Antique Flyer

AMA CHAPTER #108 | May 1996 | Issue 165

April Chapter Meeting

By John Carlson

It rained!! It poured!! But still 19 hardy and determined souls made this April meeting. Our Prez Rod Persons would have made the attendance a nice round 20, but his Eagle pooped out on Highway 101 forcing his passengers Buzz Passarino and Joe Meere to phone Remo Galeazzi to rescue and deliver them to the meeting about an hour late. Rod, of course had to stay with the wounded Eagle and accompany it's tow to the dealer. Visitor Stu Bennett and members Fred Terzian and Steve Remington made the long trek up from their respective homes - thanks fellows. Grace Ranoa again graced (sorry for the pun) us with her visit. We welcomed, in absentia, new members John Gomez III, Alan Pensler and Bert Flack. John and Alan attended the March meeting and Bert, who is John Carlson's mail carrier was recruited by John. We hope these new members will become regular meeting attendees. Bill Hurley, who just recently joined, attended his first meeting - Make it a habit Bill. Also Brian Ramsey advised that Janina Robinson is back in the area and hopes to make a meeting soon.

ANNOUNCEMENTS

The April issue of the A-F contained the roster of 1996 members. It was requested that John Carlson be advised of any corrections or changes. These and any subsequent additions will be reported herein so members can update their records.

Changes/Corrections:

Abbott's first name is Parker, not Bob

George Benson's phone number is 415-388-1809

Sean Crowley's phone number is 707-257-8955

Bill Hurley's phone number is 415-332-9254

New Member:

Bert Flack
3800 Shadowhill Dr.
Santa Rosa, CA 95404
(707) 538 8216

Late Renewal:

Fred Terzian
4858 Moorpark Ave.
San Jose, CA 95129
(408) 725 1065

OLD BUSINESS

O&R Decals We still don't have the decals ordered the end of February and promised in about four weeks. After several additional broken promises and phone calls we are now told to expect them the end of April. We shall see.

Jimmie Allen Contest Jerry Rocha suggested dates for the several contests for this event. After some discussion it was agreed that, unless a necessity arises to change, we would schedule for June 29 (Sat.), July 27 (Sat, same as the O/T Rubber Meet), August 24 (Sat.) and Sept 7-8 at the Crash & Bash. The meet for official entry in the Jimmie Allen Postal Contest will be on July 27 using the Jimmie Allen Rules, e.g. ROG and 3 min. max. The other meets will be hand launched with a 2 min. max. One of the meets may feature a Jimmie Allen Concourse. All meets may have a mass launch. Three JA models were exhibited later in the meeting and at least three or four others are in progress so we look forward to a very successful event.

Hobby Expo Prez Rod, not being present could not give a report but in a subsequent phone conversation we are advised that he is making arrangements with individuals by phone. Rod is looking for volunteers to help set up the booth on Friday, May 17 and to man the booth on May 18 & 19. Meeting attendees Ed Hamler, Ron Keil, John Hlebcar, Brian Ramsey, Jerry Rocha and John Carlson volunteered their services. Final arrangements will be discussed at our next meeting on May 15.

Hiller Museum Tour Only about a half dozen attended this tour on March 30. Those who didn't missed a real treat. It was amazing the way the many exhibits had been crammed into such a small space but still with room to move around. The Curator, Gordon Werne, was extremely well informed on everything and, in addition to conducting the tour, answered all questions. The exhibits ran the gamut from helicopters to pre-Wright Brothers hang gliders. The permanent facility is scheduled for completion in 1997 which will permit a much better display of this Northern California historical aviation collection. A letter was written thanking Gordon for the tour and Steve Remington for arranging it.

New Zealand 1/2 A Texaco Postal Meet

(see page 3)

Paper Airplane Contest Buzz Passarino reported on the successful contest held after the last meeting in the Napa Redwood Middle School gym. The distance event turned out to be a contest of ballistics instead of aerodynamics so Buzz intends that next year he will have only the duration event for the paper models but will add a balsa HLG event. Thanks Buzz, you did a great job and much fun was had by all.

Rules Committee Actions Don Bekins had participated in the recent meeting of several Chapters concerning rules for the Electric LMR and Texaco events. In Don's absence, a letter was read outlining the interim actions agreed upon. The changes proposed will be tried out at upcoming local meets of several Chapters represented at the meeting. Actions relating to official SAM rules changes will follow established procedures. Basically the proposed changes are:

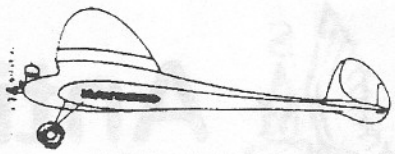
Electric Texaco:

1. Two attempts for two official flights, the single longest counting.
2. No max unless CD rules otherwise.

LMR Event:

SAM 27 Antique Flyer

May 1996



1. Three attempts for two 10 min. max flights. CD may increase max.
2. Motor run of 90 sec. for all motors, including cobalt type.
3. Score is sum of two official flights.

All other 1996 SAM Rules apply.

Internet Web Site Ned Nevels advised that he is continually updating the material on the SAM 27 site and that Don Bekins knows of at least three SAM membership applications resulting from the SAM site. Ned set up his laptop and demonstrated both web sites later on in the meeting.

