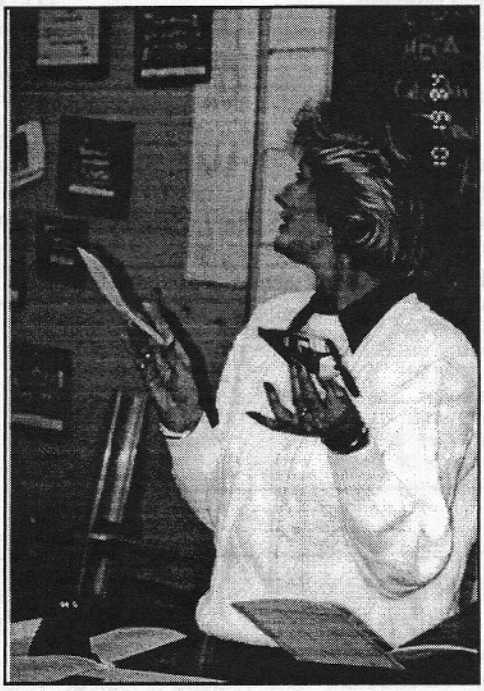
John Hlebcar Photo

Earl Hoffmam with his micrometer adjustable wood stripper.
Jan. '95 SAM Meeting



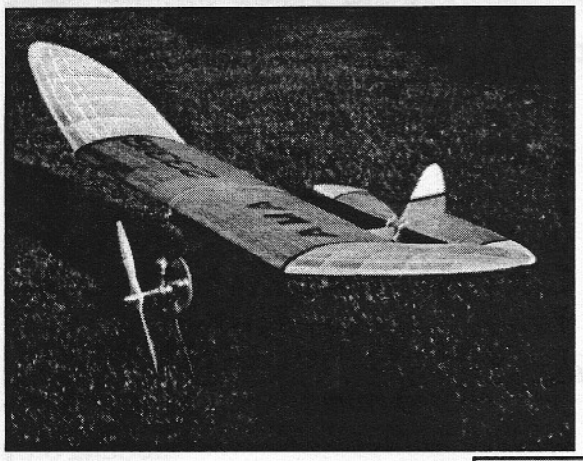
Dick O'Brien Photo

Pete Samuelson's "Air Force", all are great flyers.
Folly - Westerner-Piper Cub, at Lakeview Field.



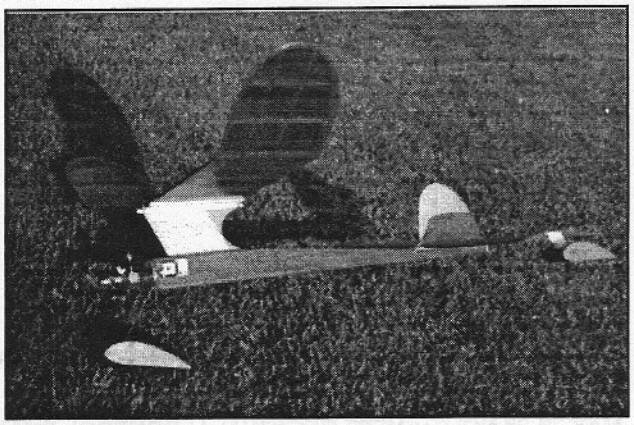
John Hlebcar Photo

Janina Robinson with a Peanut Scale
Oct. '94 SAM 27 Meeting.



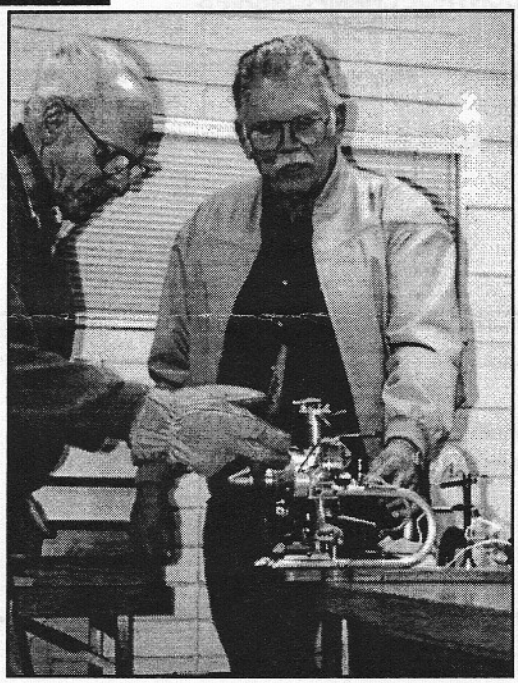
J. Rocha

Above: Jerry Rocha's
1940 Megow Ranger, 325 sq. in.
Class A Free Flight, Elfin 2.5
Built 1987



J Rocha Photo

Above: Jerry Rocha's
Kopacetic .020 Cox power
1/2A R.O.W or 1/4A Nostalgia
Built 1994



