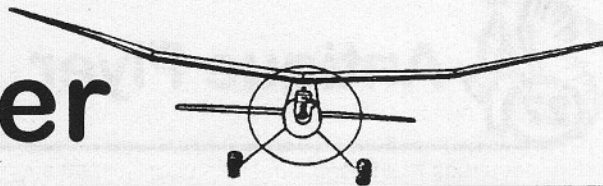




# Antique Flyer



AMA CHAPTER #108

May 1995

Issue 153

## April Chapter Meeting

By John Carlson

In one of the better recent turnouts, thirty members and visitors filled the Firehouse meeting room for a very lively meeting. Guests included Dave Higgins, proprietor of Hangar One, the very complete model shop in Rohnert Park, Sean Crowley's guests: his Mom Kathy and friend Grace Ranoa. New members welcomed were Jr. O/T James Terry (present) and Charles Gewalt (unfortunately not present). Both are from Napa and James is one of Rocco Ferrario's bunch. Hope to see you both as regular attendees. Prez Rod Persons asked each attendee to stand up and briefly advise of his/her most recent or ongoing project. These ranged the gamut of nada, home repairs, model repairs and a good number of new models underway or recently completed. Remo Galeazzi is so busy with full size restorations his modeling is getting neglected. His latest project, following completion of the Fleet biplane, is a Rose Parakeet, a 1930's fight single seat biplane with a 40hp Continental. Hopefully we can arrange a future meeting at Remo's hangar to view his new project as well as the other gems he and cousin Ted have there.

## ANNOUNCEMENTS

Don Bekins is in the process of updating the binders of other Clubs' newsletters and expects to have a new batch ready for the May meeting. John Carlson reported receiving a Thank-you card from Joanne Mathieu with regard to SAM 27's contribution to the Sonoma Hospice in Gene's memory.

## EARL HOFFMAN AWARD

President Rod Persons summoned Earl Hoffman to the front of the room and announced that he had something that had taken a long time to catch up to Earl. Rod produced an impressive certificate

naming Earl as the recipient of the National Free Flight Society (NFFS) 1989 award for Model of the Year - Indoor. Belated congratulations Earl!

## JR O/T REPORT

Rocco Ferrario announced that he will again be conducting his Jr. Aerospace Program in July and August at the Napa Valley College. This program runs for about four weeks and those participating may do just one, or up to all four weeks. In the past, several of the boys have become involved in the SAM 27 Jr. O/T Program. Depending on their level of proficiency and field of interest they may build and fly anything from rockets, hand launched gliders, rubber powered stick or built up models. Some of the more experienced may get into R/C engine powered models. Rocco plans to have several contests among the participants and invites any SAM 27 members who may be interested to attend to help the modelers trim and fly, time, or just provide encouragement. Rocco will provide definite dates at future meetings.

## OLD BUSINESS

### Lawn Mower

The wandering lawn mower has found a new (we hope, temporary) home. John Carlson, Dick O'Brien and Dick's truck retrieved the mower from the Mathieu's shop with the intent of taking it to the Domaine Chandon shed near the Lakeville field. A good brass combination lock and a 6' length of hardened chain had been purchased to secure the machine. All was arranged to complete the transfer the day of the 1/2 A Texaco Meet. However Armando, the vineyard foreman, advised Ed Hamler that recently a pickup truck and a couple of ATVs had been stolen from the shed and he predicted that, in spite of the chain and lock, the mower would probably be gone in a few days. The machine now resides in John's accommodating next door neighbor's garage. A permanent new

home is being sought. A couple of ideas were kicked around -- maybe something will develop. Anyone volunteering to be the custodian will become an instant hero. In the meantime:

### FOR SALE:

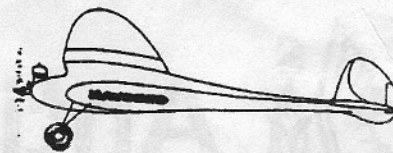
One, first quality, new, heavy duty, brass, combination lock and one 6' length of hardened chain, only \$20 (original cost \$30). Call John Carlson.

### New Zealand International 1/2 A Texaco Postal Meet

Ed Hamler reported on the SAM 27 participation on Saturday, April 15 at the Lakeville field. Hardy souls braving the wind, in addition to Ed and his young neighbor Jamie, included Rod Persons, Tim Younggren, Buzz Passarino, Dick O'Brien, John Carlson, Jerry Rocha, Pete Samuelson, plus Ray and Bob Mc Gowan. Ed had not yet completed the tabulation of results these will be published later. A few flights were maxed but all pilots had a degree of trouble with the wind. All landings were downwind from launch -- some waaaaay downwind. Under power it was difficult to stay upwind, but with power off it was hike time. Tim Younggren's first flight landed so far downwind it took him and two or three others over an hour to find it, returning with grass stains all over their clothing. John Carlson had other stains on him after retrieving his second flight from a cow corral at the nearby dairy. The cows were very cooperative and the model was unharmed, although a little cleanup was in order. No models were lost, so from that standpoint at least it was a good day.

