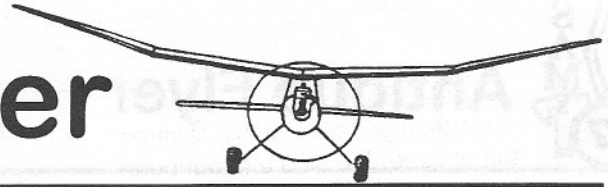




# Antique Flyer



AMA CHAPTER #108

February 1997

Issue 174

## February Chapter Meeting

by John Carlson

### MEETING NOTES 1/15/97

Our New President John Hlebar ably presided over this first meeting of 1997. A few of the regulars were missing because of the meet at Eloy, AZ, but a few seldom-seen faces showed up to make up a respectable attendance of seventeen. Bud Romak made the long trip from the east bay with a great Show & Tell item. Come often Bud. We welcomed new member Charles Kane of Oakmont who is getting back into modeling. With a background of FF, HLG, 1/2A, CO2, and C/L, he is currently interested in R/C sailplanes. Welcome Charles - we hope you can become a regular attendee. Stuart Purvis was again a visitor. Dick O'Brien (now AKA "The Cookie Man") brought a large plate of delicious chocolate cookies which were gone by meetings end. Our thanks to Dick and to the lady O'Briens responsible. Ron Keil was unable to attend; he phoned to advise he was "snowed in" up in Kelseyville and reported icy roads, especially at higher elevations.

## ANNOUNCEMENTS

Dues for 1997 are payable. (As of the writing of these notes, 1/22/97, about 60% of the membership has renewed. A reminder notice appears elsewhere in the newsletter) The Polyspan Video is available (\$20 dep.) Contact John Carlson if you wish to borrow it. John Carlson reported that, with Nick Sanford's purchase that evening, our

### IS THIS YOUR LAST ISSUE OF THE ANTIQUE FLYER?

Those who have not renewed by March 1, 1997 will NOT receive the March issue

Dues are \$15/calendar year. See membership information on the last page of this A-F

### DO IT NOW

supply of SAMSPAN is now gone. We sold about 315 LF and raffled 15LF. Don Bekins said he would contact Holger Menrad in Germany to see if we could replenish our supply. Don Bekins had contacted a number of our "Valley" members and friends to see how they had fared in the recent floodings. The Schmidts had been evacuated for a couple of days and returned to find the water up almost to the second step leading to the house, but fortunately, none in the house. The garage had a couple of feet of water and will require major cleanup. Loren and Miriam report they can go to their back deck and survey "Lake Smitty". A number of others had also been evacuated but had returned to find no damage. These included Bob Munn, Speed Hughes, the Nicolaus, and the Kinsey/Lane duo. Considering the extent of the flooding, things could have been a lot worse. Prez John announced that he had recruited Dick (Cookie Man) O'Brien to replace him as Official Photographer. This, in addition to being the TOFF coordinator and lawnmower custodian, should be keeping Dick pretty busy. Bud Romak announced that the Oakland Cloud Dusters will be hosting an Indoor meet at the Cow Palace on March 9. Members may contact him

or Earl Hoffman for further details. Buzz Passarino reported that Remo Galeazzi had wished the Club a Happy New Year. Remo had recently undergone knee surgery and was now in the physiotherapy stage. This, together with his earlier operation has greatly slowed down the Rose Parakeet restoration. We hope you are soon as good as new, Remo.

## JR O/T REPORT

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

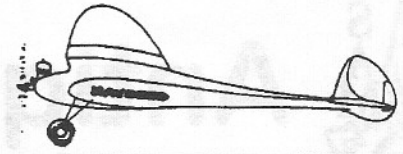
## TOFF REPORT

Dick O'Brien reported no recent TOFF activity but we did have a SOFF session on the previous Saturday. A low overcast did not hamper several flights by Don Bekins, Pete Samuelson and John Carlson. Takeoffs and landings were from the road. Traffic to and from the equestrian operation further down the road made timing a factor. Spectators and/or pit crewpersons included Dick, Earl Hoffman and Don's friend Dr. Chet Noyes.

## OLD BUSINESS

O&R Decals and T-Shirts Occasional orders come in from the adv. in SAM Speaks. Ron Keil has placed an adv. in the MECA newsletter. We expect substantial response from this group.