NEW BUSINESS

AMA Membership Requirement John Carlson pointed out that for insurance purposes, the AMA requires all Chapter members to be current AMA members. Our recent practices have not insured that this is always the case for renewals and new members. We may have to reinstate the associate member category for those just desiring the newsletter and occasional meeting attendance. This will be a topic for discussion at the next meeting.

End of Year Raffle Prize There had been no prior discussion regarding selection of a prize for the year end raffle. The year before last, John Carlson had won the Don Parmenter, Vivell powered, Viking model. John reported that the model is a little too hot for his piloting skills. Only the intervention of Don Bekins and Ed Hamler saved the model on several occasions. John managed to get it in the air and down once without damage but it was a scary sight to see. Rather than chancing total destruction of this beautiful model John is donating it for the raffle. The model is complete with engine, mini servos, and Futaba AM Rx. All that is needed is an Rx crystal to match your Tx.

Indoor Flying Site Stu Bennett announced that a hangar at Travis AF Base is sometimes available for indoor flying. It is Hangar 18 with about one acre (225' sq.) floor size and 70' clear overhead. Stu's OCD group used the hangar recently and at the close of flying the AF brought in a cherry picker and retrieved any models that had become caught in the overhead. The tentative schedule is to make this facility available once every other month from 8 AM to 2 PM. The next scheduled date is May 19. Anyone interested may call Stu at (408) 264 2491.

Schedule Conflict Ray Mc Gowan pointed out that the 1/2 A Scale Texaco and the next MECA Collecto in Napa are both scheduled for July 13. Ed Hamler will look into an alternate date for the 1/2 A event, possibly Sunday, July 14.

TECHNICAL PRESENTATION

Prez Rod had planned to demonstrate vacuum forming. His apparatus arrived with Buzz, Remo and Joe, but Rod was Eagle sitting on 101. Presentation rescheduled for May.

SHOW AND TELL

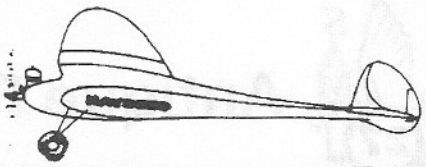
Fred Terzian displayed a plan for a Werle P-30 design and circulated several books which may be of interest, but Fred's main S&T was an F1A Nordic tow line glider which he had purchased from one of the Ukrainian Team members so he could learn the techniques of this highly technical event. The model is of composite construction using Mylar, aluminum, epoxy, carbon fiber, and possibly others in complicated combinations resulting in an extremely stiff and strong structure. The model had about a 4' span, high aspect ratio wing, a pod and boom fuselage with the pod housing a complex clock work timer mechanism. The timer controls stab, rudder and wing incidence to transition from tow to bunt and to glide modes, including a DT. The sequence is started at release by a good tug on the tow line. Fred has flown it a number of times and is learning it's idiosyncrasies. Fred also donated a box containing about 30 back issues of the NFFS Digest with the suggestion they be used in conjunction with the Junior O/T Program. Perhaps Rocco will know the best use for these. Thanks Fred!

Stu Bennett showed a Korda model given to him by a friend who just couldn't get it to perform and needing much repair. Stu has flown it a number of times and is still tinkering with trim. The model has a homemade silly putty timer and other unique features such as the use of necklace clasps to facilitate changing of DT rubber bands. Stu's rubber bands are of the orthodontic type obtained from a dentist friend. These are of high quality and graded by cross-section. circumference and strength resulting in good repeatability for each application. Another of Stu's models was a Coupe d'Hiver designed by himself and featuring a folding prop with a homemade Montreal type mechanism which folds the blades along the fuselage and with tips under the wings without interference. Nice work Stu!

Scott Seronello displayed his latest 1/2 A Texaco Anderson Pylon in partially framed condition. This is the successor to several earlier attempts which met with disasters of one type or another. Scott's building skills are becoming quite impressive and we look forward to seeing the finished product.

Ray Mc Gowan brought his Jimmie Allen entry, a beautifully done Skokie made from a 1934 kit and featuring Ray's homemade decals. The JA program in Canada was sponsored by British Petroleum so Ray chose to replicate the B-P decal, in color. The model has a DT and free wheeling prop. Yellow tissue is the covering.

John Carlson showed his JA Skokie, also covered in yellow tissue and sporting homemade Skelly/Jimmie Allen decals using Ray Mc Gowan's procedure. John used Mod-Podge instead of Liquidtex as it was available in smaller quantities. John had made some extra decals and donated two sets to the evening raffle. John reported that for the fuselage and wing he used UHU stick glue allowed to dry on the structure for several hours or overnight. The tissue was applied and isopropyl (rubbing) alcohol brushed thru the tissue to soften the UHU. At this point the adhesion is quite slippery, permitting adjustment of the tissue. If the tissue is applied immediately after the UHU the adhesion is tacky and the tissue needs to be lifted rather than slid to make adjustments. The nitrate dope/thinner method was used on the tail surfaces and John much prefers the UHU/alcohol method. John has also used UHU with SAMSPAN in patching operations and it worked beautifully



adhering to both Monokote and silk.