### Raffle Prizes

John Carlson advised that some new items have been added to our purchased raffle prize inventory. We have a dozen of the Dave Larkin Valvespout oiler/primer bottles and will include one in each of the upcoming raffles. We also purchased a few sheets of the polyester tissue called



Airspan. This material was discussed in last month's issue of the Antique Flyer. Additionally, from the Gene Mathieu donation, we have a dozen assorted Sullivan control rod sets.

## Silent Auction Status

Steve Remington told of disappointing response to the silent auction of some of the Gene Mathieu donation. A listing of these items and the details of the auction procedure were given in the April Newsletter. *Hey Guys!* There is a lot of good stuff here at bargain prices. Check it out. Give it a little thought and get your bids in.

## Old Time Rubber Meet Update

Jerry Rocha reported that plans are firming up for this meet scheduled for July 22 at the Lakeville site. Events will include Large Rubber, Small Rubber and one non-rubber event: 1/4 A Nostalgia. This last event will also serve as SAM 27 contest number two of the four scheduled for 1995. A Junior Overall Champ will be designated on a point basis. Jerry will be producing a flyer with all rules and details.

## 1/4 A FF Nostalgia Gas

Tim Younggren led a discussion of dates for this series of 4 contests. Saturday, June 24 at Lakeville was selected for the first meet. The second will be held in conjunction with the O/T Rubber Meet on July 22. The \$5 entry fee for each model, good for all 4 contests, will be due at the first meet attended. From a show of hands it looks like we should have at least 8 or 10 entries.

## Certificate of Appreciation Status

Rod Persons has the engraved forms and has consulted with his son to select an appropriate letter font and add the SAM 27 logo to produce these certificates for presentation to guest speakers.

## Technical Presentations

We still need volunteers and suggestions of topics for future presentations. Nick Sanford volunteered to do one on fiber glassing. It was also suggested that some

of the experts in the field of D/T and fuel cutoff timers, commercial, Tomy Toy and the Silly Putty variety, bring examples and prepare to discuss their fabrication and/or use. Some of the names brought out in this regard were Jerry Rocha, Ray McGowan and Rocco Ferrario. Bring more suggestions next meeting.

## **NEW BUSINESS**

### AMA Electronic Bulletin Board

The AMA has announced a new service with the title: Aero Modelers Airway Electronic Bulletin Board Service (BBS). Subscription to this service is apparently \$20/year for members. However, one FREE subscription is offered to each Chartered Club. Don Bekins offered to be the SAM 27 designee. Perhaps Don can report on the capabilities of this service at the next meeting.

### Crash & Bash Arrangements

Rod Persons advised that he will be consulting by phone with several members regarding responsibilities and arrangements for the 1995 Crash & Bash scheduled for October 7-8. Ed Hamler, our CD, will file our request for AMA contest sanction.

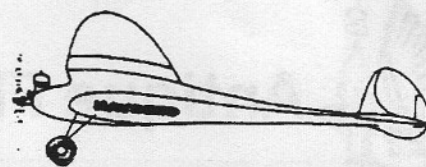
### SAM Speaks

Don Bekins advised that the next issue of SAM Speaks has been sent to the printer. Among other matters it will contain the results of the survey questionnaire and a summary of proposed rule changes.

## **SPECIAL PRESENTATION - STEVE REMINGTON**

SAM 27 member Steve Remington is the founder and proprietor of the CollectAir Aviation Art Gallery located at the Reid-Hillview Airport in San Jose. The following taken from one of Steve's flyers gives an overview of this unusual enterprise. "Hidden away in an unassuming airport location, CollectAir Aviation Art Gallery has the largest and most interesting collection of aviation art,

including original paintings, limited edition prints and sculpture to be found anywhere in the U.S. This San Jose exclusive is a haven for the discriminating enthusiast, historian and collector. Open Monday through Friday and the first Saturday of each month. Located adjacent to the gallery, the Museum of Aircraft Recognition is an internationally recognized collection of WWII training aids, featured in Air & Space magazine. Vintage model airplanes, ignition model engines, and old "woodie" kits are displayed along with an exhibit of the history of plastic model kits beginning with seldom seen, original pre-WWII FROG Penguin kits. Some forty to fifty year old wood kits are for sale. Rare aeronautica pieces are exhibited to complement the huge selection of art prints, both framed and unframed. CollectAir is a dealer for all major publishers including Greenwich Workshop and Military Gallery. Visit soon for an aeronautical treat! " Steve had been a long-time collector of aviation material, and about ten years ago decided to use his personal collection as a nucleus for this new enterprise. Steve also operates an FBO at Reid-Hillview and operates the gallery and museum in conjunction with that facility. Steve explained that aviation art started with paintings of balloons by early European artists. WWI stimulated the production of combat art in lieu of photographs to illustrate news articles. Some of the artists were combat pilots. After the war, increased general interest in aviation fostered the production of many magazines which, lacking color photography, used paintings to illustrate their covers. These paintings utilized vivid colors and much action, often with "speed lines" to emphasize the action aspect. Some of the magazines using such art were Air Trails, Flying Aces, Popular Aviation & Popular Mechanics. There were many others, including covers of the pulp fiction magazines featuring WWI combat stories. Model Airplane News, familiar to most of us for many years, featured the works of Jo Kotula, who from 1932 to 1970