Technical Reports Still looking for suggestions and/or volunteers for future meetings. Prez John announced a new approach to this feature. He has placed members names in a container and each meeting will draw one name. That person is to choose a topic for presentation at the next meeting. Bill



Vanderbeek was the first name drawn. Prez John Will notify Bill of his good luck.

1997 Club Project The proposed rules for this Rubber Scale event prepared by George Benson were discussed at the last meeting. The major problem at that time was the requirement that the "models be built from plans or kits produced before January 1, 1951". Prez John had discussed this with George who reiterated that the objective was to have fun and the matter was resolved by allowing models of any aircraft produced prior to 1951. The use of early kits or plans is encouraged but not required. The revised rules in their entirety appear elsewhere herein.

Button Timers Brian Ramsey reported that he had written Wheels & Wings, the producers of the button timers but was still awaiting their reply.

*Brian sends the following, from Wings & Wheels.  
Badge size is \$8.00 in Quantities of 30 or more.  
Button size is \$15.00 when 10 or more are purchased.*

SAM 27 Logo Cap Melanie Funk had contributed a white baseball cap embroidered with the Club logo to the Xmas Party raffle. Several members expressed interest. Jerry Rocha has advised that Melanie is willing to provide these for \$7.50 each, including mailing. A GOOD deal. Write Melanie if you would like one.

Next Meeting Program Item At the next meeting Prez John will ask each attendee to describe his first flight in a full sized airplane, first solo or any other such memorable experience. Bring photos if possible. Most of us have something to report on such a subject, so come prepared.

## NEW BUSINESS

Raffle Prizes Don Bekins advised that ACE R/C has offered special discounts to clubs purchasing certain items for raffle prizes. All they ask is that the item and its instructions be passed around prior to the raffle. One item was their Smart Charger which normally retails for \$110 offered for \$80. They also had a number of Cox engines at closeout prices. Don was authorized to use his judgment in purchasing items for raffle prizes.

R/C Show Rod Persons reported that the Northern California R/C Show will again be held at the Santa Rosa Fairgrounds as it was last year and where SAM 17 had a booth. The dates are May 17 & 18. It was agreed to again participate this year. Rod offered to be the coordinator. More on this next meeting.

Videos Don Bekins brought three videos made from movies taken at some of the Sam 27 and SAM CHAMPS meets in the late 80's and offered to lend these to interested members. Park Abbott was the first taker. They should again be available at the next meeting. Don also has many slides which will be assembled for showing at future meetings.

Crash & Bash Raffle Prizes Prez John reminded us that we have no more Don Parmenter models available for prizes and asked that members make suggestions for the C&B and the year-end raffle as well. Bring suggestions to next meeting.

## TECHNICAL REPORT

Ray McGowan talked about spark plugs and coils. Ray passed around copies of an article which apparently has made the rounds of a number of clubs' newsletters. The claim is, that

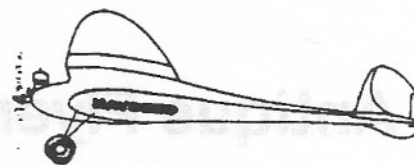
with the proper polarity of the ignition battery connection to the coil, the spark will be much hotter and that reverse polarity would require a 20% to 40% higher supply voltage to produce sparking. Polarity can be determined by connecting a 1.5v test battery across the coil's input terminals. Polarity is proper when the coil high tension lead reads positive to ground. A reading of zero indicates improper polarity. Don Bekins said that his own experience seems to confirm this. Thanks Ray.

## SHOW & TELL

Bud Romak showed a beautiful, framed Go-Getter model for FF, A or B Cabin. The model was designed by Elbert Weathers in about 1940. Plans appeared in Air Trails magazine. Bud really likes this design as this is the twelfth one he has built. Power is a Hunter 19 diesel. A hole behind the wing leading edge allows compression adjustment with a special tool. Covering will be Polyspan.

John Carlson Told that our South Carolina member, Woodie Owen, had advised that he was experimenting with pantyhose as a covering material and offered to write a few words if we were interested. John told him to go ahead. A sample of the covering applied to a small piece of balsa sheet had been sent and was passed around.

