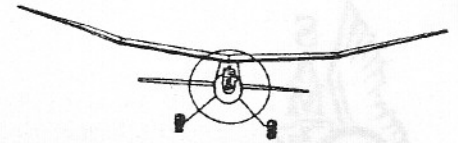




Antique Flyer



AMA CHAPTER #108

June 1997

Issue 178

May Chapter Meeting

by John Carlson

Twenty two members and visitors attended this mid-May meeting. Visitors included Stu Bennett of the Oakland Cloud Dusters and Stan Severi, one of Rocco's modelers. Both visitors contributed to the later Show & Tell. As a result of the recent NorCal R/C Show, in which SAM 27 had a booth, we signed up one new member and one former member rejoined. For addition to your Roster here are the pertinent data:

Thayer Syme (New)
1090 Montgomery St #302
San Francisco, CA 94133
(415) 788-0769

Tim Eriksen (Rejoined)
18 San Marin Dr.
Novato, Ca 94945
(415) 897-2944

Welcome (and welcome back) to Sam 27. Tim attended the meeting. Thayer was unable to attend but did make the following days TOFFF session.

ANNOUNCEMENTS

Prez John Hlebcar announced with sadness that he had received a "Dear John" letter from Wes Funk who regretted the necessity to resign as our Newsletter Editor. The move to Taft has resulted in the need to spend a great deal of time to make the changes necessary to fit the contents of a large house into a much smaller one. We all understand the dilemma and all expressed gratitude for Wes and Melanie's great work over the past two and a half years. Discussion regarding replacement was deferred to New business.

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

X-Prez Rod persons reported on the

May 17-18 NorCal R/C show held in Santa Rosa in which SAM 27 sponsored a booth. Rod was assisted in manning the booth by John Hlebcar, Buzz Passarino, Joe Meere, Bert Flack, Ray McGowan, Ron Keil, Jerry Rocha, Ed Solenberger and Nick Sanford (hope we didn't miss anyone). Rod reported that the total attendance was about the same as last year. In the raffle, Buzz Passarino thought he had won first prize but discovered there was another Buzz who went on to win two more prizes before finally our Buzz's ticket came up and he won a few inconsequential items. In the Concourse competition, Best of Show was awarded to Rod Persons in the Sport category and to John Hlebcar in the Old Timer's.

Don Bekins reported on the SAM 30 Meet at the Schmidt Ranch in Elk Grove, also held on May 17-18. There was a good turnout on this hot weekend with temperatures somewhat moderated by a strong breeze most of Saturday and a welcomed lighter breeze on Sunday. Participants enjoyed the usual great Friday spaghetti feed, the Saturday roast beef and chicken dinner and the great lunches both days. When not eating, most found some time to fly. Don Bekins won the sweepstakes, Pete Samuelsen and Ed Hamler won or placed in several events and John Carlson just missed getting his very first First Place when Steve Roselle beat him by 2 sec. in Electric Texaco. Wind and Tx difficulties resulted in an unfortunate low altitude wing collapse of Nick Sanford's Twin Boom model which had successfully flown a number of times previously. Repair is unlikely. Pete Samuelsen suffered a repairable launching accident with one of his Foote Westerners. Miriam Schmidt put on a great show Saturday after dark by making chalk drawings illuminated by colored lights and accompanied by music. The finale was the turning on a black light to reveal a hidden picture of the R/C God.

Pete Samuelsen, Fred Terzian and Stu Bennett reported on the recent Indoor Session in the dirigible hangar

at Moffett Field. The air currents resulting from the permanent 16x30 ft. opening in the hangar east wall prevented flying any of the super light weight models. Pete did manage a couple of Penny Plane flights which left his model stuck in the beams of this 198' high building. A number of attendees flew Peanut, Lo-Cal and glider models which handled the drafts well. Fred said there were a number of positive aspects in that several of the people affiliated with the Moffett operation were favorably impressed with the models and indicated support for future sessions.

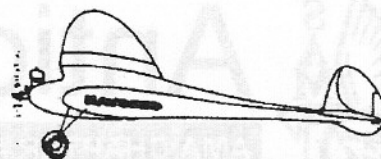
Jerry Rocha announced that MECA had scheduled a Collecto in Napa on Saturday, July 26 which conflicts with his previously scheduled date for the SAM 27 O/T Rubber Meet. It was agreed that we should reschedule the O/T Rubber meet to Sunday, July 27. The new date will be on the announcement Flyer which Jerry intends sending out soon.