produced almost 400 of the magazine's covers. Steve tells us that usually the magazine included plans for a model of the airplane featured on the cover. WWII also stimulated much combat art. Some of the better known is that of RAF pilot Frank Wooten. Between the wars, the better known art depicted the famous racing aircraft competing for the Schneider Cup, the Thompson Cup and the trophies of the closed course races of the National Air Races in Cleveland and was most often seen on magazine covers, posters, calendars and in advertising. The development of color photography techniques in the 1970's diminished the demand for the often gaudy, illustrative art leaving the field more to those working in the realm of fine art. The recognition models in Steve's museum are the result of the program started in early 1942 by Paul Garber of Smithsonian fame, then a Naval officer. The object was to produce 1:72 scale models of all military aircraft of the combatants of WWII to be used in the training of military personnel and appropriate civilians in the recognition of both enemy and friendly aircraft. The models were all of the same scale, painted black, and originally of wood, but later mostly mass produced in plastic. Many of the early carved wood models were made by school age children under a program sponsored by the U.S. Navy. Attempts were made to stop this school program later in 1942 but it was kept in force into 1944, mainly to stimulate Air Corps enlistment. We *THANK* Steve for an extremely interesting talk supplemented by his displaying examples of the magazine art, reproductions, models and the material discussed. Most of those present were lucky enough to receive a handout package containing copies of the CollectAir newsletter, brochures describing and showing examples of some of the art work available and copies of original U.S. Navy, Bureau of Aeronautics plans and templates, dated 3-20-42, for a 1:72 scale P-38E recognition model. Prez Rod Persons

plans to schedule a SAM 27 visit to CollecAir in early fall.

## MORE ART NEWS

Gunnar Anderson, SAM 27 member and enthusiastic modeler, is also a nationally known painter of portraits, particularly of children. Lately Gunnar has turned his attention to the production of paintings of military aircraft, mainly those of WWI. He has completed a couple of dozen and will be holding a show at the Galerie Cheerier in Sonoma, June 1 - 26. More on this in the future.

## SHOW AND TELL

New Jr O/T member James Terry showed a very well made, nearly completed, Starduster model covered with silkspan dyed by James. Nice work--flight tests coming up soon.

Rick Madden brought two beautifully completed 1/4 A models. One was a Sal Tabi Brooklyn Dodger and the other a Buzzard Bombshell. We look forward to seeing these at the upcoming meets.

Ron Keil, who told us last month of the Benzimotor Flugmodell HS-100 plans he had obtained, has been very, very busy and had completed the model to show at the meeting. This is one quite large 850 sq. in model which Ron has powered with an Ohlsson 60 Front Rotor engine partially enclosed by a burnished aluminum cowling. The model is covered with Super Coverite, and sports a Schicklegruber pilot figure which will be hooked to a servo to produce the Heil salute. Ron says John Pond dates this design at 1937 permitting installation of a Brown Jr. and participation in that event also.

Ray McGowan demonstrated again his graphic talents. This time he has created a T-shirt of an original design. Ray took pictures of several O/T engines to the copy store and enlarged them to a uniform and suitable size. These were pasted on a sheet in an appropriate design, colored

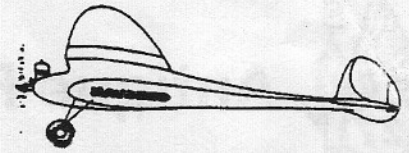
and then taken to a T-shirt shop which specializes in taking original art work and transferring to the T-shirt. Ray's design shows a 1934 Brown Jr., a 1938 Ohlsson 23, a 1938 Super Cyke and a 1948 McCoy arranged in a large red circle. The initial shirt cost somewhere in the neighborhood of \$20, but Ray says subsequent copies can be made for considerably less. Maybe this will stimulate others to make original designs or to contact Ray who may be able to arrange for additional shirts with his design.

Pete Samuelson showed and described how he had made a braided motor for his 1941 Smith Mulivihill he showed last month. Pete expects to tell of flight results at the next meeting.

