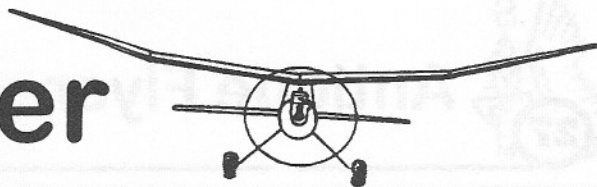




Antique Flyer



AMA CHAPTER #108

October 1996

Issue 170

September Chapter Meeting

By John Carlson

Only 15 attendees at this September meeting. Where is everybody??? In spite of the light attendance we had a good, lively meeting. Seldom seen attendees were Remo Galeazzi and Bill Kast. Good to see you both. Ed Hamler's son Bruce was down from Anchorage, AK visiting and was our only guest. We expect a much greater turnout, especially Junior guests, at our next meeting which will be held in Napa.

ANNOUNCEMENTS

The EAA Calendar (1997) is again available for ordering. A sample was passed around. The price is now \$7, an increase of \$1 over previous years. Members may order at the October meeting, or by phoning John Carlson. Payment must be received by the date of the October meeting or your order will not be filled. We need a minimum order of 12 to get this price and have only 9 ordered to date. Don't put off ordering if you want one of these great calendars.

Don Bekins announced that the newest chapter, SAM 110, has been formed in Ontario, Canada. They have about 15 members and specialize in O/T indoor models. Don was particularly impressed by their 12 page newsletter.

Prez Rod announced that Joe Meere has been ill for the past week or so and that Buzz Passarino would substitute as the Raffle Meister pending Joe's recovery. Get well soon Joe.

Jerry Rocha advised that two MECA Collectos are scheduled at the Oakland Aerospace Museum. The dates are October 26 and February 28.

Don Bekins announced that the High Sierra R/C Club is holding an auction of model items on October 26 at Carson City, NV. Call Don Morse at 702-883-

5067 for more information.

Don also announced that the Golden State O/T Stunt Champs U-control Meet will be held on November 2 & 3 at Buchanan High School in Clovis, CA. Call Bill Swan at 209-298-1808 for more information.

JR O/T REPORT

Rocco was not present but Prez Rod reported that SAM 27 had sponsored two students at Rocco's Space Academy held in Napa during summer vacation. These two are expected to attend the October meeting and display their models. Reimbursement to Rocco will be settled at that meeting.

OLD BUSINESS

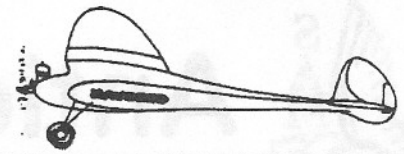
O & R Decals and T-Shirts John Carlson reported that the first adv. appearing in SAM SPEAKS was still producing a few sales of decals and T-shirts. For some reason the adv., which was supposed to appear in four issues, was not in the latest. John wrote to the Editor, Bruce Augustus, asking that the ad be resumed. Crash & Bash Report. CD Ed Hamler reported a very successful C & B held at the Schmidt Elk Grove Ranch on September 6, 7 & 8. The weather was perfect, almost no wind and great thermals from time to time. Contestants totaled 47, one less than last year, but event entries were 180, about 30 more than last year. Total flights posted were 391, up almost 20 from last year. Many family and other spectators attended and brought the total meals served to a new record. Our own Don Bekins was the sweepstakes winner with John McRae, SAM 51, second. Eut Tileston, also SAM 51 and Roscoe Low, SAM 26, tying for third. Don worked hard for his first place, making 33 total flights to the runner-up's 22. There were 8 crashes and two fly-aways. The experiment of one Max qualifying for the flyoffs in the six standard LER events and permitting qualifying flights after 3 PM Friday appeared to be well received, taking

some of the pressure off the Saturday schedule and permitting earlier flyoffs. The Raffle Grand Prize, a Parmenter Zipper with Torp 29 complete with Futaba Tx and Rx, attracted a record number of ticket purchases and was won by Stan Lane of SAM 30. John Carlson reported on the financial success with a record net profit of about \$1280. We made about \$207 on Events, \$869 on Lunches and Dinners, and \$204 on the Raffle. The Saturday Chicken and/or Tri-tip Dinner drew 61. The Friday Spaghetti Feed was enjoyed by 33. A Total of about 110 lunches were served on Saturday and Sunday. Ed made several recommendations for next year:

1. Schedule the 1997 C&B same as this year, e.g. the first weekend after labor day September 5 - 7, 1997.
2. Require a minimum of four entries in each event or refund event fee.
3. Send a gift of appreciation to the Schmidts. After some discussion, a cash gift of \$400 was suggested. The above recommendations were approved. The Treasurer will send a check along with an appropriate Thank You card and note. Those present expressed their appreciation to the members involved with running the Meet, especially CD Ed Hamler and the ladies who toiled in the kitchen: Robin Nevels, Mary Hamler and Janina Robinson, and, of course to all of the Schmidts.