Prez Rod, with Buzz acting as proxy, showed his nicely framed Skokie ready for covering. This being the third Skokie of the evening, and the other two done in yellow, Buzz was instructed to tell Rod to pick another color.

George Benson first produced a large carton containing at least a dozen kits of various kinds that a friend had given him for disposal. George donated them to the Club and they will be used as raffle prizes. Thank you George! Secondly George displayed a small modeling table saw that he had modified for precision ripping. The saw had a 4" x 6" table and a 2 1/2" dia. blade, very thin to produce a very narrow kerf. George had made a rip fence from aluminum angle and a table extension about 30" in length. The rip fence was moveable by means of an 8-32 screw permitting a very fine adjustment for the width of the cut. A sample of 1/32" sq. cut from sheet was shown. (We wonder if George will do contract cutting for a fee?)

Jerry Rocha produced his latest U-Control 1/2 A racer he will be taking soon to Oregon for the NW Regional Meet. The model is built primarily from solid basswood covered with epoxied fiberglass and with much sanding and filling to provide a flawless surface for several sanded and rubbed out coats of yellow K&B Super Poxy. The engine is a CS .049 mounted in an aluminum pan. The stab/elevator is V-tail configuration. The single 47' control wire enters the left wing tip and by means of torque controls the elevator. Jerry burns 60-70% nitro fuel to produce 27-30 krpm and speeds in the 140 mph region. A beautiful model and Good Luck Jerry!

Woodie Owen is our South Carolina member who has been corresponding with John Carlson on the subject of SAMSPAN. Although Woodie has read the Flying Models article, the write-up of Don Bekins' presentation, and other sources, he has had problems in adhering the covering using the nitrate dope/thinner method and with coloring the material. He has had good results from the use of Balsarite. He only had the film formula on hand but expects the original (fabric) type would work as well or better. Shrinking was with his "hottest" iron. He applied two coats of lacquer but could not get satisfactory results in coloring. He didn't say what method of coloring he tried over the lacquer. (Perhaps the use of dope rather than lacquer would have worked as it has for others). Later Woodie experimented with dye, specifically Rit Liquid, Scarlet #5, 8 oz. into a 1/2 gal. of warm water with a 1/2 cup of salt added. The final color comes out several shades lighter than the dye. The pre-dyed material is applied with balsarite, shrunk and lacquered with no alteration of the coloring. Woodie recommends dying all the material to be used in a single batch to avoid variations in shade. Also do it in the garage and not the kitchen to avoid domestic strife with your significant other. Woodie is working on an electric powered, 90% size Powerhouse. He reports that flying old timers and gliders at the fields available to him is not too popular with the ARF, stunt and combat types usually present. Our sympathies to you!

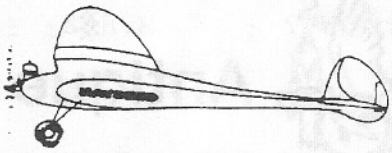
New Zealand Postal Contest

Weather: Early morning temperatures in the fifties warmed into the sixties by 9 AM and continued to warm close to 70 degrees by noon. High cirrus clouds were no help in locating the few, weak thermals all morning. A very light occasional breeze was felt throughout the morning but our best indicators of lift turned out to be vultures, hawks, and high flying swallows. Beautiful weather, but very difficult to max out our flights with the smaller tanks which are now a requirement under the revised SAM rules.

We had an excellent turnout of about sixteen club members with nine pilots posting at least two official flights. All utilized 5.1 cc tanks. Complete list of results follows:

Pilot	Model, wing area	flight times secs.	total
Sean Crowley	Playboy Sr. 288	533 + **900**	1433
Ed Hamler	Quaker Flash 290	**900** + 455	1355
Pete Samuelsen	Foote Westerner B 380	625 + 711	1336
John Hlebcar	Playboy Sr. 288	491 + 795	1286
Jerry Rocha	Rambler 288	840 + 418	1258
		Team Total	**6668**
Dick O'Brien	Anderson Pylon 306	454 + 369	823
Rick Madden	Playboy Sr. 288	429 + 321	750
Ray McGowan	Wasp 288	359 + 321	680
John Carlson	Atomizer 288	275 + 339	614

SAM 27
Antique Flyer
May 1996



Raffle

Prize	Donor	Winner
Mini Tach	SAM 27	Buzz
Dental Picks	SAM 27	John Carlson
Valve Spout	SAM 27	Stu Bennet
Tube Bender	SAM 27	Stu Bennet
Reflective Tape	SAM 27	Ned Nevels
Jimmie Allen Decals	John Carlson	Ron Kiel
Jimmie Allen Decals	John Carlson	Buzz
Book- Rubber Models	Fred Terzian	Ray McGowan
Mini Disk Sander	Fred Terzian	Ron Kiel
Total Collected		$32.00

Anodize Aluminum

by Don Blewlett

Want something different? How about learning to anodize aluminum? Imagine a tinted Tru-Turn spinner on the front of your plane. The following sequence is borrowed from Popular Hot Rodding Magazine, May 1994.