Buzz Passarino is competing with Pete Samuelson for the production of Foote Westerners. Number 12 was displayed. About 3 or 4 are in existence, the others having gone to the legendary model graveyard in the sky. Pete currently has 5, with 1 more in the works. Buzz's latest is a 1/4 A size demonstrating his precise and meticulous workmanship. It is covered in black and gray heavy duty tissue. The D/T, yet to be installed, will be a small silk parachute ejected from a hatch in the fuselage bottom. A Tatone timer is used for fuel cutoff, a button timer will work the D/T and the total model weight will come out at about 4 oz.

Rod Persons rummaged through his attic and came across an old Starduster X fuselage. This gave him the incentive to build a wing and stab which he covered with Polyspan. Rod found that the normally white Polyspan can be colored by mixing dye with thinner and spraying the surfaces.

Don Bekins displayed the cover of the latest National Geographic featuring the Vickers Vimy replica partially constructed in Sonoma and competed and test flown at Hamilton Field. The photo was taken with the Taj Mahal in the background during the flight from England to Australia. Don reported that this flight will be featured in a April 30, 1995 PBS Special. Check it out if this issue reaches you soon enough. Don also showed a new device created by Bob Holman. (see Jan AF) It is a combined Rx actuated ignition cutoff and transistorized



ignition system. Don is installing it in his venerable Playboy.  
He also showed a photo of a 12 year old Don Bekins holding an OK 60 Special powered Playboy.

## CONTESTS

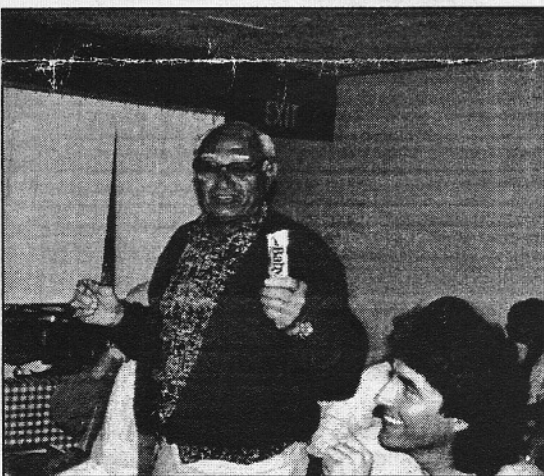
**Wes Funk**-The SCAMPS Texaco meet was held April 1 & 2 at Taft. It was well attended with great weather. One of the better meets I've attended in years.

It coincided with Sal Taibi's 75th birthday and a banquet was held in his honor. Sam 27 members attending were, Don Bekins, Larry & Elaine Davidson, Wes Funk, Jim Persson Jr. & Sr., Jerry & Sue Rocha.

Jerry Rocha won 1st place in .020 Replica .

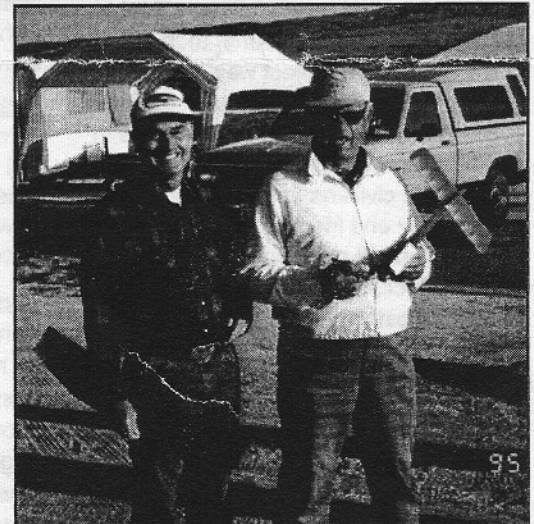
## RAFFLE

PRIZE	DONOR	WINNER
Cox TD .020	Club	Dick O'Brien
Button Timer	Club	Ed Hamler
Airspan Tissue (one sheet)	Club	Brian Cassayre
Valvespout Oiler / Timer	Club	John Hlebcar
Sullivan Push Rod Set	Club	Don Bekins
Button Timer	Club	unknown
Champaigne (Chandon)	Ed Hamler	Bob Wakerly
Pictures (Airplane)	Steve Remington	Ron Kiel
Piper Cub (partial built)	Remo Galeazzi	James Terry
Balsa	Rocco Ferrario	Ray McGowan
Pictures (Airplane)	Steve Remington	Charlie Banks
Calendar	Ray McGowan	Buzz Passarino
Book	unknown	Ray McGowan
Total Collected		\$135.00

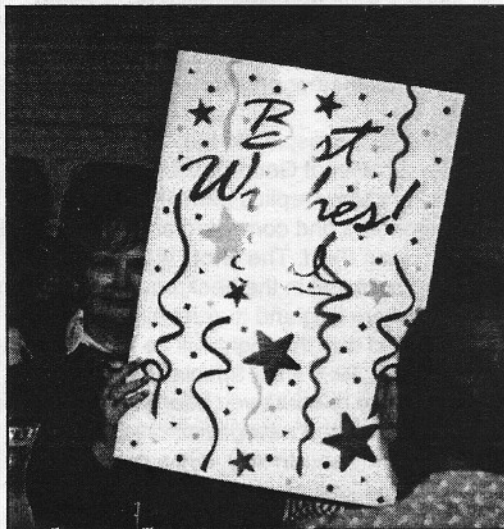


Left: Sal Taibi - Guest speaker at his 75th Birthday Celebration. Son Mike Tabi looks on.