Park Abbott has been corresponding with Hal DeBolt in Florida and displayed a plan he had received from Hal. It is of a model called the Thunderbolt, designed by Hal, and with which he won the new York State Championship in 1940. Parker intends to build this pylon type model for Ohlsson 23 power. Wing area is 350 sq. in. The fuselage is planked. We look forward to seeing progress showings at future meetings.



Steve Remington told of his mistake in trying to obtain a glossy, opaque finish with SAMSPAN. After two initial coats of clear dope Steve started to spray several coats of yellow opaque dope, sanding between coats. Each sanding resulted in a fuzz appearing after spraying the next coat of dope. Steve finally gave up after 3 or 4 coats, stripped the covering and started over again. Moral is don't try sanding. Steve also showed a new. 21cc, 1 hp, O&R engine he acquired. It was an industrial model called the Octura but not designed for powering a model airplane in that no provision was made to accommodate thrust. We were advised that some years ago Ron Keil had tried one in a 15 ft. Dallaire but gave up because of point troubles and the lack of a thrust bearing.

Nick Sanford produced a recent National Geographic article which told of a research effort involving placement of radio location transponders on bees. The weight was 3 mg. Batteries were not required as the transponder received its power from the received signal. Nick speculated that perhaps further development would result in indoor R/C. Stranger things have happened. Nick also told of a product he found effective in reducing humidity in his workshop. It is called "Dryout" and comes in pellet forms to be sprinkled in a large flat pan. The pellets absorb moisture from the air and are effective for a few days. They apparently cannot be reactivated as can be done with silica gel. Steve Remington reported that he had solved humidity problems in his boat with a portable dehumidifier purchased from Sears for about \$100.

Rod Persons showed some scale rubber plans he had purchased from Mike Midkiff. Rod was very pleased with the plans' quality. A number of the plans are for WWI aircraft. Wing spans

are in the range of 18"-24". Cost is about \$6 each. Contact Rod if you would like more info. Rod also showed a "Red Blaster", 50 watt, electric ducted fan unit he got from Hi-Line. Rod has yet to choose what model to build for this propulsion unit.

Joe Meere recently visited Hangar One in Rohnert Park and, while still in the parking lot, thought a ME-109 was buzzing the town. It turned out to be a CD being played by Dave Higgins in the shop. Joe produced a boom box and proceeded to play one he had purchased as a Club raffle prize. This CD was titled "Round Sounds" and included the starting, run-up, takeoff and low pass sounds of a Stearman PT-17, an F-8 Bearcat, AT-6, and F-4U Corsair, among others. The CD was later won by Steve Remington who could cause quite a sensation at Reid-Hillview.

John Hlebcar showed an O.S. FS-60 four stroke on which he had mounted a nicely machined, aluminum, intake pipe/needle valve assembly made by Jerry Rocha. The needle valve was a Cox unit.

## MONTHLY RAFFLE

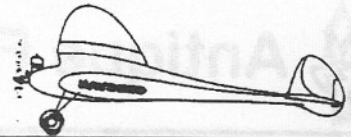
PRIZE	DONOR	WINNER
6"vernier Caliper	SAM 27	John Carlson
12 V. Starter	" "	Don Bekens
Ball Driver	" "	Bud Romak
Motor Mounts	" "	Bert Flack
Gruman Goose	S. Remmington	John Hlebcar
C.D.	SAM 27	S. Remmington
Hat	Bert Flack	Buzz
<b>Total</b>		<b>\$ 63.00</b>



*Don Bekens at the '96 SAM Champs, Penscola FL  
Preparing for the next event, A Glow, after winning pure Texaco with a record 1  
Hr. 46 min. flight.  
For this effort he won the Ed Roberts/Chet Lanzo Perpetual Trophy.*

*Way to Go Don!*

*Don Bekens Photo*



S.A.M. 27  
1997 CLUB PROJECT

RUBBER SCALE EVENT - FINAL COPY

*"Get out to the Field and have some fun!"*

Introduction

This first S.A.M. 27 Rubber Scale Event has some new ideas which we believe will encourage participation.

- Scale quality is ranked equally with flying time.
- Scale judging by contestants eliminates possible bias.
- Smaller planes are equally competitive (and easier to chase!!) because of a simple equalizing wingspan-based formula (thanks to Jim Moseley of Canada for this idea).
- Winner is decided by combined flight and scale positions.

