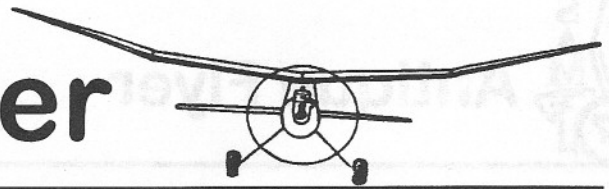




Antique Flyer



AMA CHAPTER #108

January 1997

Issue 173

December Chapter Meeting

By John Carlson

We hoped the attendance would be greater for this year-end meeting and the BIG Raffle of the Parmenter- built, Cleveland Viking Model, but the 19 who did attend made for a good, and lively meeting. There were no visitors and no new members present, but we do welcome (in absentia) Karl Gies of Lewiston, Montana. Karl apparently got wind of us through the SAM 27 Web Site and e-mailed Ned Nevels who relayed the request on to the Secretary (Amazing what hi-tech will do!). Anyway Karl writes that his primary interest is FF and that his main contact with the modeling world is through newsletters. Again, welcome Karl. Perhaps if you get down this way you can attend a meeting.

ANNOUNCEMENTS

Dues for 1997 are payable. (As of the writing of these notes, 12/31/97, about 30% of the membership has renewed. A reminder notice will appear elsewhere in the newsletter)

The Polyspan Video is available (\$20 dep.) Contact John Carlson if you wish to borrow it.

JR O/T REPORT

Neither Rocco nor any Juniors being present, we had no report.

TOFF REPORT

Not much doing at the Lakeville field. Pete Samuelsen was the only one to show up prior to the Xmas luncheon. He made a couple of flights from the road. Footing was not too bad close

to the road but probably very soft farther in.

MEMBERSHIP DUES ARE NOW PAYABLE

DUES ARE NOW \$15 PER CALANDER YEAR

See membership information on the last page of the Newsletter

DO IT NOW

OLD BUSINESS

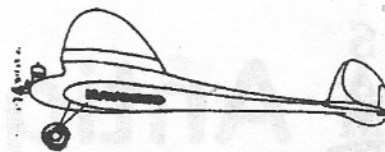
Christmas Party A very successful Fifth Annual Christmas party was held on Sunday December 15, again at Papas' Taverna on the Lakeville highway. Attendees totaled 35 in the downstairs ballroom. Prez Rod Persons was unable to attend, so President-elect John Hlebcar ably filled in. Guests of SAM 27 included A-F Editor Wes Funk and his wife Melanie as well as Loren and Miriam Schmidt who drove down with the Klariches. Harry donated a couple of his fine kits to the Raffle - Thanks Harry. John presented Wes with an AMA certificate recognizing his outstanding work as Editor of the SAM 27 newsletter. This was Wes's second award of this nature this year. We had been holding this one awaiting the opportunity to present it personally. Prez-elect John also presented boxes of Truffles as gifts of appreciation to the ladies who worked so hard to help make the Crash & Bash a success. Mary Hamler, Robyn Nevels and Miriam Schmidt were present to accept theirs. Janina Robinson is back up in BC and her gift will be sent to her by Brian Ramsey. Again thank you all! We held

the usual and popular White Elephant Raffle as well as the regular Raffle in which Jerry Rocha won the coveted Afghan knitted by Hilde Keil. Our thanks to Pete and Betsy Samuelsen for purchasing the appreciation gifts as well as many of the Raffle prizes. Melanie Funk donated a baseball cap embroidered with the SAM 27 logo made with her computer driven sewing machine. Thanks Melanie. The club will look into commercial sources for a possible bulk purchase.

O&R Decals and T-Shirts Occasional orders come in from the ad in SAM Speaks. Of the 500 decals purchased we have sold about 110. Of the 144 O&R T-shirts purchased in 1994, we have 16 remaining, (3M, 12L & 1XL). We also have 9 SAM 27 polo shirts available, (5M, 1L & 3XL). Ron Keil will look into placing an ad for the decals and T-shirts in the MECA newsletter.

Technical Reports Still looking for suggestions and/or volunteers for future meetings.

1997 Club Project Proposed rules for this Rubber Scale event prepared by George Benson and published in the last newsletter were discussed. All of the rules were acceptable except for the requirement that the "models be built from plans or kits produced before January 1, 1951". Several present felt that the availability of such plans or kits would present a problem to many members. Alternate ideas discussed included:
> Model of any airplane produced prior to 1951 with no restriction on date of model plans. Scaling not permitted. (OK per John Hlebcar / George Benson, phone call on 2 Jan.)
> Discussion on Earl Stahl plans. Per Jerry Rocha this would allow models



to be also flown in the SAM Champs, Earl Stahl and O/T rubber events as well as at the SAM 27 O/T Rubber Meet.

> If other sources of plans or kits are allowed, provide a bonus in the scale rating for models from plans or kits prior to 1951. The bonus could be in the scale ranking or possibly used to resolve ties. Above all George wants to encourage participation in a "fun event".

It was agreed that John Hlebcar would discuss these suggestions further with George and develop a proposed revised rule for presentation at the January meeting. Ron Keil said he had a binder full of scale plans and would bring them to the next meeting for possible selection by those interested. It was pointed out that other possible sources of plans included John Pond's Plan service as well as Oldtimer Model Supply (now Ai Heinrich of Aerodyne) who has a large selection of Earl Stahl plans as well as a number of others.