Don Bekins Photo

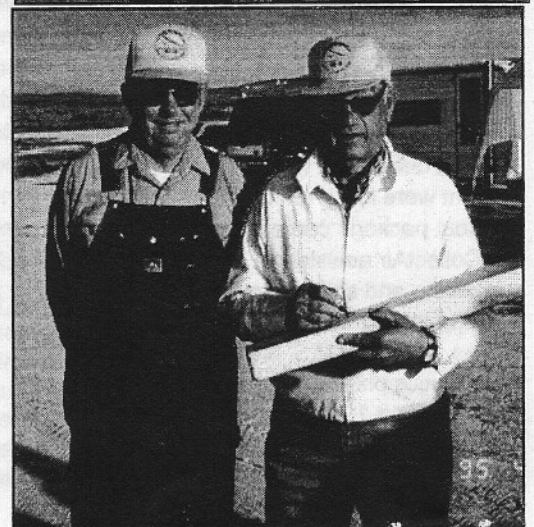


Right: Sal autographs Jerry Rocha's 1/4 A .020 powered Zephyr, published in September 1952 MAN.

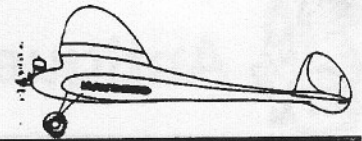


Left: Sue Rocha holds Sal's Birthday card, signed by all in attendance.

Don Bekins Photo



Sal autographing an original California Model Co. kit of his A-B Spacer, 608 sq. in. for Wes Funk.



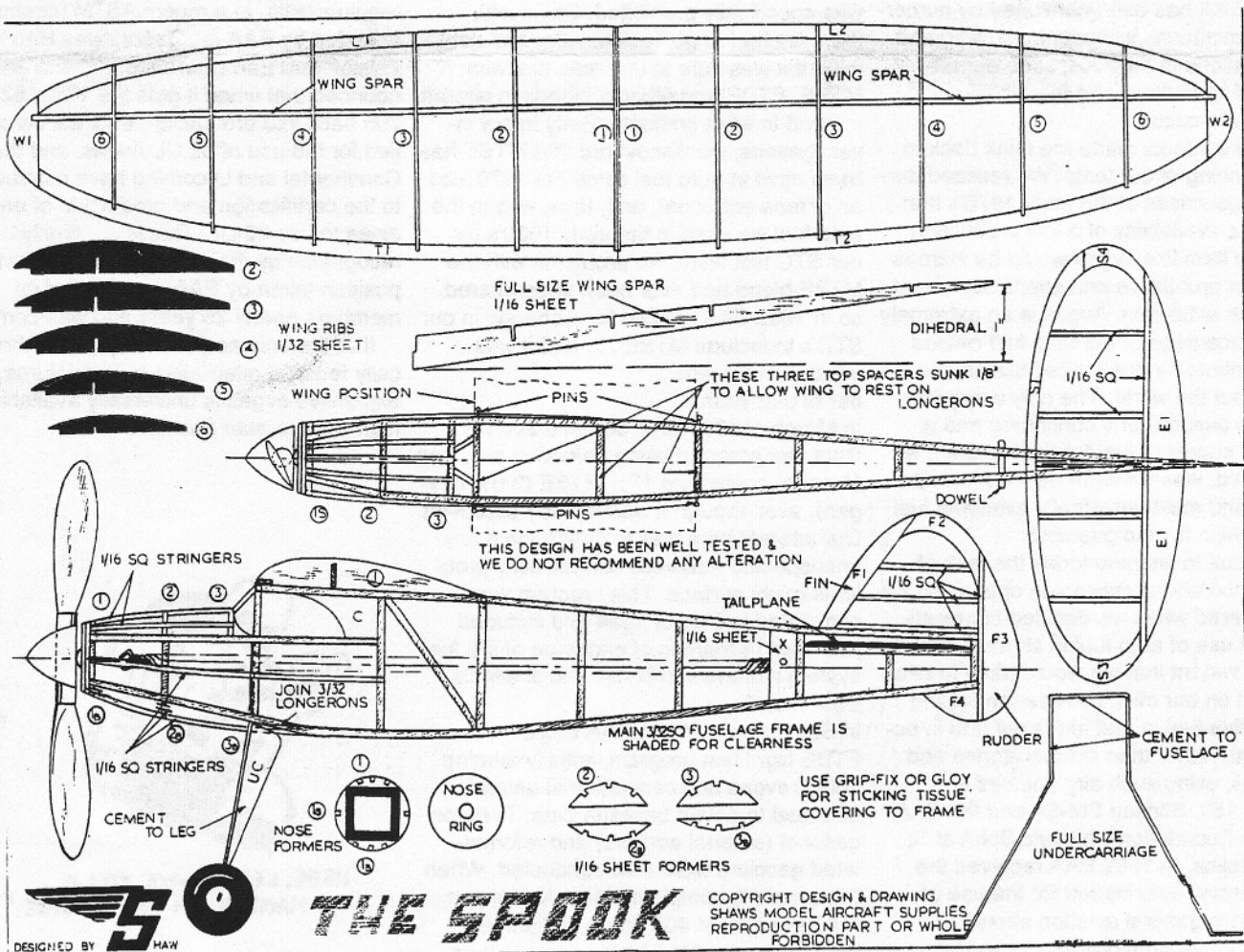
## 1/2 A Texaco R/C Postal Contest - New Zealand Challenge