Left:
Bill Bethke with friend Walt Paulholzer on left, turning model engine fuel into smoke and noise.
One of Bill's hand made radial engines.
Nov. ,94 SAM 27 Meeting

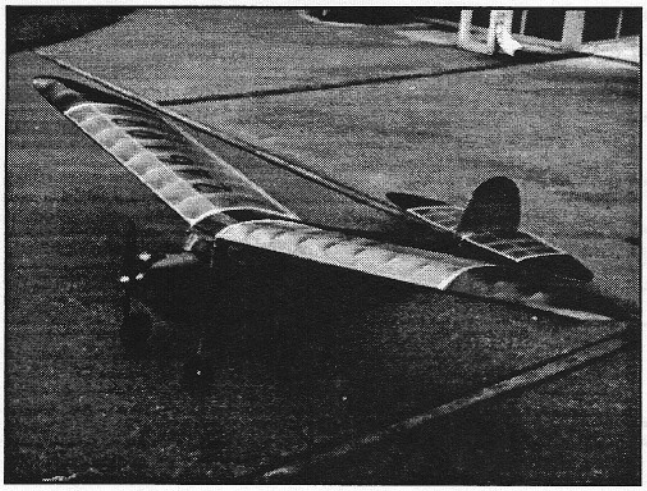
John Hlebcar Photo

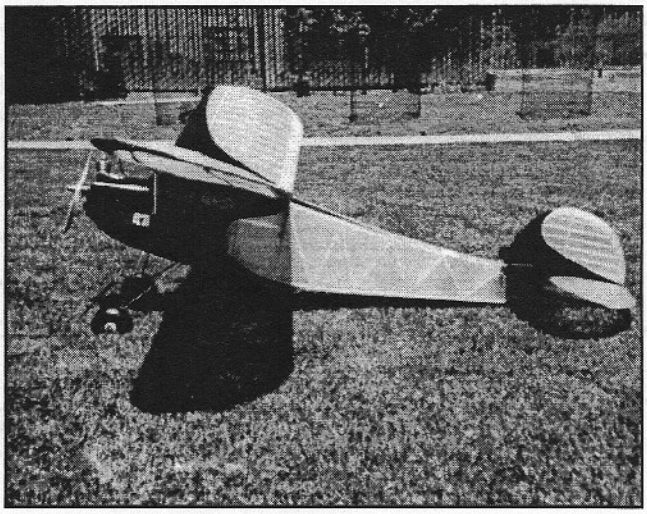
Below: Sue Rocha's
1938 Sal Taibi - Powerhouse
1/2A Texaco Free Flight - .049 Cox
Sue won 2nd place at the 1991 SAM Champs - Jean, Nv.

J Rocha Photo

Below: Jerry Rocha's
1938 Powerhouse
Free Flight Texaco with an O.S. K6
Built 1990

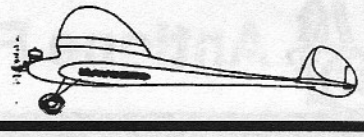
J Rocha Photo





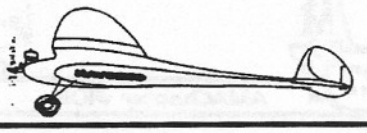
SAM 27 Antique Flyer

March 1995



1995 CONTEST SCHEDULE

MAR 4-5 SCIF O.T. ANNUAL		TAFT
MAR 5 STOCKTON WINTER BASH		WAEGELL FIELD
MAR 25-26 SAM 26--SPRING ANNUAL		TAFT
APR 1-2 SCAMPS TEXACO		TAFT
APR 9 NCFFC #1		WAEGELL FIELD
APR 14-17 NEW ZIALAND 1/2A TEXACO R/C		INTERNATIONAL POSTAL CONTEST
APR 22-23 SAM 49--SPRING ANNUAL		TAFT
MAY 6-7 NCFFC # I OAKLAND CLOUDUSTERS--NORCAL ANNUAL	(NOR/C)	WAEGELL
MAY 20-21 SAM 30--SPRING ANNUAL		SCHMIDT RANCH
MAY 26-28 NORTHWEST REGIONAL U-CONTROL CHAMPIONSHIPS		EUGENE OR.
JUN 3-4 NCFFC # 2		WAEGELL FIELD
JUN 10-11 SAM 21--TEXACO ANNUAL (TENTATIVE)	SACRC'S FIELD	NEWARK
AUG 5-6 SAM 34/51 O.T. R/C ASSIST MEET		CARSON CITY, NV.
AUG 19-20 NORTHWEST FREEFLIGHT CHAMPIONSHIPS		TANGENT, OR
AUG 19-20 NCFFC # 3		WAEGELL FIELD
AUG 26-27 1/2A TEXACO CHALLENGE		INTERNATIONAL POSTAL CONTEST
SEP 2-3-4 U.S.F.F.C.		LOST HILLS
SEP 10-15 SAM CHAMPS		COLORADO SPRINGS, COLORADO
SEP 23-24 FRESNO ANNUAL & STOCKTON AMPS		LOST HILLS
OCT 7-8 SAM 27--CRASH & BASH ANNUAL		SCHMIDT RANCH
OCT 14-15 SIERRA CUP		WAEGELL FIELD
OCT 21-22 SAM 26--JOHN POND COMMEMORATIVE		SCHMIDT RANCH
OCT 21-22 SAN VALEERS NOSTALGIA ANNUAL		TAFT
NOV 5 NCFFC #4		WAEGELL FIELD
NOV 11-12 SAM 49--FALL ANNUAL		TAFT
NOV 11-12 SCAMPS ANNUAL		LOST HILLS