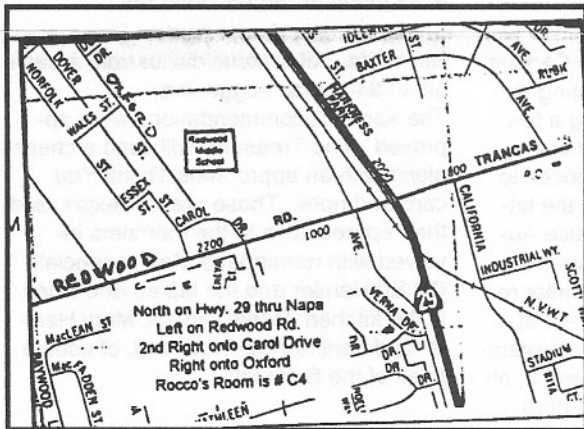
Jimmie Allen Postal Meet

Contestant	Model	Points
Jerry Rocha	Skokie	20
Fred Emmert	Bluebird	13
Jerry Long	Skokie	12
Bill Hurley	Skokie	11
Phobie Long	Yellow Jacket	8
George Benson	Sky Raider	6
Ray McGowan	Skokie	6
John Hlebcar	Bluebird	2
John Carlson	Skokie	1
Buzz Passarino	Bluebird	1
Bud Romak	B-A	D.N.F
Rod Persons	Skokie	D.N.F
Brian Ramsey	Skokie	D.N.F



Gift to Novato Fire Protection District. Despite a second call to their office we still have no suggestion as to how to go about making a gift in appreciation for the use of the meeting room. Prez Rod has some contacts he will query.

October Meeting. As suggested last meeting, we confirm that the October 16 Meeting will be held in Napa at Rocco Ferrario's Redwood Middle School Classroom. A map showing the location appears elsewhere herein. Rocco will have a number of juniors present to display their models and participate in the indoor flying in the School Gym following the meeting. This has always been a fun event, so bring your Hangar Rats, Phantom Flashes, Peanuts, or whatever. The Second Annual Paper Glider Meet will not be held at this meeting but at meeting to be scheduled next Spring in Napa.



sell it to the Club with the idea of lending it out to members. This was agreed to. To insure prompt return of the video, and to provide maximum availability, a \$20 deposit will be required.

1997 Club Project John Hlebcar suggested we start thinking now of what the Club should sponsor as the 1997 Project. George Benson had suggested consideration of Rubber Scale, something larger than Peanut size and suitable for outdoor flying. This subject will be discussed at the October meeting - so bring your suggestions.

1997 Officers Usually the officers for the following year are elected after the C&B. Most often this is by a process of intimidation or arm twisting. Suggestions are made, and the first one to not raise serious objections or produce elaborate excuses is nominated. Sometimes an absent member is nominated and he cannot object. The nominations then close, (no one can remember an opposition candidate). The members present then ratify the selections. For 1997 the Officers are:

President John Hlebcar
Vice President Pete Samuelsen (Incumbent)
Sect./Treas. John Carlson (Incumbent)
Congratulations, sympathy and condolences to the 1997 Officers.

finished by sanding, filling and sealed with an appropriate coating.

If the lay-up is to be made directly on the plug, means should be provided to secure the plug in place a few inches above the work surface. To insure that the lay-up does not stick to the plug it should be coated with a parting agent and/or covered with a heavy duty balloon stretched over the surface. Parting agents may be purchased from a supplier such as Tap Plastics, or a paste wax may be used. The lay-up is made from two or more layers of a light weight glass cloth and polyester or epoxy resin. Epoxy is preferred. Be sure that the resin is formulated for laminating and not casting. The plug is coated with the resin and the glass cloth laid in. A coating of resin is placed over each cloth layer by punching with a stiff brush. Brush stroking will not result in full penetration of the resin into the cloth. After all cloth layers and resin coats are in place the resin is allowed to nearly set at which time a rubber balloon is stretched over the whole assembly until the resin sets up. This is the tricky part; a single pair of hands may not be enough. Get some help if you can. If done properly a smooth finished surface will result. Removing the finished piece from the plug may be difficult. Any excess material which may have turned under the plug should be trimmed off. If an air compressor is available, air introduced around the bottom edge of the piece may help.