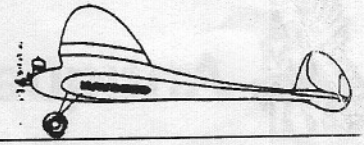
Ed Hamler - With the mixed tank sizes and max times (15 + 8 min.) they calculate a percentage of max possible! Ours would be 88.53%. Not too bad.

Pilot	Aircraft	Tank Size	1st Flight	2nd Flight	3rd Flight	Total
Jerry Rocha	Rambler	8cc	Att	900	900	1800
Pete Samuelsen	Westerner	8cc	900	825		1725
Ed Hamler	Quaker	8cc	893	657		1550
John Carlson	Atomizer	8cc	570	621		1191
Tim Younggren	Kerswap	4cc	478	480		958
<b>Total</b>						<b>7224</b>

**"SPOOK"** - A 15" wingspan Cyril Shaw Kit, First appeared in an Aeromodeller ad December 1946.

SAM 35





## More on Fuel

*The Following is a reprint of a timely article on the use of Gasoline in full scale Aircraft. It reflects many years of experience with Auto Fuel. I understand that it has no reflection on our Model Engines but the additives getting the most blame have been in the Gas we've been using for over 20 years. Wes.*

EAA's Sport Aviation, April, 1995  
by Tom Poberezny President, EAA

"Reformulated gasoline (RFG) has become a major issue in southeastern Wisconsin over the last couple of months. People have been complaining about high costs, poor fuel mileage . . . and even RFG-induced illness. EAA has conducted years of auto fuel testing and recently included reformulated/oxygenated fuels in the test program. Because of our extensive testing, EAA has been consulted by numerous organizations, ranging from radio and news stations to the FAA, state departments of agriculture and the American Petroleum Institute.

All these contacts made me think back to the beginning of our tests. We realized during the fuel crises of the early 1970's that the future availability of a low production specialty item like avgas would be increasingly cost prohibitive and eventually threatened with extinction. Avgas is an extremely small percentage of the total fuel refined and distributed in the United States and throughout the world. The only way pilots could be assured of a continuing and affordable supply of fuel for their aircraft, we contended, was if it were derived from the largest and most universally available fuel stock, which is auto gasoline.

It is difficult to imagine today the lack of information and unreasoning opposition we encountered when we decided to investigate the use of auto fuel in aircraft. It was quickly evident that we would have to seek answers on our own. EAA began testing automotive fuel in real airplanes and in actual flight, rather than in laboratories and test cells, using such airplanes as a Cessna 150, Stinson SM-8A and the EAA Aviation Foundation's historic Spirit of St. Louis replica. In 1982 EAA received the first approval ever issued for the use of auto fuel in general aviation aircraft. At Oshkosh FAA Administrator Lynn Helms

made the first approved flight in a standard category aircraft fueled with auto gas, with an audience of tens of thousands of EAAers looking on. Today over 22,000 aircraft have the EAA auto fuel STC, and a similar number have the subsequently approved Petersen STC's. They represent a significant percentage of the total U.S. civil aircraft fleet and demonstrate the impact of EAA's vision and hard work.