The process of anodizing can be replicated with some common household items, an automotive battery charger and a battery electrolyte. Industrial anodizers use chromic acid . . . pretty radical stuff that should be avoided. Its properties can be imitated by electrolyte, which is actually sulfuric acid. It too, produces a hard finish that can be tinted, and when weakened by mixing it with 30% water, is quite safe to work with (of course, normal safety precautions - goggles and rubber gloves should be adhered to, to guard against accidents). The acid (acquired for about two dollars a gallon at most battery wholesalers) is mixed with water in a rubber container. We used a common bucket to duplicate the process. Don't use a glass container, since it's prone to breakage, and by all means do not attempt this process without adequate ventilation. A by-product of this process is hydrogen and we don't want a little garage Hindenburg. Always pour the acid into the water, not the water into the acid; this allows the acid to quickly and safely dilute without incident.

After mixing the acid, a negative contact (cathode) is created by wrapping a hoop fashioned of common aluminum ground wire (Home Depot) with aluminum foil (Vons). This is placed in the bottom of the bucket and connected to the negative clip of a car battery charger. The positive clip is attached to the pre-cleaned part (creating an anode - hence the name anodizing) and immersed in the weak solution. Once the anode begins to fizz, leave it in the acid for 10 - 15 minutes. Although not necessary, you can use an ohmmeter to test the part. If the surface no longer conducts electricity, it is ready. Turn the power off and rinse the part in cold water (and dispose of the acid by diluting it down the drain).

Now you're ready for the color. All that's needed is RIT dye. What a color selection! This part of the process is just like tinting canopies. Mix up a strong solution of dye and water in a container (that didn't come from your wife's kitchen) and place it over a low heat source. The stove works fine (but if you do this in the kitchen and something happens, don't blame me). The dye must be warm but not hot; too great a temperature will seal the surface and it will not accept the dye. Put the part in the solution. Check on the part frequently until the color is slightly darker than the desired. Then remove the part from the dye and dip it into boiling water to seal the surface. This step will leach some of the color out which is why you dye it slightly darker. Industrial anodizers use a nickel-acetate solution, but it's difficult to locate: boiling water works fine.

That's it! Make sure and try some test pieces before you attempt your $35.00 spinner. The colors that are created are not always what you would expect. For instance, to get gold you use red dye. Gold is the first tone created by red. Green dye creates a unique yellow-green before darkening.

The pre-cleaning step is very important. Use carburetor cleaner or something similar to degrease the part first. Even fingerprints can cause problems in the final finish. Also the current density, or amps per square foot of surface, will limit how big a part you can anodize. Anodizing usually requires 10 to 40 amps per square foot; since the only thing that determines current is the size of the anode and the concentration of the acid solution, this process is on the low end, which is fine for the kind of work you will be doing.

from Transmitter
Larry Hawks, Editor
PO Box 1742
Abilene, TX 79604

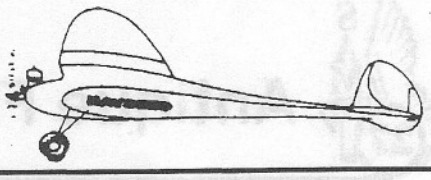
Color Your Clear Dope

by John Caldwell

Want to add color to an all-balsa model with very little additional weight...or enhance the color of tissue covering? RIT tint and dye (available in grocery stores) will dissolve in dope thinner, which can then be added to clear dope for a non-pigmented, transparent color finish.

RIT is available in 16 colors, including three neons. Some other brands may also be used in this way, but some can not be. (For example, DYLON cold dye does not work in this manner.)

To color the dope, add the dye to the



thinner in a container you can close, and shake it well. Let it stand for a minute or so to allow the salt grains to settle. Then carefully decant the now colorful thinner into the dope, leaving the salt behind. Vary the dye/dope ratio for different color intensity Spraying is perhaps a better way than brushing to apply the tinted dope, because variations in the coating thickness will show as variations in intensity.

from Thermal Journal
Hugh Jones, Editor
314 Shores Acres Drive
Rochester, NY 14612

Paint Brush Tips

by Brooks Goodnow

Drill a small hole in the ferrule of your new paint brushes and drop some CA in it. You won't lose as many bristles.

After doping, rinse the paint brush in thinner or epoxy paint remover if using epoxy. Squeeze dry with paper towel and wash in soap and water. Place the brush in a jar, I use an old mayonnaise jar, handle down. You'll find that when it dries, your brush will be soft and with no paint or thinner to harden the bristles.

When painting or doping, apply paint with an arm movement from the elbow and not with a wrist movement. You'll find the dope goes on more evenly.

from Thermal Journal,
Hugh Jones, Editor
314 Shores Acres Drive.
Rochester. NY 14612

Safety Alert

Carbon Fiber is an extermely strong, light material with many uses in modeling. However, C/F slivers are extremely sharp. The big ones are very hard to remove from your skin, and the microscopic ones can't be seen and therefore can't be removed. It is best not to do anything with C/F that can produce dust or slivers. It is suggested that you wear gloves when handling it, cut your piece into shape and then encapsulate it in CA as soon as possible.

from Flightlines,
Bill Heinson, Editor
7803 Duffiled Road,
Moxee, WA 98936

Make Your Own Decals

by H. Lobdell

I'm a guy who failed finger painting so when it comes to decorating a model, what I can conceive so far surpasses what I can produce as to be almost laughable. Enter the Toner Transfer System, obtainable from DigiKey. This product is primarily designed to produce a transferable image for the production of etched circuit boards, but the manufacturer recognizes its applicability in the production of waterslide decals and includes directions with the product.