Model Builder Magazine It was noted that Model Builder magazine, in filing for bankruptcy, was apparently too broke to even send subscribers a postcard expressing regret for their inability to fulfill their contracts.

Stay-brite Silver Solder Kits Don Bekins who, last meeting, reported the near-serious accident he experienced with this product, advised that his eye is much improved and the Doc predicts no permanent damage. Don did hear from the Stay-brite people who claimed they had never previously received any reports of similar occurrences but asked for more information.

Jimmie Allen Trophy Jerry Rocha was the Grand Champion of the SAM 27 1996 Project for models in the Jimmie Allen Event. Prez Rod presented Jerry with the Trophy, a reproduction porcelain enameled Skelly Oil sign containing a large Skelly Oil logo, a picture of

a Stearman Speedmail biplane, the warning "No Smoking in Hanger or Ramp Area" and ads for Skelly "Aerodynamic" gasoline and "Airplane" oil. Joe Meere had procured the sign for the club, and handsomely mounted it on a wood plaque with an appropriately engraved plate. Congratulations Jerry! And thanks Joe!

NEW BUSINESS

Button Timers The popularity of the Jimmie Allen postal meet and the 1997 Club project rubber scale event has created a demand for dethermalizer timers. It was suggested that the club might make a bulk purchase of the popular Button Timers at a discount. Members present indicated that about 20 could be easily resold. Brian Ramsey agreed to check into this matter, making a purchase of possibly 30 of the "Badge" size.

TECHNICAL REPORT

While not strictly a technical report, Fred Wardenburg reported on his hobby of visiting aviation museums. Fred is retired from Pan Am, and apparently one of the retirement perks is free or discounted airline travel privileges. In taking advantage of these opportunities Fred uses museum location as his main criteria in selecting destinations. Recent trips included visits to:

> The New England Air Museum in Windsor Locks, CT with a fine collection of restored or replica WW I & II aircraft.

> The Cole Palen Flying Circus at Old Rhinebeck, NY. In the morning R/C models of WW I or older aircraft are flown. In the afternoon the full size replicas put on a show including mock dogfights and period costumes. The hangars contain many aircraft of the era.

> A Museum in Bodo, Norway. Bodo is above the Arctic Circle, a 1-1/2 hour flight from Oslo and the location of much Luftwaffe activity during WW II as a base for attacks on Allied convoys to Murmansk. Fred reports the Norwegians have done an outstanding job in restoring both German and Allied aircraft for display.

Fred also donated a small stack of old plans from Air Trails and Model Airplane News. Call John Hlebcar if you want to look at these.

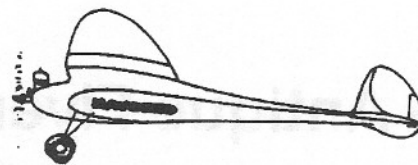
Thanks Fred.

SHOW & TELL

Fred Wardenburg showed a circa 1929 photo of the instrument panel of a Ford Trimotor. The instrument count was about half that of a not-so-modern Cessna 152. Fred also reported on a Ford Trimotor flight available at the EAA Oskosh Museum for \$8-\$10.

Brian Ramsey is fascinated by the Sikorsky amphibians and flying boats of the 1930's. Brian displayed a hard to get Sikorsky blueprint of the S-38 amphibian. This is a two engine, retractable landing gear, sesquiplane with the tail mounted on booms from the wing and braced to the hull. Wing span is 72' and an area of 720 sq. ft. The engines were P&W wasps of 420 hp. Brian also got an S-38 plan from Cleveland and will enlarge it by 150% to build a 72" R/C model. Intended power at this time is two 05 electric motors which Brian feels may be marginal and he may go to larger motors. Brian does not intend for the model's gear to be retractable but feels he may need some help to produce a strong enough scale appearing product. Any volunteers?

Fred Terzian showed a nearly completed F1H A-1 towline glider. At 220 g. total weight, Fred reports it takes a lot of effort to tow. The model was built from a \$60 Stan Bruderbaum (?) kit.



Fred was much impressed by the kit quality. The ribs were accurately pre-cut, including notches and spar holes, and were stacked in order both left and right. Materials include balsa, carbon fiber, aluminum, spruce, bass wood, a redwood pod and an aluminum/carbon fiber arrow shaft tail boom. Fred replaced the furnished silly putty timer with a Badge Button unit. Fred used SAMSPAN for covering and was pleased with the results.

Don Bekins showed a special production Cox Medallion .051 engine. This engine is used in FF Nostalgia models. The special production run was arranged by Bob Beecroft. A total of 258 engines were produced in this run.

Ron Keil has made another acquisition. This time a rare Aero 35 (1960) glow engine featuring a horizontal piston/cylinder assembly with the axis in line with the prop shaft. A ball socket and rocker arrangement makes the reciprocating/circular motion conversion. The engine was originally designed for U/C stunt models permitting a streamlined cowling. Ron says the engine was reported to turn up 10,000 rpm.

Lame Duck Prez Rod Persons showed carrying/storage box made for his stooze and winder. He and his son, who is an accomplished craftsman with a complete wood working shop, made up the 12" x 18" x 6" walnut plywood

box in about two hours. The box has compartments for the disassembled stooze, spikes, spike driving hammer and winder. Everything was first class except for the rusty hammer. Maybe Santa will bring Rod a new shiny hammer next Xmas.

YEAR END RAFFLE

Brian Ramsey (AKA "Lucky") was the winner of the Parmenter-built, Cleveland /Viking model, complete with Futaba Rx, mini-servos and Vivell 35 engine. Brian was grinning ear to ear and stated he was flabbergasted. Congratulations Brian.