Recently, new factors have arisen on the fuel scene that have made it necessary for EAA to renew its flight testing of auto fuel. EPA restrictions now force motorists living in many large cities to use cleaner burning fuels . . . the so-called "oxygenated" fuels. An oxygenated fuel is conventional gasoline containing an additive of some type that adds a maximum of 2.7% oxygen. Ether compounds such as MTBE and ETBE and grain alcohol (ethanol) are the commonly used oxygenates. None of these additives was tested when EAA obtained its auto fuel STC's, and, in fact, ethanol was specifically prohibited. Obviously, then, we had to go back to work and determine if it was safe to use auto fuel with MTBE, ETBE and ethanol blends in aircraft . . . and in what amounts. Early in our investigations, we discovered that MTBE has been used in auto fuel since the 1970's as an octane enhancer, and, thus, was in the auto fuel we used in the early 1980's for our STC test work. No problems with the MTBE blend had ever been encountered, so in 1992 EAA applied for a change in our STC's to include MTBE . . . and it was granted in December of that year.

In March of 1993 EAA began a 200 hour flight test program using unleaded auto gas (Amoco) containing 17% MTBE (3.0% oxygen), even though it was already approved. Our interest here was to determine if any unsuspected materials compatibility problems might surface. This program was completed in May of 1994 and included just over 14 months of exposure of the fuel system materials to MTBE. No ill effects were found.

In September of 1994 EAA began the ETBE flight test program, initially burning 100LL avgas and conventional unleaded auto fuel to obtain baseline data. Tests on gasohol (ethanol additive) and reformulated gasoline were also conducted. When this phase is completed in early May, we will have almost 400 hours of flight test data on oxygenated fuels . . . more than

any other entity in the world today. On March 1 of this year, EAA applied for FAA approval for the use of auto fuel containing up to 19.6% ETBE. Our request was based upon our flight test results, laboratory test results at Florida Institute of Technology and tests conducted by the National Institute for Petroleum Research in Bartlesville, Oklahoma. EAA has become the acknowledged leader in auto fuels flight testing. To date we have accumulated almost 3,500 hours of flight test data on various forms of unleaded automotive fuels. Special recognition should go to our auto fuel test pilot, Jim Barton, a retired airline captain with over 24,000 hours of flying time, and EAA Director of Aircraft Maintenance, Daryl Lenz. As a result of this work a new specification for 82 octane unleaded aviation fuel is currently being written by the American Society for Testing and Materials (ASTM). This fuel, which will be called "82 UL Avgas," is automotive fuel with certain conformity test requirements. In a recent ASTM meeting attended by EAA representatives Harry Zeisloft and Earl Lawrence, Cessna announced that when it gets the 172, 182 and 206 back into production, they will be certified for the use of 82 UL Avgas, and that Continental and Lycoming have committed to the certification and production of engines to use 82 UL. This is . . . finally . . . recognition by the aviation industry that the position taken by EAA on behalf of its members nearly 25 years ago was correct . . . that the only economically and technically feasible alternative to low volume, expensive avgas is universally available, high volume auto gasoline."

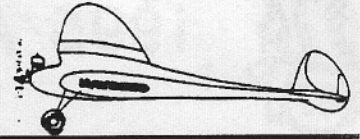


" HERE, LE'ME GVE YOU A HAND WITH THAT ENGINE."

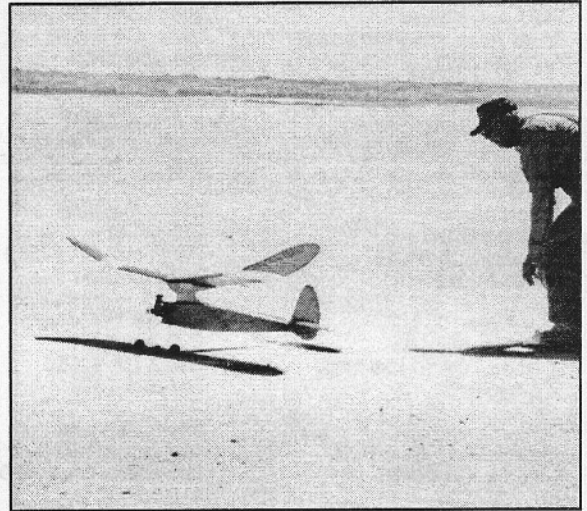


# Antique Flyer

May 1995



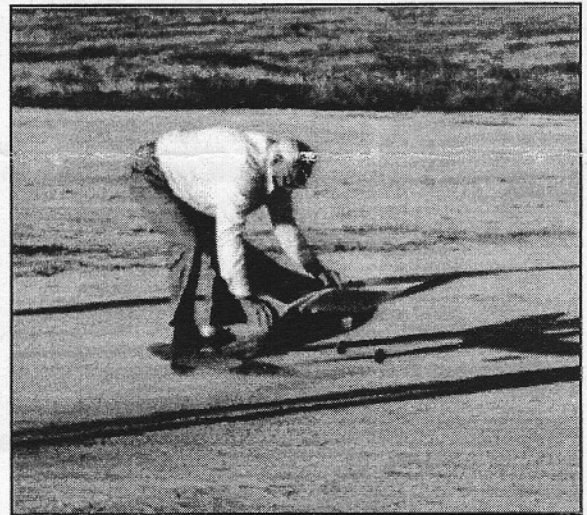
Left: SAM Past President Jim Adams gives last minute instructions to his 1/2 A Texaco Powerhouse prior to takeoff.  
Wes Funk Photo