Essentially, what you buy is paper (expensive paper!) that has a water soluble glue surface that withstands the high heat of laser printing. You design your image on a computer and print it off on a laser printer. If you need color, you have to find a color laser (or color copier that is toner based). Once you have a printed image, you cover it with three misting coats of lacquer. Cut the image out, put in water and apply after softening as you would any waterslide decal. The lacquer acts as a carrier for the image. This is not quite as easy as it sounds for several reasons. First, the image is very fragile—only as thick as the layer of toner and lacquer holding it together. That is the curse; the benefit is that unlike other decals, once it is covered with a clear coat, there is almost no way to tell that it is a decal. Second problem is that if you are doing a color decal, you have to apply it over white or light gray for the color to show up. That just takes a little planning and masking.

The paper runs about $3 a sheet for 8.5 x 11 sheets. For your scale models, it is entirely possible to produce your own markings in the right fonts and right size for your model with little effort. If you have access to a scanner, you can produce a decal of anything you have a picture of, like a squadron insignia. For the general modeler, imagine being able to produce a design incorporating color blends and fountain fills that run smoothly from one color to another—virtually impossible unless you are a magician with an airbrush. This product takes some practice to use effectively but the results are, for some of us, not achievable any other way.

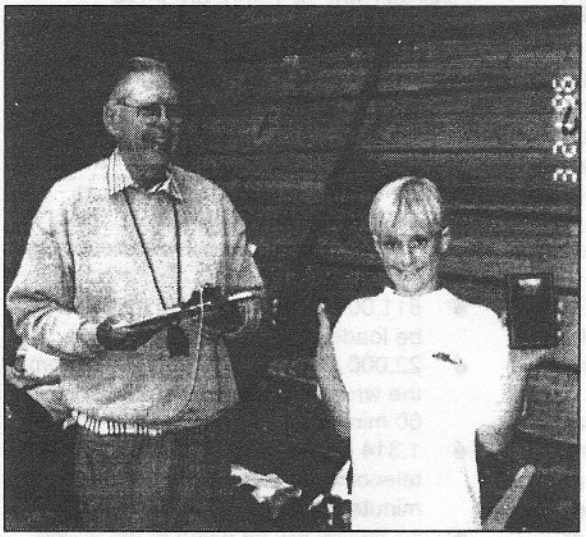
Product: Toner Transfer System, Catalog # TTS 5/10-ND (5 sheet or 10 sheet pack) available from DigiKey Corp. at 1-800-344-4539.
from the Fayette Flyer RC Club Newsletter
David Blubaugh, Editor,
742 Bridlepath Lane,
Peachtree City, GA 30269

Strive for Perfection

If 99.9% is good enough, then.....

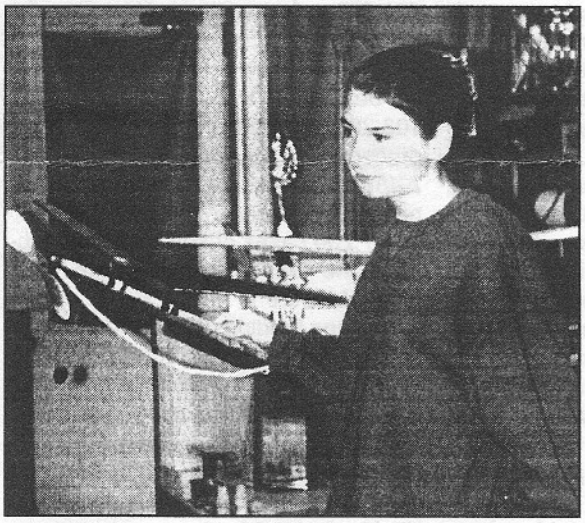
- Two million documents will be lost by the IRS this year.
- 811,000 faulty rolls of 35 mm film will be loaded this year.
- 22,000 checks will be deducted from the wrong bank accounts in the next 60 minutes.
- 1,314 phone calls will be misplaced by telecommunication services every minute.
- 12 babies will be given to the wrong parents each day.
- 268,500 defective tires will be shipped this year.
- 14,208 defective personal computers will be shipped this year.
- 103,260 income tax returns will be processed this year.
- 2,488,200 books will be shipped in the next 12 months with the wrong cover.
- 5,517,200 cases of soft drinks producers in the next 12 months will be flatter than a bad tire.
- Two plane landings daily at O'Hare International Airport in Chicago will be unsafe.
- 3,056 copies of tomorrow's Wall Street Journal will be missing one of the three sections.
- 18,322 pieces of mail will be mishandled in the next hour.
- 291 pacemaker operations will be performed incorrectly this year.
- 880,000 credit cards in circulation will turn out to have incorrect cardholder information on their magnetic strips.
- $9,690 will be spent today, tomorrow, next Thursday, and every day in the future on defective, often unsafe sporting equipment.
- 55 malfunctioning automatic teller machines will be installed in the next 12 months.
- 20,000 incorrect drug prescriptions will be written in the next 12 months.
- 114,500 mismatched pairs of shoes will be shipped this year.