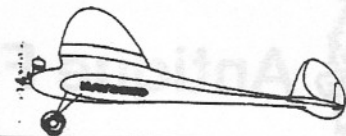
Rules

- Rubber-powered scale models of any airplane produced prior to 1951. Use of early kits or plans encouraged but not required if unavailable. Ask other members if you cannot locate that jewel you always wanted to build. There are literally thousands of early subjects available!
- Moderate changes in S.A.M. spirit are O.K. - e.g. prop bearing, rear hook, dethermalizer, wire landing gear, slight structural changes, nose block, moderate stab or fin enlargement.
- No scaling up or down.
- Maximum prop diameter is  $1/3$  wing span plus 1" - e.g.  $1/3$  of 24" span = 8" + 1" = 9" max. prop diameter. Plastic, wood, or freewheeling props O.K. No folding props.
- O.K. to enter more than one model with only one entry fee and one award per contestant.
- Six flights, three best to count. **HL or ROG - Pilots Choice**
- Flight times below wingspan do not count - e.g. 19 seconds for 20" or 29 seconds for 30" do not count.



# Antique Flyer

February 1997



- Wing span formula:
  - The max. time for each plane is "wing span times 4" in seconds  
e.g. 20" span max. wingspan is 20 times 4 = 80 seconds.  
30" span max. wingspan is 30 times 4 = 120 seconds.
  - Flight times are converted to % of max. by contest director for flight ranking.  
e.g. 20" span with 60 sec flight =  $60/80(\text{max.}) = 75\%$   
30" span with 90 sec flight =  $90/120(\text{max.}) = 75\%$

## Scale Judging

- Planes to be lined up in flying trim - time to be decided at event.
- Numbered cards will be given to each contestant to rank planes. Details at event.
- Do not vote for your own plane!

## Entry Sheet

- Print Name, Model and Wing Span tip to tip to nearest inch.
- Multiply wing span by 4. This is your max. time in seconds.
- Enter 6 flight times in seconds to nearest second.

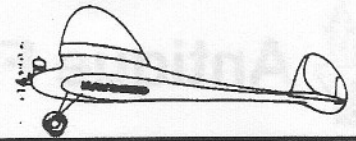
## Results

- C.D. will count and rank Scale scores.
- C.D. will convert for each contestants 3 best flights to % of his/her max. and rank them.
- Winner is the one with best combined placing in both flight and scale (50% each). Ties to be decided by flight score.

These rules are condensed to make them simple and easy to follow thus several interpretations may be possible. Remembering our objective is to fly for pleasure and fun, the contest director makes the final decision even if at times it may seem capricious, whimsical, arbitrary, and quite unreasonable!!!

14 Jan 97

George Benson, Bill Hurley, Jerry & Phobi Long (A.K.A. the M.A.C. Brigade)



## Covering with Polyspan

copyright SAM Span, by SAM 27  
by Tom McCoy, SAM Hall of Fame  
October 1996

It would take a book the size of the New York phone book to explain the covering techniques. Applying covering to a model airframe is like no other art. It is an acquired technique. My experience with POLYSPAN is about a year and a half I find it easy to apply, it takes paint very well and it is quite puncture proof. As it is a heat shrink, it is moisture proof and not affected by our Florida humidity. I find it's quite inexpensive, a twenty foot roll is about \$15 retail.

An old friend, Larry Davidson, came down from New York to our "Orange King" two years ago and first showed me a model covered with it. I was very impressed. This was Larry's first try and I thought it looked great. Larry had left the POLYSPAN white (the way it comes), painted the tips red and added some black stripes. The model; looked very nice.

The material is very light and I felt it was just what I needed for my rubber models. The big drawback is that it only comes in white- maybe a better description of the color is natural or dirty white. I felt that I couldn't afford the added weight of color dope so I needed to find a dye to color the material without adding much weight. Years ago I had tried the ANELIN dye to clear dope process and was quite disappointed. The colors faded very; fast and went on very blotchy. I knew this process wasn't going to work on POLYSPAN. Starling International recommends a dye process using nitrate dope. I have seen other modelers try this system and weren't very happy.