NORTHERN CALIFORNIA FREE FLIGHT COUNCIL

1995 CONTESTS

SACRAMENTO, CALIFORNIA (Waegell Field)

(1/4 mile North of Jackson Road on Sunrise Blvd.)

This is the calendar for the 1995 season. You will receive no other announcements.

APRIL 9 – NCFFC #1 – Steve Geraghty, C.D.

MARCH 12 – NCFFC Banquet – Pleasant Hill – Zeo Fraedo's
Bar 2:00, Dinner 3:00. RSVP Roger Gregory (510) 930-0968 By March 1

JUNE 3 & 4 – NCFFC #2 – 2-Day Meet – Sierra Eagles & SGMA – Jerry Cody, C.D.

AUGUST 19 & 20 – NCFFC #3 – 2-Day Meet – AMPS & CME – Jim Persson, C.D.

NOVEMBER 5 – NCFFC #4 – SGMA – Dick Myers, C.D.

DECEMBER 2 – NCFFC Business Meeting 10:00 A.M.– The Printer, Davis

The following are Non-NCFFC Meets:

MARCH 5 – SGMA Winter Bash – Rescheduled from Feb. 5

MAY 6-7 – Norcal Free Flight Champs – OCD, Bill Vanderbeek C.D. (No RC)
Cuffmac & America's Cup (FAI) Point Contest.

MAY 21 – OCD Sunday Contest – Dick Douglas, C.D. (No R.C.)

SEPTEMBER 17 – OCD Sunday Contest – Bill Vanderbeek, C.D. (No R.C.)

SEPTEMBER 30 - OCT. 1 – Sierra Cup – Ken Oliver, Doug Galbreath Co-C.D.'s

JUNIOR AWARDS IN ANY FREE FLIGHT EVENT
Every Junior gets a Prize

CATEGORY II - 3-Min. Max
8 a.m. to 3 p.m.

EVENTS

All events flown both days at 2-day meets

F 1 G	Electric "A" & "B" Combined
F 1 H	Nostalgia combined - NFFS Rules
F 1 J	Hand Launched Glider
1/2 A Gas	Mulvihill
Open Gas A-B-C-D	Old Time Rubber - Over 150 sq. in.
Re-entry allowed w/different class engine	Old Time Rubber - Under 150 sq.in.
Scale Rubber	.020 Replica O.T.
Scale Power	O.T. Gas
P-30	Hand Held Catapult Glider

Old Timer RC Assist
1/2 A Texaco
Texaco
Antique
A, B-C, L.E.R.
.05 Electric L.E.R.
All-Ohlsson Ignition Event
Nostalgia, loop motors only
Brown Jr. event
Tow Line Glider.
O.T. Phones: (916) 684-2265, (209) 368-4614

FLIGHT RULES: All Council Free Flight Contests will be flown under AMA Cat. II or Cat. III Rules. R.C. Old Timer Flown under SAM Rules. All transmitters must have gold sticker. No fuses in dry season – C.D.'s discretion.

PRIZES:
2-day Contests–Awards to third place.
1-day Contests– Merchandise: 1 entry, no prize, points only; 2 entry 1 prize; 3 entry 2 prizes; 4 & up, 3 prizes.

ENTRY FEES: Junior: $.50 per event; Senior $1.00 per event; Open: $4 field rental, $4 per event.

FLY ONE-TIME ONE ALWAYS APPLIES

For Weather Conditions, Call (916) 646-2000

For general Info., call Doug Galbreath (916) 753-2520 (M-F, 10-4)

Chase bikes ***must*** be equipped with U.S. Forest Service approved spark arrestor.

Smoking permitted in designated areas only, during dry season.

Porta Potty will be on field for each NCFFC Meet

SAM 27

AMAChapter #108

OFFICERS

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Rod Persons (707) 894-5788
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Cloverdale, Ca. 95425

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Healdsberg, Ca. 95778

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

Membership

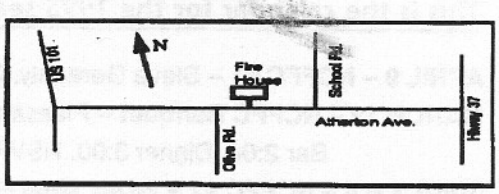
Membership is $15 for the calendar year. After February, the dues for a new member will be prorated.

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, March 15,1995 7:30 P.M. at Novato Fire Department Training Room

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

Antique Flyer

March 1995

FIRST CLASS MAIL