(InSight, Syncrude Canada Ltd., Commmunications Division)



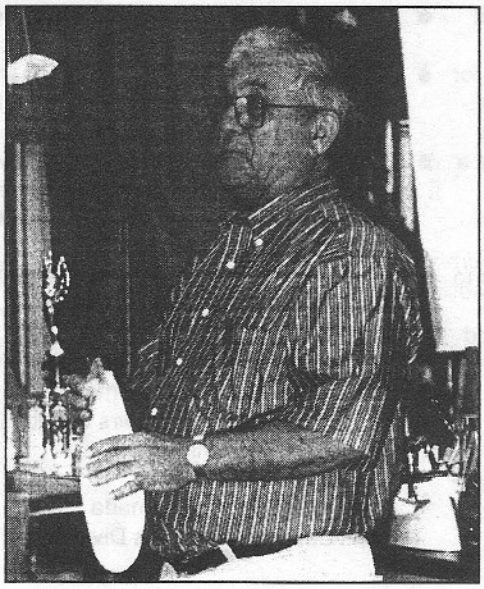
Left:
Lachlan Scotland takes duration and distance events. Old age and cunning lost to Youth, Enthusiasm and Skill.

Right:
Armen Moughamian with his Tennyson Flyer.



Left:
Cassie Caufield with her Cloud Chaser.

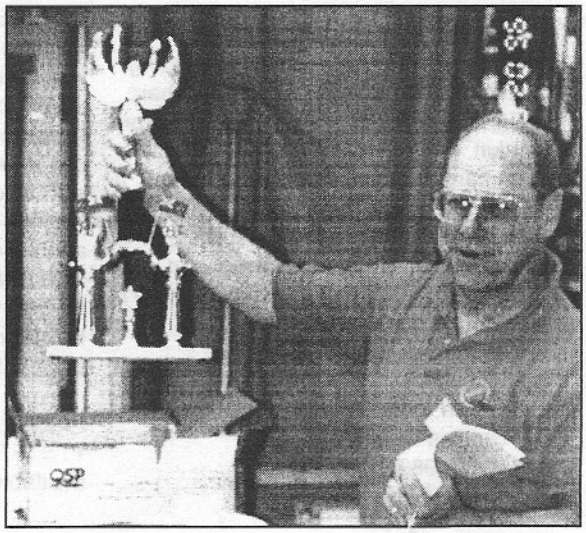
Right:
Jose Lopez and Ramon Cuevas with scratch built hand launch gliders.

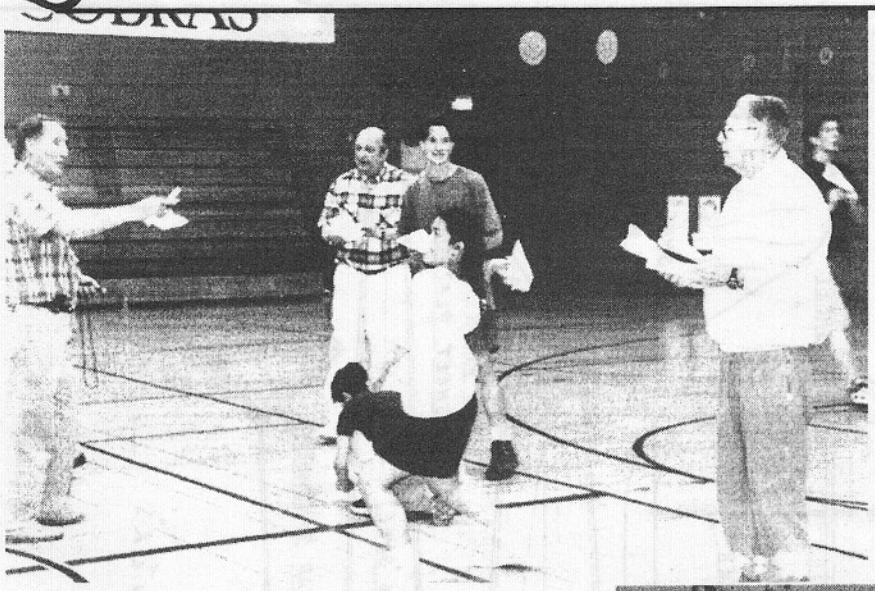


Left:
Guest speaker John Gomez with prop for his double size Lanzo Puss Moth.

Right:
Prez Rod shows trophy made by Jerry Rocha for our peretual use in 1/2 A New Zealand Texaco event.