I guess living in a little town in the middle of nowhere makes you solve problems on your own, you don't have other modelers to tell you it can't be done. To date I have done four rubber models and two power models, both power planes are old timers with ignition engines. These are large models- one 800 sq. in. and the other is 1200 sq. in. I mention the size of the models to let you know I am not afraid to use POLYSPAN on any model. If you follow my system and formula you should see good results. A power model with glow will require a top coat on the fuselage to fuel proof it. K&B or HOBBY POXY clear will probably do it.

To begin with, if your construction is shoddy and you cover it with POLYSPAN, when you are through it is still shoddy. Surface out your construction by using a medium then fine sandpaper. Always sand with the grain When you are satisfied that you have done your

best it is time to start the covering process. At this point I must tell you to use buterate dope and buterate thinner throughout this covering process. If you use nitrate or some other paint I have no idea what your model will look like.

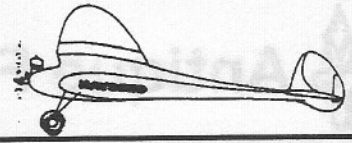
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I must tell you to use buterate dope and buterate thinner throughout this covering process. If you use nitrate or some other paint I have no idea what your model will look like. Start by applying three coats of 50/50 dope to the entire framework (all the surfaces the covering will touch). Sand lightly between the first and second coat. Now open the POLYSPAN package and cut the panels for the the entire model. Make each piece about 3/4" bigger all the way around POLYSPAN has a top and bottom like most coverings. One side of the material is slightly shinier and if you roll all your pieces shiny side out there will be no confusion about which way is up. My best advice is to cover your model Just like you are putting on Jap tissue. Use 50/50 dope and dope the tissue down on all the edges just like a tissue job. The dope will go through the POLYSPAN just like tissue. Pull out the wrinkles as you cover. Do the best you can to pull out all the wrinkles. On a box like structure like a fuselage, I would do both sides and cut them neat with a sharp razor blade. Do the top and bottom next and leave a 1/32" overlap all the way around This is easily done using a small piece of 1/32" plywood next to your razor blade to act as a guide.

So far, this is just like covering with tissue. Now things change. You will need a Monocote iron set at about 250°. this is about the mid setting on the iron. POLYSPAN does not want to go around corners. By going around the edges with the iron, the edges iron right down just slick. As you develop your technique, you will find that the heat iron will iron down all your cut edges. Re-dope the entire perimeter and let dry. Now, shrink the covering with the iron -- don't go above 300°. It isn't critical to heat and the wrinkles will come out nicely without high heat. Don't use a heat gun. Heat guns will work, but you can easily put a hole in the material if you are not careful. An iron will work fine. As you get into it you will find it is just like tissue, only heat shrink.

After the whole model is covered and ready for dope you can lightly sand edges with 600 paper. This will ensure you have everything stuck down. Don't go too far with the 600 paper, just lightly. Now apply three very light coats of dope, using 60/40 thinner-dope for these coats. One and two inch foam brushes work perfectly for applying these coats. You should now be ready for the color.

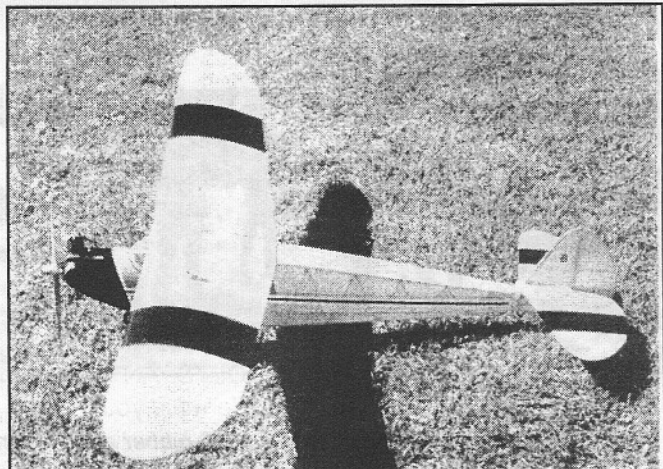
Use HIGGINS FADE PROOF drawing ink. This product comes in ten colors and can be found at most good craft stores. I find it at Michael's Crafts in the Tampa area, this is a national chain. Any good artist and drafting supply store should have it. Call around, you'll find it. The ink comes in a 1 oz. bottle, so I will