The method using a female mold and making the piece in two halves to be later joined, involves more steps but can be more easily accomplished single handedly. The female mold may be made in several ways. One method is to use resin impregnated glass wool, such as the pink building insulation, laid over the plug. The mold is made in two halves by marking the centerline on the plug and building a dam with modeling clay a little beyond the centerline. This is repeated on the other half. Another method is to use plaster of paris. In this method the plug should be made in two halves joining them temporarily with a couple of dowels before carving. Two open-top boxes are made to hold the plaster of paris while setting up. The boxes should be a couple of inches larger than the plug half and about an inch deeper. Each plug half is placed flat side down in the box and cov-

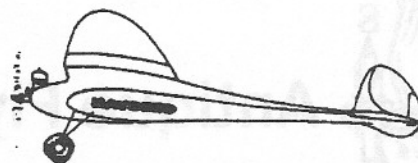
NEW BUSINESS

Future Crash & Bashes. There was some discussion regarding the lack of participation of members in kitchen and cooking tasks and cleanup, and the need to show our appreciation to the ladies who so graciously donated their efforts. This will be a topic for discussion at the next meeting.

Polyspan Video. Larry Davidson of SAM 75 (also SAM 27) has produced a 40 minute video (\$20) on the technique of covering models with Polyspan (SAMSPAN is the same). Don Bekins purchased a copy, and thinks it would be useful, especially for first time users. Don offered to

TECHNICAL PRESENTATION

Nick Sanford discussed and presented examples of the techniques and products of his efforts in making fiberglass engine cowlings. The first step is to carve a plug of the size and shape of the desired product. Plugs are most easily carved from a soft wood such as balsa, pine or redwood. If the plug is to be used to make a female mold, it is carved to the exact outside dimensions of the finished product. If the glass and resin lay-up is to be made directly on the plug, it is carved slightly smaller to allow for the thickness of the finished lay-up. The plug should be smoothly



ered with plaster of paris up to the rim of the box. It may be necessary to first secure the plug to the box bottom to prevent its floating up. The plug should be coated with wax to facilitate removal from the mold. After setting up, excess water should be driven out of the plaster of paris by heating for several hours at a very low oven setting. The molds should be coated with a parting agent and the glass/resin lay-up made as previously described. After setting up, the two halves of the piece are removed from the molds, trimmed and joined using strips of glass cloth impregnated with resin applied on the inside of the piece. Masking tape is used to hold the halves together while joining.

Thanks, Nick, for an informative presentation.

SHOW AND TELL

Ron Keil showed his latest engine acquisitions from an estate sale in Oregon. Over 800 engines were in the collection. Ron's purchases were mostly diesels and included an Amco 3.5 cc with ball bearings, three Super Tiger diesels, two German Tai-fun diesels (a Tornado and a Rosekrans), and a Sky Fury in-line twin, of 0.15 total displacement. All appeared to be in excellent condition.

Bill Kast displayed his latest in-progress project, a Cahill Clodhopper II fuselage in the process of being completely planked with 1/16" X 3/8" strips. Bill had made up a fixture with slots to hold the 1/32" formers in place. Each side of the fixture had finishing nails placed every inch or so for the attachment of rubber bands to hold the planks in place while gluing. Each plank is adhered to the previously placed plank with a thin coating of aliphatic glue on its edge and placed so its surface is tangent to the formers at the point of attachment to the adjacent plank. It is held in place by the appropriate use of tapered shims, clothes pins, rubber bands, etc. The planks are tapered to fit where they join their counterpart on the opposite side. Some planks require moistening to allow them to conform properly. After the edge gluing has set up, the plank is drawn in contact with the formers and secured with a touch of CA. The fairing of the compound curves appeared to be flawless. Bill said that each former was a true ellipse plotted by computer with a CAD program. We look forward to seeing the finished product.

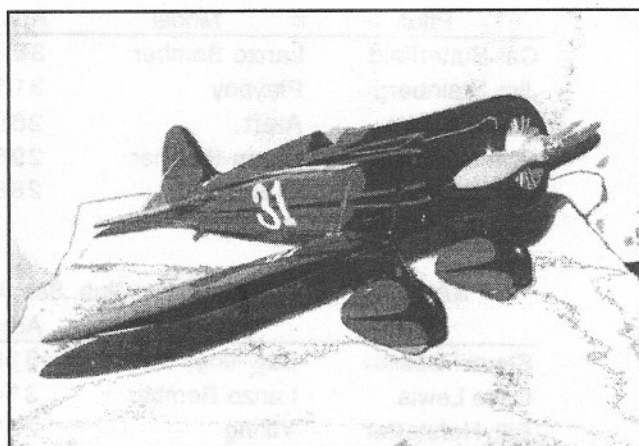
Don Bekins reported that during his visit last year to Florida in connection with arrangements for the 1996 SAM CHAMPS at a dinner given by Don McCoy, there were a number of the designers of Old Time and Antique models. Among those was Dick

Obarski, designer of the Foo-2-U, whose father was involved in some way with early aviation. Dick showed a photo of a wood propeller which had the autographs of a number of the famous early aviators including Charles Lindberg, Admiral Richard Byrd, Bert Acosta, Clarence Chamberlain. Dick had written Don for advice on placing the propeller on display in a museum. It was not clear whether he was offering it for sale or as a donation. Don discussed this with Steve Remington who will write Dick for clarification and suggestions.