All are John Hlebcar Photos

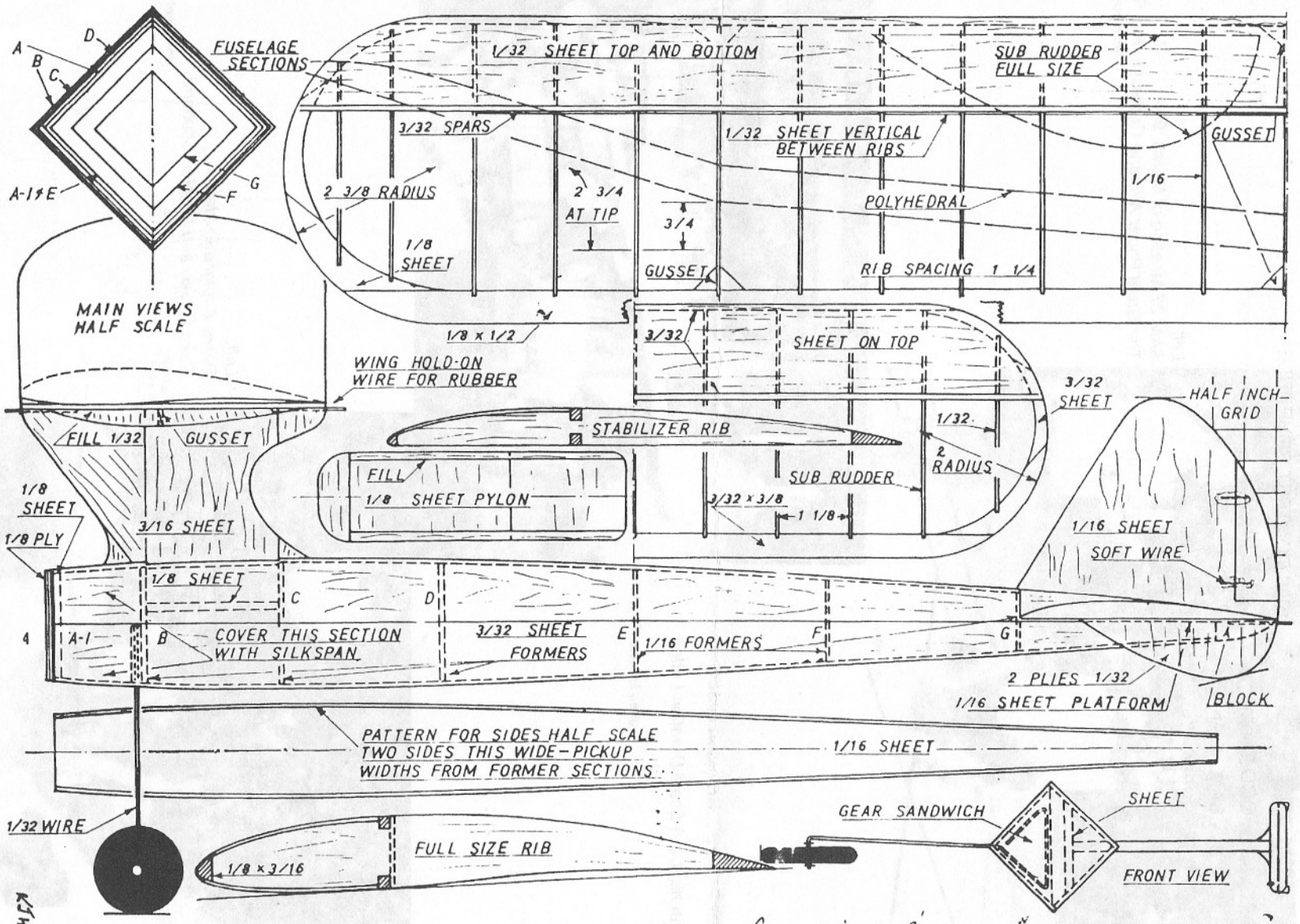




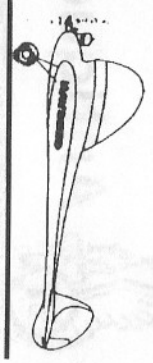
Left:
SAM 27 Meeting of March '96 -
The Great Paper Airplane Contest in Full Swing
John Hlebcar Photo

Right:
Ron Kiel with his 1/2 A Scale Duration Lutton Buzzard 2.
John Hlebcar Photo

Left:
Paper Airplane Folders -
Sean Crowly and Lachlan Scotland.
John Hlebcar Photo



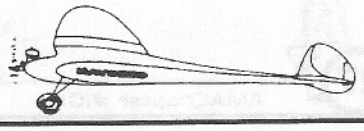
Bill Winter's — "Firecracker"