give you a formula using the whole 1 oz. bottle. Mix 1 oz. color into 9 oz. of butyrate thinner, add 2 oz. butyrate clear. The most common brand of butyrate dope available is the SIG SUPER COAT. Use this right out of the can for this formula. Now you have a big bottle of color ready to apply. I've noticed that the color will settle out so keep shaking it up when using. I sprayed the color on with an airbrush. It doesn't seem at all critical to overlap, just keep going until you like the color density. Any spray equipment will work and this part is just not critical to overlaps. I haven't tried brushing the color yet, but maybe a wide foam brush will work. Let all this dry well, then brush on a topcoat of clear thin dope.

To review, we started with three thin coats of dope, our color coat, and one thin top coat. This is about the same weight as Jap tissue, but a much stronger covering. You can cut out Jap tissue numbers and letters and dope them on just like Jap tissue covering. You may want to tape off areas and add color dope. It all works.

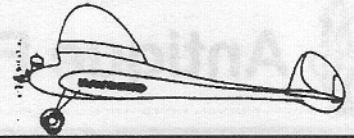
The POLYSPAN is available from our own Bryan Malin. He has it on hand at a good price for A.M.O.B. members Call Bryan at (407) 459-1061, or call John Carlson, SAM 27 Secy/Treasurer at (707) 996-8820 or email at johnc914@aol.com. Or check SAM Speaks for advertisers who carry POLYSPAN such as Starline International and Model Research Labs.

Some slight editing of this story has been done by Don Bekins derived from his experience covering with SAM Span.



Tom McCoy's beautiful Miss America

Don Bekins Photo



**MECA REGION 2  
WINTER COLLECTO  
SWAP & SELL**  
**ENGINES—PLANES—BOATS—CARS**  
**R/C—Control Line—Free Flight**  
 Any hobby related items  
 OLD and NEW

**Saturday, FEBRUARY 8, 1997**  
**10:00AM to 3:00PM**

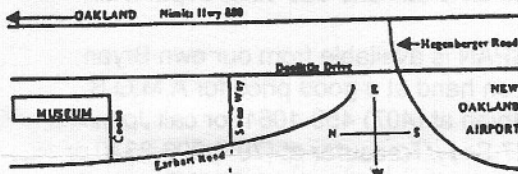
**WESTERN AEROSPACE MUSEUM**  
 At the Old Oakland Airport  
**OAKLAND, CALIFORNIA**

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



Jasper, our assistant editor!

Melanie Funk Photo



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



Scenes from the SAM 27 1996 rubber and 1/4 A nostalgia meet, Lakeville Rd. site.

Don Bekins Photos

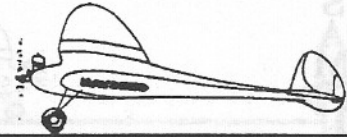






# Antique Flyer

February 1997



NORTHERN CALIFORNIA FREE FLIGHT COUNCIL

## 1997 CONTESTS

### SACRAMENTO, CALIFORNIA (Waegell Field)

(1/2 mile North of Jackson Road on Sunrise Blvd.)  
8 A.M. - 3 P.M.

This is the calendar for the 1997 season. You will receive no other announcements.

**FEBRUARY 23, NCFFC Banquet** - Harry's Hof Brau\*, 14900 E. 14th St., San Leandro.

No Host Bar 2:00, Dinner 3:00. RSVP to Jim Persson (510) 846-3999 By February 15.

**MARCH 16 - NCFFC #1** - Steve Geraghty, C.D.

**APRIL 27 - NCFFC #2** - Sierra Eagles - Jerry Cody & Doug Galbreath, C.D.'s

**JUNE 8 - NCFFC #3** - AMPS - Jim Persson, C.D.

**SEPTEMBER 14 - NCFFC #4** - S.G.M.A. Bill Davis, C.D.

**NOVEMBER 1 - NCFFC Business Meeting** 10:00 A.M. - The Printer, Davis

**NOVEMBER 2 - NCFFC # 5** - S.G.M.A., Dick Myers, C.D.

**\*To Harry's Hof Brau**  
From 580, take 150th St.  
to E. 14th St.  
From Nimitz, take  
Hesperian North to  
E. 14th St.