MONTHLY RAFFLE

RAFFLE PRIZE	DONOR	WINNER
Button Timer	SAM 27	Brian Ramsey
Kool Power Fuel	SAM 27	Ron Keil
Fuel Cutoff	SAM 27	Buzz Passarino
#64 Rubber Bands	SAM 27	Brian Ramsey
Ace Smart Charger	SAM 27	Buzz Passarino
Airtronics Decal	SAM 27	Ed Hamler
Heat Gun	Don Bekins	?
Spirit Sailplane Kit	Rod Persons	Ray McGowan
Leisure Bomber Kit	Bill Vanderbeek	Pete Samulsen
Chandon Wine	Ed Hamler	J. Carlson
Sky Sedan Model	Fred Terzian	Steve Remington
Ignition Fuel	John Carlson	Don Bekins
TOTAL		\$109.00

INSTALLATION OF 1997 OFFICERS

As his last official act Prez Rod Persons welcomed the incoming panel of officers for 1997:

- President: John Hlebcar
- Vice President: Pete Samulsen (Incumbent)
- Secty./Treas: John Carlson (Incumbent)

New Prez John Hlebcar stated he was looking forward to the new year and thanked Rod for his great two year service as president. John then presented Rod with a handsome gavel and stand with a plate engraved: "In Appreciation of Your Tour as President 1995 & 1996 - Your Friends of SAM 27"



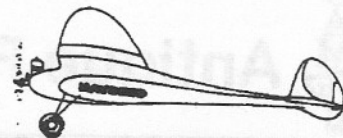
Brian Ramsey at the Lakeville site

John Hlebcar Photo



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The Albatross by George Reich

reprinted from April '41 Air Trails

SOARING ability interests me. And does the Albatross soar? Just build it and you'll agree it more than lives up to its name. It seems to have an instinct for thermals as it wheels in its flat, soaring glide.

These are the factors that entered into its design:

Spiral Stability. It will be noted on the side view of the body plan (Plate II) that the center of lateral area is in a low position in respect to the center of gravity. This makes the model extremely stable and, therefore, very consistent.

Efficient Climb. This largely depends on how the model is adjusted, but clean lines and a little streamlining help a great deal. The drag on the body is kept to a minimum by not having any more cross section than is necessary by having a V-shaped body and by cowling in the motor.

Flat, Soaring Glide. High-lift wing section, combined with the proper location of the c. g. produces this to the nth degree. The center of gravity is slightly behind the center of lift of the wing because of the lifting tail. A lifting tail of proper thickness will completely eliminate the use of downthrust. No negative thrust is needed in this design if a Dennykite is used. However, if an Ohlsson "60" is used, it would be wise to increase thickness of stabilizer to about $13/16$ ".

Flight Record. The model has a full 4-minute contest average. Longest official flight, 16:29. Longest official average, 6:37. Longest unofficial flight (motor run 23 seconds), one hour. Two first places, two seconds, one third out of seven contests.

CONSTRUCTION

Before starting any construction, study the plans thoroughly and then make full-size drawings.

Start construction of body by making sides. Out of $3/16 \times 7/8$ "

medium-hard stock, the front part of the side is formed. After this has been laid down and cemented, proceed by completing the outline of the body with $3/16$ "-square hard balsa. The uprights out of the same size are of medium stock and are cemented in place. Then put in the diagonals of $1/8 \times 3/16$ ". This will have completed one side. Now build another on top of it without any waxed paper between. Be sure to use the same grade of wood for all the longerons, and the same grade for all the uprights.

After both sides have dried take up off plan (both sides will be stuck together) and sand the outline so both sides will be alike. The sides can then be easily separated with a razor blade.

To assemble the body, each side is pinned upside down along the straight portion from Station A to F. Then insert all the cross pieces from A to F and glue. After thoroughly dry take up and finish assembly by gluing in all remaining cross braces, working from Station F to the end of the body. It will be noted that beginning at Station L the body has the form of a V and there are no cross pieces on the bottom. The lower longeron of each side from Station L to the end should be beveled on the inside as shown on the cross section detail of Station L on Plate II. After all the cross braces have been cemented in, put in diagonals on top and bottom.

The motor mount is cut out of a good grade of birch plywood, size $1/4$ " flat. Before installing, give three coats of clear dope to make it oilproof. The $1/8$ " flat firewall is next glued in place and also doped. Then fill in the nose and cut holes for cooling.

The isometric drawing on Plate I shows clearly how to install wing supports and wing attachment dowels.

The stabilizer is supported by a length of bamboo $4 1/2$ " long which is now cemented in place. Also the $1/8 \times 3/4$ " dowel at the extreme rear of the body is glued in and anchored with a triangle of $1/8$ " sheet balsa as shown.

The landing gear may be made next as per drawing. After this is completed and the four fittings made, drill holes in the firewall and bolt landing gear to the same.

Countersink the nuts slightly on the back of firewall and cement. Then remove landing gear as the firewall and inside of nose are to be color-doped later on.

Make coil rack and battery box as shown on Plate I. The coil rack is cemented to bottom cross braces at Stations B and C and wrapped with thread. The coil is held onto the rack with rubber bands. The battery box is so constructed as to have the battery slide in rather snugly.

After the framework is complete, sand all over to take out any bumps and round all sharp corners. Apply another coat of cement to all joints at this time.