Ed Hamler's Show & Tell was a progress report and display of his "suitcase" model for the SAM CHAMPS and previously shown at earlier meetings. It is a scaled down Lanzo RC-1 consisting of two fuselages, one tail, one landing gear, one wing in two pieces and several interchangeable engines. Ed hopes to fly the model in 9 events. The model was flown in three events at the Crash & Bash and maxed on its maiden flight in Class B Ignition. The beautifully built model took a second in the Spirit of SAM Concours. The model is finished in red and yellow Micafilm. The ignition version includes an extremely compact coil, condenser and battery installation. Ed prefers a servo operated switch in lieu of a solid state device for ignition shutoff. We will be looking forward to reports of the model's performance at the SAM CHAMPS next month.

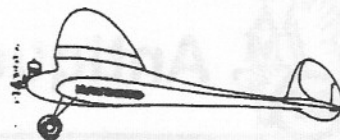
RAFFLE

PRIZE	DONOR	WINNER
Tool Box	SAM 27	Nick Sanford
Cool Power Fuel	SAM 27	Dick O'Brian
Texaco Gas Model	Steve Remington	Ron Keil
Balsa	SAM 27	Bill Kast
SAM Span	SAM 27	Buzz Passarino
Balsa	SAM 27	Remo Galeazzi
Sand Paper	SAM 27	Nick Sanford
Jimmie Allen (Tape)	SAM 27	Steve Remington
1/2 A Batt. & Clip	SAM 27	Jerry Rocha
Fuel Bulb	SAM 27	Bert Flack
Total		\$ 80.00



Dan Lutz: Travelair R "Mystery Ship" 1" - 1' scale, 29" Wingspan, K & B Super Poxxy finish. This is Dan's latest Golden AGE display model.

Jerry Rocha Photo



Final Results

1996 International 1/2 A Texaco R/C Postal Challenge August 2, 3, 4

Total Pilots = 91

Total Teams = 11

SAM 26		The Central Coast Chapter, Santa Maria, CA			
Pilot	Model	Area	1	2	Total
Ken Low	Interceptor	330	900	900	1800
Don Bishop	Lanzo Stick	322	900	900	1800
Frank Osborne	Lanzo Stick	322	900	892	1792
Jim Bierbauer	Quaker	354	859	900	1759
Al Lemin	Playboy Jr.	354	335	900	1235
Total Pilots: 9			Team Total 8386		

Team Manager
Bob Angel
 1001 Patterson Road
 Santa Maria, CA 93455

First Place

SAM 40		Adrian, Michigan			
Pilot	Model	Area	1	2	Total
Bob Erpelding	Anderson Pylon	292	723	900	1623
Tom Mellas	Lanzo Bomber	290	900	572	1472
Mick Lasker	Dallaire	290	900	422	1322
Jerry Wylemski	Kerswap	288	398	900	1298
John Krauer	Dallaire	350	900	393	1293
Total Pilots: 17			Team Total 7008		

Team Manager
Bob Erpelding
 562 S. Main
 Adrian, MI 49211

SAM 51		Rocking Chair Legion, Sacramento, CA			
Pilot	Model	Area	1	2	Total
Bob Brogan	Playboy	288			1605
Tom Smith	Anderson Pylon	243			1561
John McRae	Weathers Westerner	234			1325
John Fulton	Dallaire	298			1108
Bob Grice	Dallaire	300			1094
Total Pilots: 10			Team Total 6693		

Team Manager
Tom Smith
 25600 Meadow Drive
 Pioneer, CA 95666

SAM 93		Tulsa, Oklahoma			
Pilot	Model	Area	1	2	Total
Cal Sutterfield	Lanzo Bomber	302	788	900	1688
Jim Steinberg	Playboy	315	488	900	1388
Marcy Martin	Alert	288	517	781	1298
Don Hartman	Lanzo Bomber	296	509	617	1126
Dan Hodges	Alert	288	491	330	821
Total Pilots: 5			Team Total 6321		

Team Manager
Donald H. Hartman
 6716 East 97 Street South
 Tulsa, OK 74133

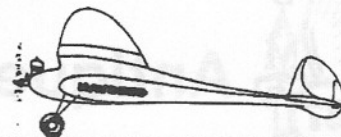
SAM 21		The Blackjack Club, San Jose, CA			
Pilot	Model	Area	1	2	Total
Steve Roselle	Bay Ridge Mike	318	832	900	1732
Dave Lewis	Lanzo Bomber	314	672	900	1572
Bill Hofstetter	Viking	299	266	900	1166
Bob Walton	Bay Ridge Mike	317	467	408	875
Dave Bruner	Anderson Pylon	?	269	575	844
Total Pilots: 10			Team Total 6189		

Team Manager
Dave Lewis
 4709 Malero Place
 San Jose, CA 95129
 408.246.2257



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SAM 27 Northern California, Novato, CA