#### The following are Non-NCFFC Meets:

**FEBRUARY 2 - SGMA Winter Bash** - Walt Ghio, C.D.

**MAY 3-4 - Norcal Free Flight Champs** - OCD, Bill Vanderbeek C.D. (No RC)  
Cuffmac & America's Cup (FAI) Point Contest.

**OCT. 3-4-5 - Sierra Cup** - Roger Simpson, C.D.

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

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

## EVENTS

F I G  
F I H  
F I J  
F1A, F1B, F1C Combined  
1/2 A Gas  
Open Gas A-B-C-D  
Re-entry allowed w/different class  
engine  
Scale Rubber  
Scale Power  
P-30

Electric "A" & "B" Combined  
Nostalgia combined - NFFS Rules  
Hand Launch Glider  
Hand Held Catapult Glider  
Pre-1943 Hand Launch Glider  
Mulvihill  
Moffett  
Old Time Rubber - Over 150 sq. in.  
Old Time Rubber - Under 150 sq.in.  
.020 Replica O.T.  
O.T. Gas

#### Old Timer RC Assist

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

**FLIGHT RULES:** All Council Free Flight Contests will be flown under AMA Cat. II or Cat. III Rules. R.C. Old Timer. Flown under SAM Rules. All transmitters must have gold sticker. No fuses in dry season. C.D.'s discretion.  
Flyoffs in all FAI events start at 3 p.m.

**PRIZES: NCFFC F.F.** - Awards to third and Cash Hi-time awards.

**R.C. Old Timers** - Awards to third and Cash Hi-time award.

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

#### FLY ONE-TIME ONE ALWAYS APPLIES

For Weather Conditions, Call (916) 646-2000

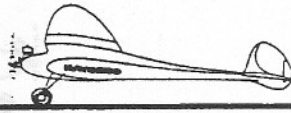
For general info., call Doug Galbreath (916) 757-2283 evenings, after dark.

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

**Smoking permitted in designated areas only, during dry season.**



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:**

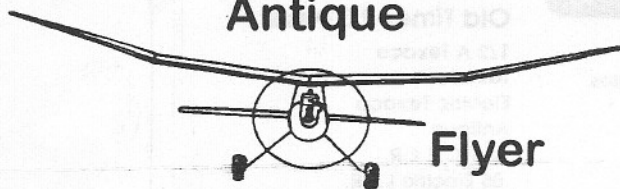
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**Editor:**

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

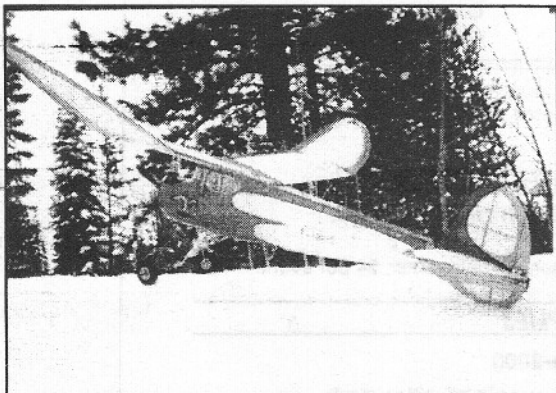
11905 Lariat Lane, Truckee, Ca. 96161

## Antique



## Flyer

February 1997



Wes Funk's new "Coronet", Powered by a Mills 1.3 resting on 5 ft. of snow in my front yard.

Wes Funk Photo

**PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS**

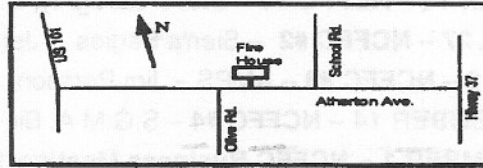
### Membership

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

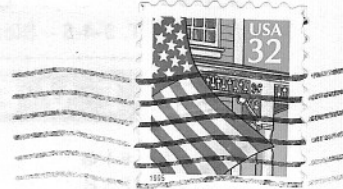
Full Membership requires that proof of current AMA Membership be presented at time of joining or renewal by means of photocopy or presentation to the Treasurer.

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, Feb. 19, 1997  
7:30 P.M. at the Novato Fire Department  
Training Room**



## FIRST CLASS MAIL

Steve Remington  
1034 Mendocino Ave  
Alameda, CA 94602