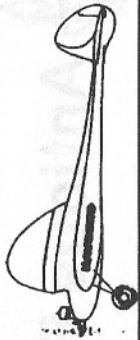
For the entire wiring system, use a well-insulated, oilproof, stranded wire such as used for high-tension leads. Do a good soldering job where wires are connected and wrap with tape.

See Plate I for a picture of the

lower cowl. It is built up of $3/16 \times 3/4$ " soft balsa and of $3/16$ " square. The nose is used as a form when building this cowl. First notch the nose in three places as shown and then fit the $3/16$ " square strips in notches. Then in between these squares and the inside of the nose fit in the wider widths of $3/16$ " flat and cement. This cowl runs from the motor mount to the bottom of the firewall. After this portion has been filled in, then sand to the curve of the nose and remove cowl with the use of a razor blade. Finish cowl by making hole in the center for cooling. Make this hole big enough so all the fins of the motor will be exposed. To allow the warm air to escape, a louver of .006 aluminum is cemented to the lower end of cowl and a hole cut under the louver. Clear-dope the cowl, inside and out, and also the inside of the nose from the firewall forward.

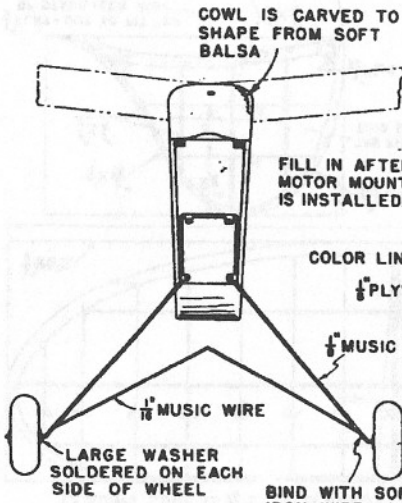
Before covering the body, the sub-rudder should be cemented in its place. Its construction is the same as the rudder, which can also be built at this time. Start by making the outline out of $1/8$ " flat medium for leading edge and $3/32$ " flat for trailing edge. The base of rudder is cut out of $1/8$ " flat to shape shown. Next cut ribs of $3/32$ " flat and cut spars of medium grade to proper length. Then put ribs on spars and cement this unit between outline of rudder. While drying, the tab can be made according to the plan. After rudder framework has dried, shape leading and trailing edges and put in tab, the hinge of which is wrapped around and cemented to rear spar. After the sub-rudder has been sanded, glue in tail skid. Work can now be continued on the body.

The sub-rudder may be cemented in place and covering may begin. Covering material, of course, is left to the individual. However, if bamboo paper is used (this is recommended) use thick clear dope for applying it. If the color scheme of the original model is followed (dark-blue rudder and body with red wing, stabilizer and nose) use dark blue for body. After water-stretched and one coat of clear dope has been applied, sand light with fine sandpaper.



12

PLATE TWO SCALE - $\frac{1}{16}'' = 1''$

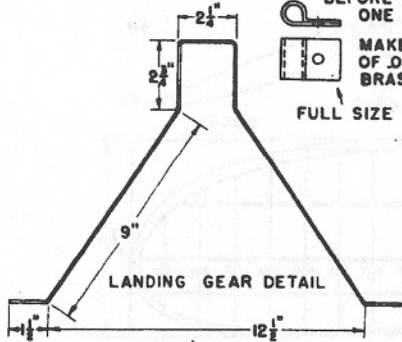


LANDING GEAR IS BOLTED TO FIREWALL WITH FOUR FITTINGS AS PER DETAIL.

ACTUAL LENGTH BEFORE BENDING - ONE INCH.

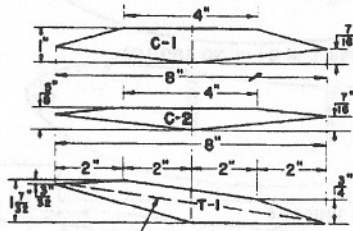
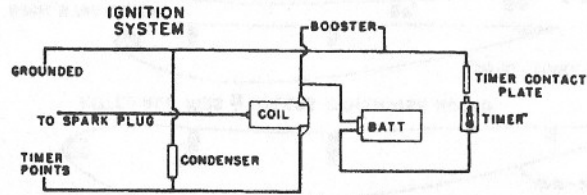
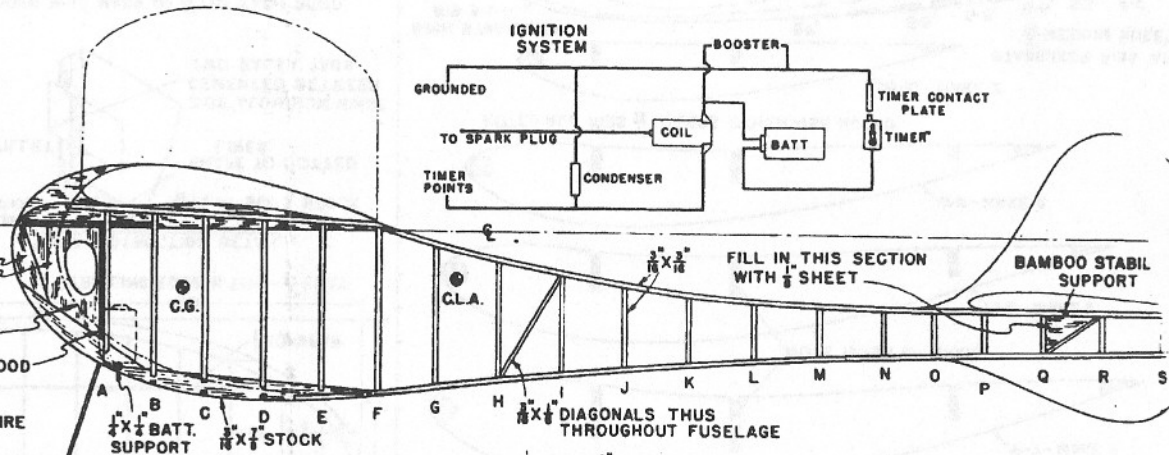
MAKE FOUR OF .020" THICK BRASS.