Pilot	Model	Area	1	2	Total
Dick O'Brien	Anderson Pylon	306	531	900	1431
Jerry Rocha	Rambler	288	900	454	1354
Ray McGowan	Wasp	288	834	503	1337
Ed Hamler	Quaker	290	552	536	1088
John Carlson	Atomizer	290	494	399	893

Total Pilots: 9 **Team Total 6103**

Team Manager

Ed Hamler
3379 Crystal Court
Napa, CA 94558
707.255.3547

SAM 84 The Vintagents, Queensland, Australia

Pilot	Model	Area	1	2	Total
Jim Hardy	Little Diamond	288	784	660	1444
Des Slattery	Kerswap	288	854	565	1419
Mike Moore	Atomizer	273	602	757	1359
Norm Cash	Lanzo RC-1	266	393	573	966
Les Parker	Playboy Sr.	315	233	565	798

Total Pilots: 7 **Team Total 5986**

Team Manager

Barry Dent
33 Madeira Street
The Gap 4061
Queensland
Australia

SAM 82 SAM Houston, Texas

Pilot	Model	Area	1	2	Total
Kirby Hinson	Playboy	288	713	900	1613
Ben Beerbower	Bowden	270	685	689	1374
Jim Horner	Interceptor	288	587	544	1131
Arthur Milam	RC-1	252	579	396	975
Gene Pelick	Winged Yankee	315	364	515	879

Total Pilots: 9 **Team Total 5972**

Team Manager

Jim Horner
15746 Walkwood Dr.
Houston, TX 77079
713.493.6885

SAM 56 Wichita Historical Aircraft Modelers, Wichita, KS

Pilot	Model	Area	1	2	Total
Jim Kutkuhn	Alert	277			1800
Dan Benner	Westerner	300			1442
Ed Salguero	Sailplane	277			1389
Bill Schmidt	Sailplane	277			1261
Jeff Englert	Alert	277			ATT

Total Pilots: 5 **Team Total 5892**

Team Manager

Dan Benner
6966 South Broadway
Wichita, KS 67233
316.524.8282

SAM 74 Clearlake Aero Squadron, Lake County, CA

Pilot	Model	Area	1	2	Total
Don Wicks	Baby Playboy	289			1198
Ron Keil	Little Diamond	288			962
Dan Jones	Lanzo Bomber	288			779
Ken Collins	Lanzo Bomber	288			770
Jack Tatum	Canadian Wasp	254			660

Total Pilots: 5 **Team Total 4369**

Team Manager

Dee Tatum
P. O. Box 4294
Clearlake, CA 95422

SAM 41 San Diego Aeroneers, San Diego, CA

Pilot	Model	Area	1	2	Total
Bob Ferguson	Strato Streak	220	432	389	821
George Clarke	Lanzo Bomber	288	341	478	819
Jim Alaback	Dallaire	300	290	398	688
LeRoy Brooks	Ehling	288	372	287	659
Howard Harvey	Lanzo Bomber	290	300	327	627

Total Pilots: 5 **Team Total 3614**

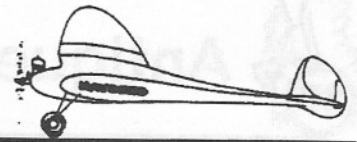
Team Manager

Richard Munz
2596 Murray Ridge Rd.
San Diego, CA 92123



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Final Results of the 21st Annual SAM 27 Crash & Bash

Schmidt Ranch, Elk Grove, California

September 6, 7 & 8, 1996

Class A Spark Ignition LE

	Contestant	SAM	Model	Engine	LER	1	2	3	Flyoff
1	John McRae	51	Dallaire	Elfin 2.49cc	35	5:31	7:00		9:13
2	Gary Leopold	21	Playboy Jr.	Elfin 2.49cc	35	7:00			8:35
3	Don Bekins	27	Lanzo Bomber	Shilen OT 19	35	Att	4:29	7:00	4:56
4	Dave Lewis	21	Playboy Jr.	Elfin 2.49cc	35	7:00			4:34
5	Eut Tileston	51	Taylor Cub	Elfin 2.49cc	35	Att	7:00		DNF
6	Bob Holman	26	Lanzo Bomber	Shilen OT 19	35	5:48	2:50	5:11	
7	Emilio Finato	21	Topper	O&R 19	35	0:25			
8	Ben Thomas	26	Playboy	Shilen OT 19	35	Crash			