Right: Wes Funk's Cyke powered Playboy Sr. Lifts off.  
Don Bekins Photo



Left: Wes Funk caught wondering how to move that big Thermal over to the Playboy's Flight path without a radio.  
Don Bekins Photo

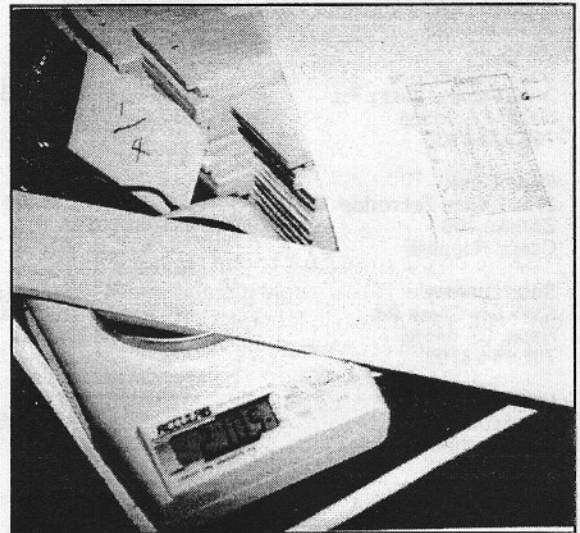


Right: Sal Taibi ROG's his O & R 60 powered Playboy Cabin on another flight (great flying plane).  
Wes Funk Photo



Left: Jerry Rocha and Wes Funk with the standard free flight retrieval system by Honda.  
Don Bekins Photo

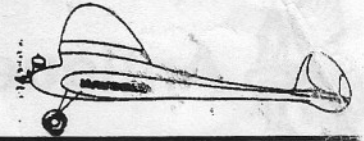
Right: Don Bekins weighs and sorts balsa with the aid of this electronic scale, note the cover page photo, some of the wood that Don has won at contests. That represents a lot of skill!  
Don Bekins Photo Collection





# 1995 Antique Flyers

May 1995



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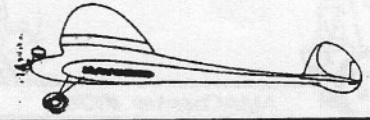
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## 1995 CONTEST SCHEDULE

MAY 6-7 NCFFC # I OAKLAND CLOUDUSTERS--NORCAL ANNUAL (NO R/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



Wes Funk Photo

Sal Taibi releases his 1/2 A Texaco Powerhouse (free flight) at the SCAMPS Texaco meet, April '95 Taft

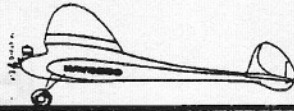


Wes Funk Photo

Mike Tabibi Points out the Powerhouse, as Sal begins the chase.



AMChapter #108



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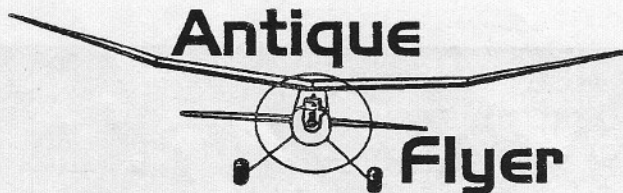
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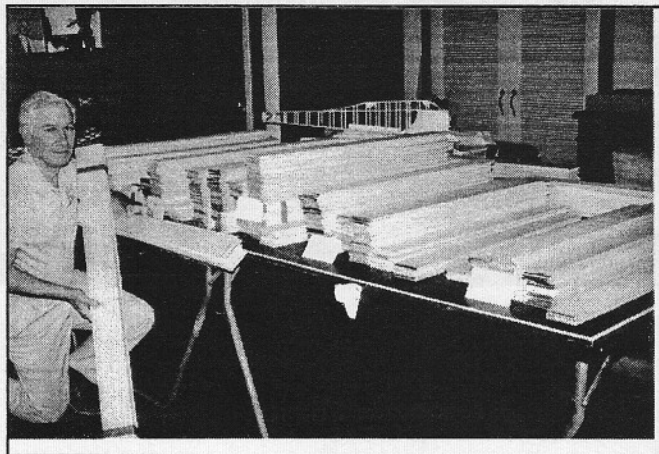
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May 1995



Don Bekins Lumber Co.

## Membership

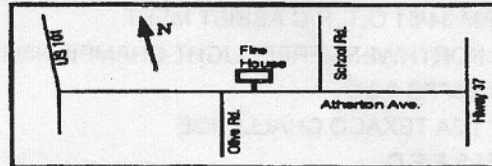
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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, May 17, 1995  
7:30 P.M. at the Novato Fire Department  
Training Room**



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