FULL SIZE



LANDING GEAR DETAIL

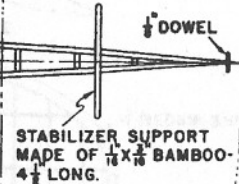
SPREADER MADE OF MUSIC WIRE.



T-2 HAS THE SAME GENERAL SHAPE AS T-1, BUT IS MORE SHALLOW AS PER DOTTED LINE.

TIE PLATE DETAILS ABOVE ARE ONE-QUARTER ACTUAL SIZE.

DIAGONALS RUN IN THIS DIRECTION ALONG TOP OF FUSELAGE, OPPOSITE ALONG BOTTOM OF FUSELAGE.



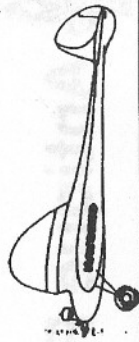
FUSELAGE DIMENSIONS

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
€ TO TOP	$\frac{13}{16}$	$\frac{3}{4}$	$\frac{11}{16}$	$\frac{9}{16}$	$\frac{7}{16}$	$\frac{3}{8}$	$\frac{7}{16}$	1"	$1\frac{1}{16}$	$1\frac{1}{8}$	$2\frac{1}{8}$	$2\frac{1}{8}$	$2\frac{3}{8}$	$2\frac{1}{2}$	$2\frac{3}{8}$	$2\frac{3}{8}$	$2\frac{3}{8}$	$2\frac{3}{8}$	$2\frac{3}{8}$	$2\frac{3}{8}$
€ TO BOTTOM	$5\frac{1}{16}$	$6\frac{1}{16}$	$6\frac{1}{16}$	$6\frac{1}{16}$	$6\frac{1}{16}$	$6\frac{1}{16}$	$6\frac{1}{16}$	6"	$5\frac{3}{4}$	$5\frac{3}{4}$	$5\frac{3}{4}$	$5\frac{3}{4}$	5"	4"	$4\frac{1}{2}$	$4\frac{1}{2}$	$4\frac{1}{2}$	$4\frac{1}{2}$	$4\frac{1}{2}$	$4\frac{1}{2}$
TOP WIDTH	$3\frac{3}{8}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{3}{8}$	3"	$2\frac{1}{8}$	$2\frac{1}{8}$	$2\frac{1}{8}$	$2\frac{1}{8}$	$2\frac{1}{8}$	$1\frac{7}{8}$	$1\frac{7}{8}$	$1\frac{7}{8}$	$1\frac{7}{8}$	$1\frac{7}{8}$	$1\frac{7}{8}$	0
BOTTOM WIDTH	$2\frac{11}{16}$	$2\frac{11}{16}$	$2\frac{11}{16}$	$2\frac{11}{16}$	$2\frac{11}{16}$	$2\frac{11}{16}$	$2\frac{11}{16}$	$1\frac{7}{8}$	$1\frac{7}{8}$	$1\frac{7}{8}$	$1\frac{7}{8}$	0								
UPRIGHT SPACING	$3\frac{1}{2}$	2"	2"	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	2"	2"	2"	$2\frac{1}{4}$	$2\frac{3}{8}$	$2\frac{3}{8}$	$1\frac{1}{2}$