Prez John announced that the June meeting would be held on its regular date: June 18 but in Napa at Rocco's Redwood Middle School classroom. Special aspects of this meeting are: Fun Fly of 1/2 A, electric and rubber models and HLG commencing about 3:15 PM at the schools athletic field just north of the school buildings. Hamburger dinner on the deck at John Hlebcar's home (under his new awning). Those intending to come PLEASE phone John at least a week prior (707) 252-8482. The regular meeting will be in Rocco's classroom at the school followed by indoor flying in the gym, providing the painting contractor is finished. Directions: Proceed to the intersection of Hwy. 29 with Trancas and Redwood Road. Go west (turn left) on Redwood a couple of blocks and turn right on Carol Drive for about one block and then another right to the school at 3600 Oxford St. The classroom is in about the middle of the school complex but there will be guys milling about so there should be no trouble finding it. This looks like a fun afternoon and evening. Maps to John's house will be provided for those who attend the early fun-fly.



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Prez John, noting a number of reports that problems at Cox might cause problems in obtaining parts, advised that he had recently called their 800 number and ordered parts, including a couple of the small tanks. They took the order without question. Because less than a week had passed John could not yet report delivery.

Prez John and Rafflemeister Joe Meere announced that the ACE R/C Smart Charger recently purchased (value \$110) would be included as a Raffle prize in the June meeting so mark your calendars.

JR O/T REPORT

Rocco Ferrario advised that Sean Crowley is graduating from high school and, being the first to complete all seven levels of the SAM 27 Jr O/T Program is now eligible for the \$100 Honorarium that results from these accomplishments. The presentation will be made during the regular June Meeting. Rocco also reported that several of his Juniors have participated in events at Waegell Field, generating much enthusiasm with them as well as with their parents.

TOFFF GUY REPORT



Don Bekins Photo

TOFFFmeister Dick O'Brien reported that on the whole, we have been pretty lucky with the Thursday weather at the Lakeville Site and have been attracting an average of 8 or 10 participants. The latest session (May 22) was attended by a number of the regulars as well as Jerry and Phobi Long, and new member Thayer Syme who were all formally inducted by Don Bekins as full fledged TOFFF Guys. Jerry, Phobi and Thayer flew FF rubber, electric and compressed air models despite the considerable wind in the morning. Several long walks ensued. Thayer

proceeded to fly his very small, fast and aerobatic R/C electric sport model but unfortunately it tip stalled on landing resulting in considerable damage. Thayer also flew a compressed air/water rocket brought by a friend. The rocket is made from three plastic bottles glued and taped together with a nose mounted parachute and taped on tail fins. The first flight was spectacular, going at least 300' high and 400' in distance, but the chute failed to open resulting in damage preventing further flights.

OLD BUSINESS

O&R Decals and T-Shirts

Sales are slowing. The adv. in SAM Speaks has run out and will not be renewed but we will continue that in the MECA Swap Sheet for only the decals since our stock of T-shirts is down to 6 or less. A couple of T-shirts and 5 decals were sold at the NorCal R/C show.

Button Timers

Brian Ramsey was not present so the status of timer sales could not be updated. Jerry Rocha described his preferred method of installing and rigging the timers which is considerably simpler than that recommended by the manufacturer. Jerry mounts the timer on the bottom or side of the model. The front of the stabilizer is hinged or pivoted in one of several ways and rigged with a rubber band to rotate it, and the fin, forward when released. A length of monofilament line is attached to the rear of the stabilizer and passed through a curved piece of aluminum tubing and then tied to a rubber band which provides the tension to hold the stabilizer in flying position and to unwind the timer. The other end of the rubber band is tied to another length of monofilament with a long loop on the end. The loop is passed over the timer arm before winding it on to the drum the necessary amount to provide the desired delay. The length of the loop should be long enough so that when fully wound on the timer drum, the loop knot is still clear of the timer, thus preventing a possible

hang-up. The size and type of the rubber band and the degree to which it is stretched by winding the timer determines the delay. This requires some amount of experimentation, but once set usually remains quite accurately repeatable over a days flying. Comments from other attendees were to the effect that the aluminum tube could be replaced by a common straight pin with the line passing around it for a quarter turn or more. Dental quality rubber bands, although possibly difficult to obtain, were recommended as they are accurately calibrated for stretch and tension.