Class A Glow LER

	Contestant	SAM	Model	Engine	LER	1	2	3	Flyoff
1	Tom Empey	49	Brooklyn Dodger	Veco 19	23	6:18	4:24	7:00	10:18
2	Don Barrick	26	Super Quaker	Veco 19	23	6:33	7:00		6:34
3	Eut Tileston	51	Weathers Westerner	Veco 19	23	Att	7:00		6:20
4	Don Bekins	27	Playboy	Veco 19	23	3:26	5:29	7:00	4:54
5	Dave Lewis	21	Anderson Pylon Model	ST G-15	23	7:00			4:04
6	Peder Samuelson	27	Footo Westerner	Cox TD .09	23	6:44	5:24	7:00	2:29
7	Gary Leopold	21	Brooklyn Dodger	Veco 19	23	4:35	7:00		1:22
8	Wayne Conner	00	Lanzo Bomber	ST19 G15	23	7:00			Crash
9	Loren Schmidt	30	Playboy	ST19	23	3:46	2:46	4:06	
10	Emilio Finato	21	Viking	O&R 19	23	1:56	2:56		
11	Warren Bartel	101	not recorded	not recorded		Crash			

Class B Spark Ignition LE

	Contestant	SAM	Model	Engine	LER	1	2	3	Flyoff
1	Don Bekins	27	Lanzo Bomber	Torp 29	35	6:07	7:00		7:15
2	Don Bishop	26	Lanzo Bomber	McCoy 29	35	6:47	7:00		5:28
3	Ed Hamler	27	Lanzo RC-1	O&R 23	35	7:00			4:21
4	Bob Facto	49	Playboy Cabin	Torp 29	35	6:22	Att	7:00	4:18
5	Gary Leopold	21	Lanzo Bomber	Torp 29	35	4:18	7:00		4:02
6	Don Barrick	26	Hermes Hayseed	McCoy 29	35	7:00			3:57
7	Kenneth Low	26	Playboy Cabin	Torp 29	35	7:00			3:55
8	Bob Angel	26	Schmaedig Stick	McCoy 29	35	7:00			2:52
9	Bob Holman	26	Playboy Cabin	Torp 29	35	4:21	7:00		2:05
10	Eut Tileston	51	J-2 Cub	AMCO 3.5	35	Att	1:18	7:00	DNF
11	Wayne Conner	00	Zipper	Torp 29	35	4:32	6:25	5:11	
12	Brian Ramsey	27	Playboy Jr.	McCoy 29	35	Crash			

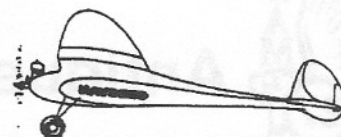
Class B Glow LER

	Contestant	SAM	Model	Engine	LER	1	2	3	Flyoff
1	John Collins	41	Lanzo Bomber	Nelson 29	18	7:00			13:26
2	Eut Tileston	51	Weathers Westerner	ST 29	23	7:00			5:31
3	Ed Hamler	27	Lanzo Bomber	ST 29 G21	23	Att	7:00		5:02
4	Don Bekins	27	Playboy Sr.	K&B 4.9	18	7:00			4:46
5	Peder Samuelson	27	Footo Westerner	Royal 28	18	7:00			4:21
6	Tom Empey	49	Super Quaker	K&B 4.9	18	4:36	Att	7:00	3:17
7	Kenneth Low	26	Rambler	OS 26 FS	23	7:00			1:48
8	Don Barrick	26	Super Quaker	ST 29	23	7:00			Crash
9	Loren Schmidt	30	Playboy	Torp 29 RR	23	Att	3:00		
10	Emilio Finato	21	Playboy	O&R 23	23	Att	Att	1:52	



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Final Results of the 21st Annual SAM 27 Crash & Bash Schmidt Ranch, Elk Grove, California September 6, 7 & 8, 1996

Class C Spark Ignition LE

Contestant	SAM	Model	Engine	LER	1	2	3	Flyoff
1 Don Barrick	26	Hayseed	McCoy 60	35	7:00			10:36
2 Don Bekins	27	Playboy Sr.	McCoy 60	35	OOS	7:00		8:34
3 Don Bishop	26	Lanzo Bomber	McCoy 60	35	7:00			8:23
4 Eut Tileston	51	Weathers Westerner	Edco Skydevil	35	7:00			8:11
5 Bob Facto	49	Playboy Cabin	McCoy 60	35	7:00			7:40
6 Stan Lane	30	Flamingo	McCoy 60	35	6:09	7:00		6:48
7 Wayne Conner	00	Lanzo Bomber	Orwick 64	35	7:00			6:29
8 John Richmond	26	Lanzo Bomber	McCoy 60	35	7:00			6:21
9 Steve Roselle	21	Sailplane	MM Spitfire	35	6:37	Att	7:00	5:35
10 Bob Angel	26	Schmaedig Stick	McCoy 60	35	7:00			5:14
11 Bob Schleimer	21	Playboy Sr.	Edco Skydevil	35	7:00			5:07
12 Gary Leopold	21	Playboy Sr.	O&R 60 SP	35	5:30	7:00		4:28
13 Peder Samuelson	27	Footo Westerner	SuperCyke	35	7:00			3:55
14 John Collins	41	Lanzo Bomber	McCoy 60	35	6:46	6:16	6:46	
15 Kenneth Low	26	Rambler	O&R 60 SP	35	4:36	6:58	4:32	