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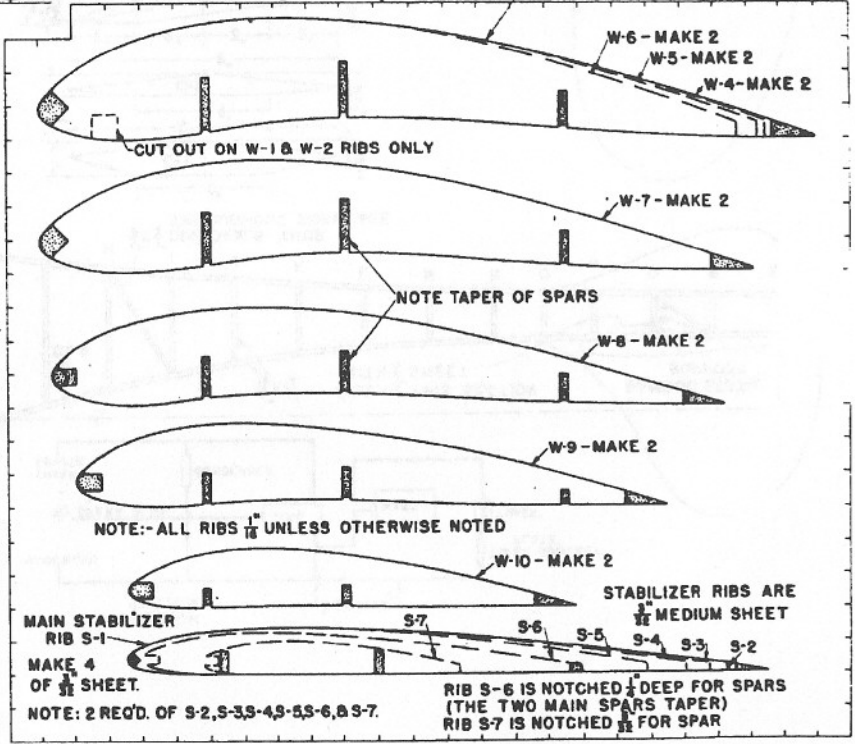
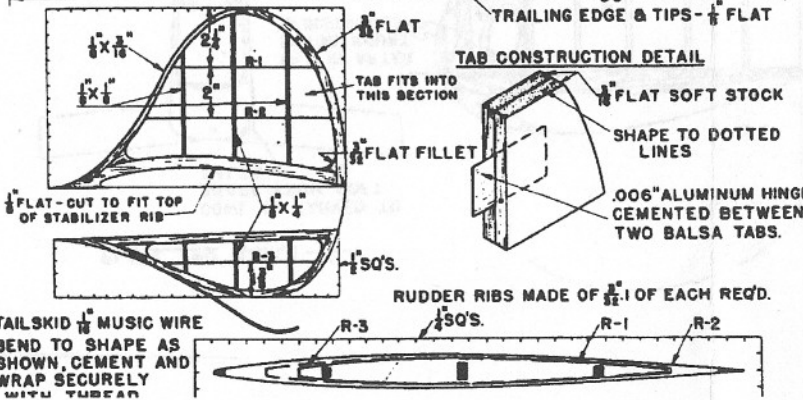
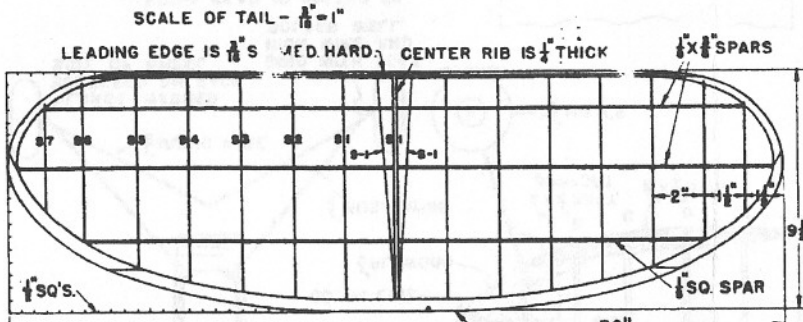
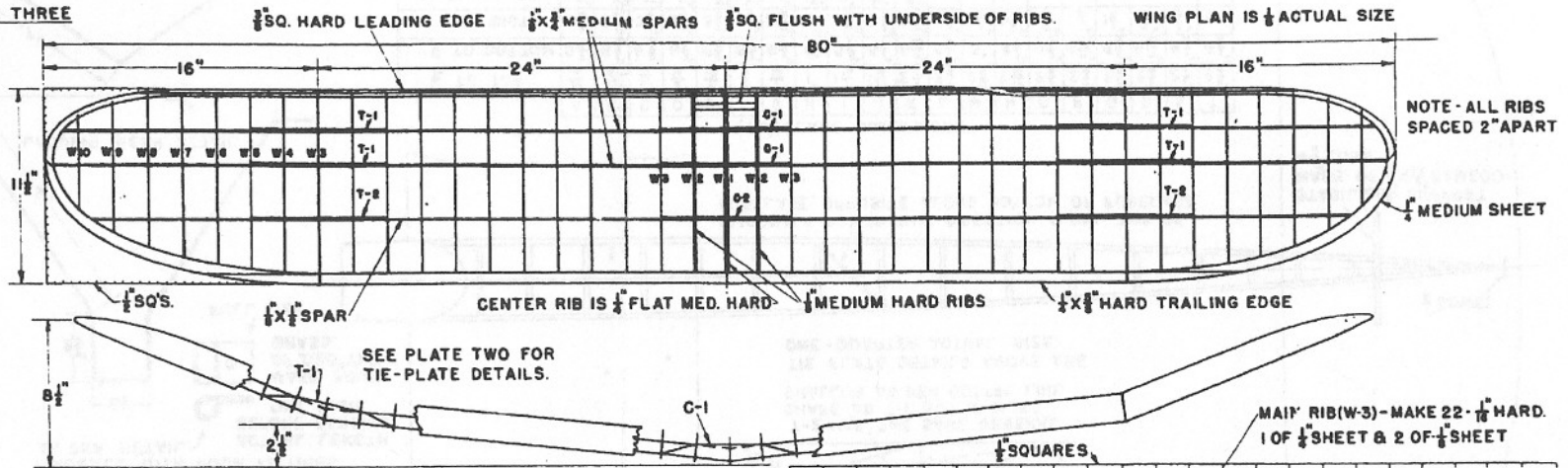


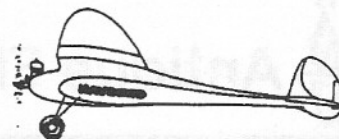


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PLATE THREE





Clear dope once more and sand, then apply two coats of dark blue pigmented dope. Don't use the dope too thick or you'll have trouble spreading it. Dope up to the color line as shown on Plate II. Forward of this line is doped red as is the motor mount and inside the nose. The entire bottom of the fuselage is colored red also.

The landing gear can now be bolted to the firewall and the motor installed. Put in about three degrees right thrust and no downthrust.