MODEL AIRPLANE NEWS • October, 1949

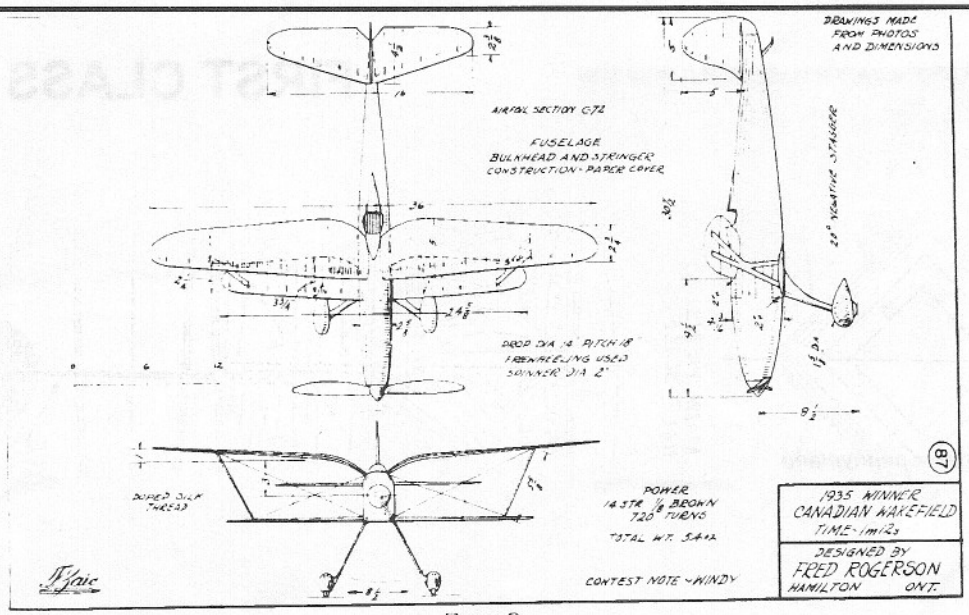
SAM 27 Antique Flyer

May 1996



1996 CONTEST SCHEDULE

May 4 - 5	OCD Champs	Weagell Field
May 4 - 5	SAM 30 Annual	Schmidt Ranch
June 2	NCFFC #3	Weagell Field
June 8 - 9	SAM 21 Howard Osegueda Memorial	SACRC'S Field, Newark, CA
June 29	Jimmie Alen	Club Field
July 6 - 7	SAM 26	Lompoc, CA
July 13 - 14	1/2 A Scale Duration	International Postal Contest
July 20 - 21	SAM 101	Camarillo,CA
July 27	Jimmie Allen & O/T Rubber Meet	Club Field
August 2 - 4	1/2 A Texaco Challenge	Club Field
August 11	NCFFC #4	Weagell Field
August 17 - 18	N.W. Free Flight Champs	Tangent, OR
August 17 - 18	SAM 34 & 51 High Sierra Annual	Carson City, NV
August 24	Jimmie Allen	Club Field
7/31 - 9/2	U.S.F.F.C.	Lost Hills
September 7 - 8	SAM 27 Annual Crash & Bash - Jimmie Allen	Schmidt Ranch
September 15	NCFFC #5	Weagell Field
September 21 - 22	Stockton AMPS	Lost Hills
September 28 - 29	SAM 30 Fall Annual	Schmidt Ranch
October 9 - 14	SAM Champs	Pensacola, FL
October 19 - 20	S.C.I.F. Annual & San Valeers NOS Annual	Lost Hills
October 19 - 20	Sierra Cup	Weagell Field
November 3	NCFFC #6	Weagell Field
November 2 - 3	John Pond Commemorative	Taft
November 9 - 11	SCAMPS & SCIF	Lost Hills
November 16 - 17	SAM 49 Fall Annual	Taft



SAM 27 AMAChapter #108

OFFICERS

President:
Rod Persons (707) 894-5788
115 Kerry Lane
Cloverdale, Ca. 95425

Vice President:
Pete Samuelsen (707) 224-1023
1023 Roundhill Ct.
Napa, CA 94558

Treasurer:
John Carlson (707) 996-8820
353 Las Casitas Ct.
Sonoma, Ca. 95476

Contest Director:
Ed Hamler (707) 255-3547
3379 Crystal Court
Napa, Ca. 94558

Official Photographer:
John Hlebcar (707) 252-8482
201 Foster Rd.
Napa, Ca. 94558

Editor:
Wes Funk (916) 587-2785
P.O. Box 8241
Truckee, Ca. 96162

Membership

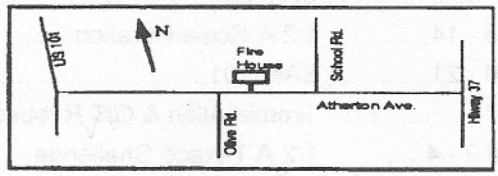
Membership is $15 for the calendar year. After February, the dues for a new member will be prorated.

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

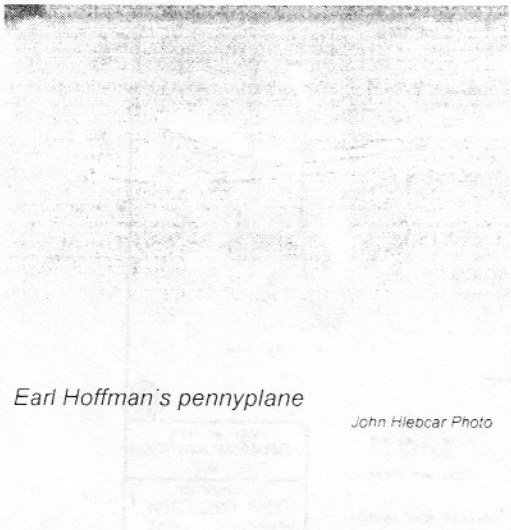
Next meeting: Wednesday,May 15,1996
7:30 P.M. at the Redwood Middle School
Room C4, Napa

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

Antique Flyer

May 1996

FIRST CLASS MAIL



Earl Hoffman's pennyplane

John Hlebcar Photo