Class C Glow LER

Contestant	SAM	Model	Engine	LER	1	2	3	Flyoff
1 Don Bishop	26	Lanzo Bomber	Rossi 40	18	7:00			31:44
2 John McRae	51	Weathers Westerner	Torp 40 RR	23	7:00			25:18
3 John Collins	41	Lanzo Bomber	Nelson 40	18	7:00			18:40
4 Ned Nevels	27	Playboy Sr.	K&B 35	23	7:00			13:42
5 Peder Samuelson	27	Footo Westerner	OS 61	18	Att	Att	7:00	4:52
6 Tom Empey	49	Super Quaker	K&B 5.8	18	7:00			4:33
7 Loren Schmidt	30	Playboy Sr.	K&B 35	23	3:55	7:00		2:11
8 Charles Applebaum	26	Buzzard Bombshell	Enya 46 FS	23	7:00			2:08
9 Don Barrick	26	Super Quaker	ST 35	23	7:00			Crash
10 Eut Tileston	51	J-2 Cub	Nelson 40	18	Att	Att	7:00	DNF
11 Richard Beard	101	Powerhouse	Merco 49	23	Crash			

Ohlsson Sideport

Contestant	SAM	Model	Ohlsson	1	2	3	Total
1 Steve Roselle	21	Comet Clipper Mk I	60	7:00	7:00	7:00	21:00
2 Bob Facto	49	Kloud King	60	6:56	7:00	7:00	20:56
3 Dave Lewis	21	Rambler	60	7:00	7:00	6:09	20:09
4 Park Abbott	27	Rebel	60	7:00	6:18	6:21	19:39
5 Kenneth Low	26	Rambler	60	5:28	5:22	7:00	17:50
6 Don Bekins	27	Lanzo Bomber	60	4:03	7:00	5:27	16:30
7 Emilio Finato	21	Miss America	60	3:31	7:00		10:31

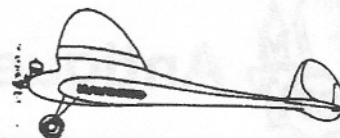
Ohlsson 23

Contestant	SAM	Model	sp/frv	1	2	3	Total
1 Bob Angel	26	Schmaedig Stick		5:00	5:00	5:00	15:00
2 Stan Lane	30	Anderson Pylon Model	frv	3:18	5:00	4:40	12:58
3 Don Bekins	27	Lanzo Bomber	frv	5:00	5:00	2:33	12:33
4 Ed Hamler	27	Lanzo RC-1	frv	4:11	3:56	2:03	10:10
5 Terry Welden	30	Alert		Att	Att	5:00	5:00
6 Bob Holman	26	Peterson Cruiser		Att	0:19	3:19	3:38
7 Emilio Finato	21	Lanzo Bomber	sp	Att	2:12		2:12



Antique Flyer

October 1996



Final Results of the 21st Annual SAM 27 Crash & Bash Schmidt Ranch, Elk Grove, California September 6, 7 & 8, 1996

1/2 A TEXACO

Contestant	SAM	Model	1	2	3	Total
1 John McRae	51	Weathers Westerner	15:00	15:00		30:00
2 Steve Roselle	21	Bay Ridge Mike	12:07	15:00		27:07
3 John Carlson	27	Atomizer	9:39	Att	14:32	24:11
4 Kenneth Low	26	Interceptor	8:39	15:00		23:39
5 Tom Smith	51	Anderson Pylon Model	Att	7:43	15:00	22:43
6 Wayne Conner	00	Anderson Pylon Model	9:38	12:14		21:52
7 Charles Applebaum	26	Coronet	Att	13:34	7:10	20:44
8 George Joki	21	Wasp	6:37	13:31		20:08
9 John Hlebar	27	Playboy Sr.	8:09	11:45		19:54
10 Ron Keil	27	Lanzo Bomber	10:48	Att	8:57	19:45
11 Stan Lane	30	Anderson Pylon Model	9:15	10:15		19:30
12 Dave Lewis	21	Lanzo Bomber	12:44	6:11		18:55
13 Bob Van Beek	30	Rambler	9:50	8:30		18:20
14 Bob Angel	26	Playboy Jr.	7:42	8:27		16:09
15 Scott Seronello	27	Anderson Pylon Model	2:41	13:27		16:08
16 Spiro Nicholau	30	Kerswap	8:33	7:22		15:55
17 Bob Walton	21	Bay Ridge Mike	7:14	8:06		15:20
18 Bob Schleimer	21	Dallaire Saphire	9:53	Att	5:15	15:08
19 Peder Samuelsen	27	Foote Westerner	Att	Att	9:33	9:33
20 Terry Welden	30	Playboy	5:28			5:28