Now for the tail. Since the rudder framework is already made, we'll start on the stabilizer. Cut out the trailing edge and tips of $\frac{1}{8}$ " flat medium-hard. After this part of the outline is down on the plan, put in spars out of hard stock and cement in ribs over these spars. Now finish construction by cementing in the leading edge.

After framework has been sanded, cover with red bamboo tissue and

water-stretch, apply two coats of clear dope, and two coats of red dope. Take care not to put on any more coats than just mentioned, as warpage is likely to occur.

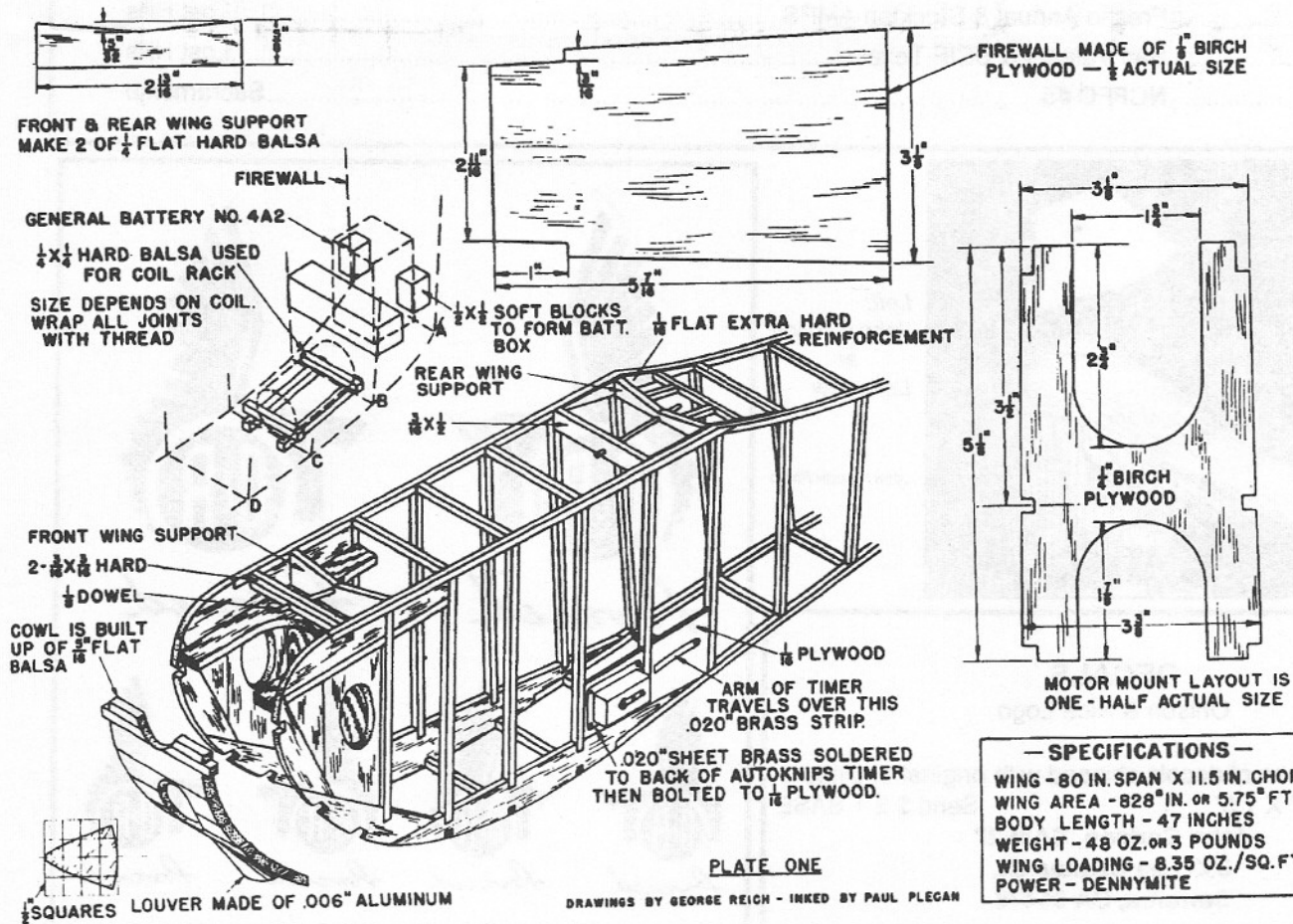
Cover the rudder using same procedure as on the stabilizer, only use dark-blue tissue and dope. The rudder is cemented to stabilizer along the center stabilizer rib which is of $\frac{1}{4}$ " flat. Use plenty of cement and offset rudder a trifle for a right circle.

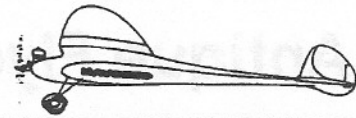
Start construction of the wing by cutting out all ribs as shown on Plate III. Next lay down the trailing edge and do the same with the tips. The spars are now cut to the proper length. The front spar will have to be blocked up $\frac{3}{16}$ ", the center spar $\frac{3}{8}$ ", and the rear spar $\frac{3}{16}$ ". Now cement in the ribs and then the leading edge.

After thoroughly dry, cut at the center and put a $2\frac{1}{2}$ " block under each thirteenth rib, counting from the

center. Then cement. In a similar manner the tip dihedral is put in. While this is being left to dry, make the reinforcement plates of $\frac{1}{16}$ " sheet basswood as detailed on Plate III. Use plenty of cement when cementing these in. Now the wing is sanded and covered with red bamboo tissue. Clear-dope and color-dope with two coats of each.