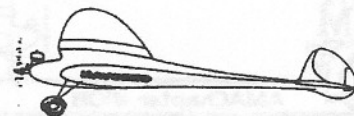
TEXACO

Contestant	SAM	Model	Engine	Fuel	1	2	3	Best
1 Stan Lane	30	Anderson Pylon	OS 60 FS conv	32cc	49:49			49:49
2 Tom Empey	49	Lanzo Bomber	OS 60	24cc	15:25	49:12		49:12
3 Eut Tileston	51	Weathers Westerner	MVVS 60	28cc	42:13			42:13
4 Don Bekins	27	Lanzo Bomber	O&R 60 SP	24cc	34:19			34:19
5 David Bruner	21	Lanzo Record Breaker	OS 60 FS conv	28cc	17:46	29:04		29:04
6 Bob Facto	49	Dallaire Sportster	OS 60 FS conv	28cc	Att	26:12		26:12
7 Tom Smith	51	Anderson Pylon Model	Saito 80 FS	32cc	24:16	23:13		24:16
8 Steve Roselle	21	Anderson Pylon Model	Veco 50 ignition	24cc	20:53			20:53
9 Dennis King	21	Powerhouse	Spitfire	24cc	18:23			18:23
10 Brian Ramsey	27	Lanzo Record Breaker	OS 61 FS	28cc	14:43	12:38		14:43
11 Ken Low	26	Rambler	OS 26 FS	16cc	12:53	14:03		14:03
12 George Joki	26	Weathers Westerner	no report	20cc	13:49			13:49
13 Bob von Kinsky	21	Lanzo Record Breaker	no report	28cc	11:57	11:21		11:57
14 John Richmond	26	Lanzo Bomber	OS 60 FS	24cc	5:47			5:47

1/2 A Scale Duration

Contestant	SAM	Model	1	2	3	Total
1 Jerry Rocha	27	AVRO	13:19	15:00		28:19
2 Eut Tileston	51	Waterman Aerobile	9:01	Att	8:58	17:59
3 Warren Pickering	30	M17 Elio Messerschmitt	7:51	9:28		17:19
4 Bob Facto	26	J-2 Cub	7:23	7:43		15:06
5 Kenneth Low	26	Messerschmitt M 17	Att	2:20	11:13	13:33
6 Bob Angel	26	Klemm L25D	Att	9:56	1:37	11:33
7 Richard Woodcock	21	Cessna C-38 Airmaster	4:31	Att	3:40	8:11
8 Peder Samuelsen	27	Piper J3 Cub	6:55	Att	0:14	7:09
9 Roscoe Low	26	AVRO	Att	0:00		0:00

Results continued next month !



1996 CONTEST SCHEDULE

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




DECALS
Ohlson & Rice Logo

Exact replicas of decals shipped with original engines
Sheet Size: 7" X 7.5" Send \$2 + SASE

John Carlson, SAM 27
353 Las Casitas Ct.
Sonoma, CA 95476

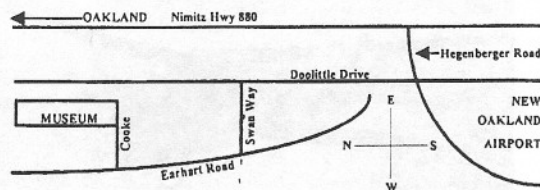
**MECA REGION 2
FALL COLLECTO
SWAP & SELL**

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

Saturday, OCTOBER 26, 1996
10:00AM to 3:00PM

WESTERN AEROSPACE MUSEUM
At the Old Oakland Airport
OAKLAND, CALIFORNIA

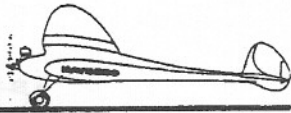
Admission \$3.00 Tables \$7.00
Includes Muscum entry. 8 foot tables



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



AMChapter #108



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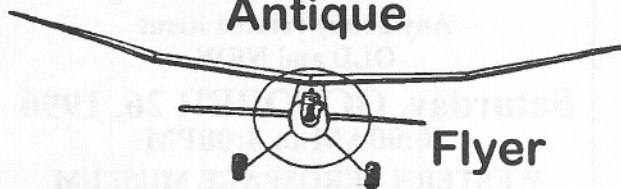
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Antique



Flyer

October 1996



Bruce Augustus sent this photo of his O & R 60 powered Clipper.

PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

Membership

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

Full Membership requires that proof of current AMA Membership be presented at time of joining or renewal by means of photocopy or presentation to the Treasurer.

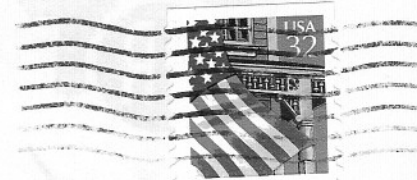
Associate Members will receive the Newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

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

Next meeting: Wednesday, Oct. 16, 1996

7:30 P.M. at the Redwood Middle School

Rocco Ferrario's Room



FIRST CLASS MAIL

Steve Remington
1034 Melross Ave.
Alameda, CA 94502