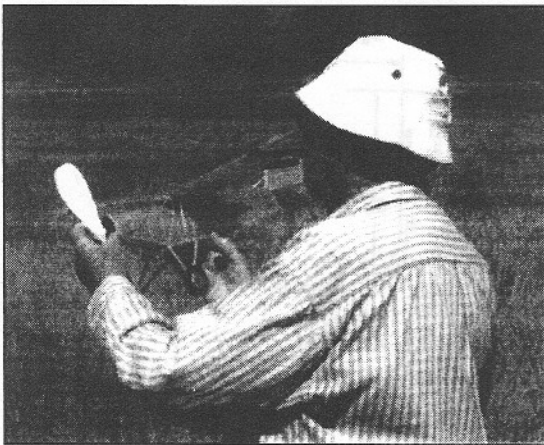
Put the wing in place on the body and proceed to make the top cowl. This is carved out of a $6 \times 3\frac{1}{2} \times 2\frac{1}{2}$ " soft block. On the $6 \times 2\frac{1}{2}$ " plane, cut out the side view, then shape top and front. Cut a small hole for needle valve and then sand all over to a smooth finish, clear-dope, and red-color-dope.





1997 CONTEST SCHEDULE

January 18-19-20	Southwest Regionals	Eloy , Az.
February 2	Stockton Winter Bash	Sacramento
February 8	MECA Collecto, Western Aerospace Meseum	Oakland
February 8-9	Isaacson Winter Clasic	Lost Hills
February 15-16	Max Men Int'l	Lost Hills
February 16	NCFFC #1	Sacramento
March 1-2	SCIF O.T. Annual	Taft
March 8-9	SCAT O.T. Annual	Lost Hills
April 20	NCFFC #2	Sacramento
May 3-4	Nor Cal Champs	Sacramento
May 24-26	San Diego Orbiters Annual	Lost Hills
May 24-26	Blacksheep Annual	Taft
June 8	NCFFC #3	Sacramento
August 16 & 17	Northwest FF Champs	Tangent Or.
Aug 30-Sept 1	U.S.F.F.Champs	Lost Hills
Sept. 14	NCFFC #4	Sacramento
Sept. 22-29	Sam Champs	Las Vegas
Oct 4-5	Fresno Annual & Stockton AMPS	Lost Hills
Oct 25-26	San Valeers & SCIF Texaco	Lost Hills
Nov 3	NCFFC #5	Sacramento



Left:
John Carlson
at
Lakeview

John Hlebcar Photo

DECALS

Ohlson & Rice Logo

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

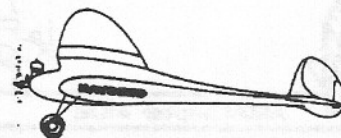
John Carlson, SAM 27
353 Las Casitas Ct.
Sonoma, CA 95476





Antique Flyer

January 1997



January

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May

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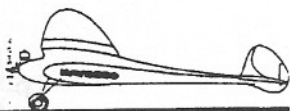
December

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AMChapter #108



OFFICERS

President:

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

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

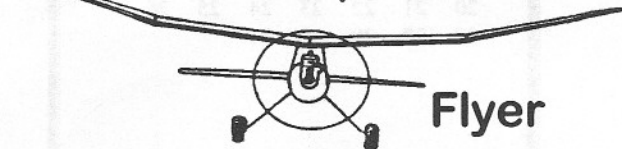
Official Photographer:

Editor:

Wes Funk (916) 587-2785
11905 Lariat Lane
Truckee, Ca. 96161

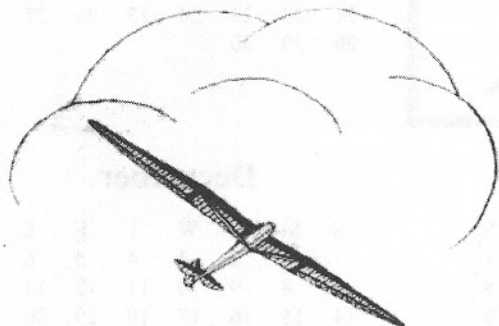
11905 Lariat Lane, Truckee, Ca. 96161

Antique



Flyer

December 1996



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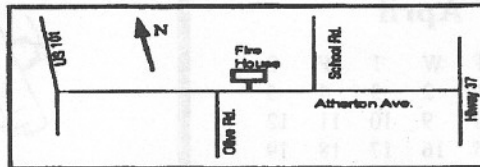
Membership

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

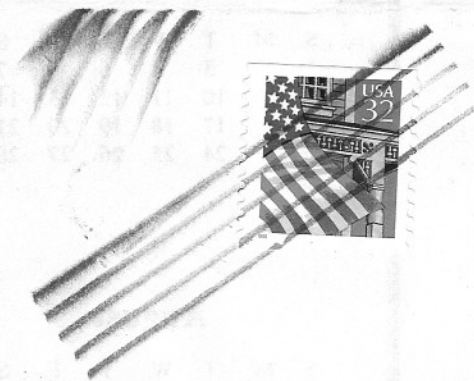
Full Membership requires that proof of current AMA Membership be presented at time of joining or renewal by means of photocopy or presentation to the Treasurer.

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, Jan. 15, 1997
7:30 P.M. at the Novato Fire Department
Training Room**



FIRST CLASS MAIL

Steve Remington
1634 Marjose Ave.
Alameda, CA 94602