SAMSPAN Bulk Purchase

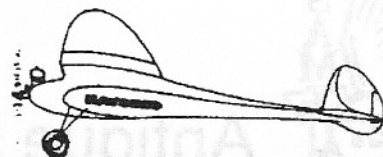
Don Bekins advised that we are back on track with this procurement. It left Germany by ship on May 15 destined for the warehouse in Connecticut from where it will be shipped to Steve Remington. It is hoped that by the June meeting we will be able to offer it up to the membership.

Crash & Bash and Year-End Raffle Prizes

We have purchased the Shilen 19, Serial # 27 for the year-end raffle prize. Ed Hamler was not present so we will report on the C&B raffle prize at the next meeting. John Carlson advised that during the SAM 30 Meet Miriam Schmidt offered to repeat their last years super assistance by purchasing all the food and food service supplies for us. In addition Miriam said they need NO cash advance as was provided last year. What a Deal!!! Naturally this kind offer was accepted. All Miriam wanted to know was our preference for soft drinks. This was discussed with some of the members and it was decided to go for equal quantities of 7-Up, Coca-Cola and Pepsi, each to be 50/50 regular and diet.

SAM 86 R/C 1/2 A Texaco Postal Contest.

SAM 86 of Canada is sponsoring a postal contest for the period May 24 thru May 31. Apparently this is open to individuals rather than as a team



event. SAM 27 members may fly their entries during the 5/29 TOFFF session. Entry forms will be provided. Rocco took a form in case some of his Juniors desire to enter (several entries were posted at the above mentioned TOFFF session - any results made known to us will be posted later).

E-mail Addresses

The Membership Roster appearing in the April A-F included all known e-mail addresses. A separate notice appeared in the May A-F but only resulted in two responses. An updated roster is included in this issue. Note that Don Bekins has a new e-mail address.

NEW BUSINESS

Newsletter Editor There were no volunteers from those present for replacing Wes Funk. We will be happy to accept offers from anyone who may wish to take on this duty. In the meantime your Prez John Hlebcar and Sec./Tr. John Carlson will produce some kind of newsletter. Don Bekins has agreed to scan photos and provide a floppy to whoever gets out the newsletter.

AMA Insurance

During the NorCal R/C Show Rod persons had the opportunity to chat with some of the AMA representatives present. Rod had specifically discussed AMA insurance and emphasized it's importance to us by relating some examples. The largest claim settled to date was \$1.3 million for the Sierra Eagles fire, which many thought was excessive considering the value of near-desert grazing land affected. However this is what happens when lawyers get into the act. Another recent claim involved a model hitting a child spectator in the head. The modeler had no homeowners insurance and the AMA is picking up all medical costs. Rod reminded us that we must be very careful in our use of the Lakeville Site to be sure that all, especially guests, are AMA members before they are permitted to fly any type of model. AMA insurance covers individual

members and the club pays an additional premium to cover Domaine Chandon, the Lakeville site owner. Rod reminded us that the \$45 AMA dues includes \$1 million individual coverage and is a good bargain considering the serious consequences which may result from an accident.

TECHNICAL REPORT

(Next month's speaker will be Capt. Dave Smith, Travis AFB)

Remo Galeazzi's name had been drawn last month so he was up and ready to go. Remo started by stating that the accumulated centuries of model building by those members present made him hesitant about discussing model building techniques, so he decided to just reminisce about his modeling and general aviation experiences. Like many of us, Remo had a model building hiatus of over 40 years and got restarted as a result of his participation in the Annual Watsonville Antique Fly-In. At the big banquet, which is one of the features of the event, they have a contest for indoor rubber models. About 8 or 9 years ago Remo decided to enter and turned to his old

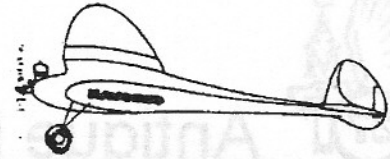
buddy Buzz Passarino for help in selecting and building a Peanut scale model. This got him started again and he now almost exclusively builds rubber scale of aircraft of the WW I era through the "golden age" of the 1930's.

Remo was born in 1923 and remembers vividly the great aviation events which took place during his childhood: the Lindbergh flight, Wiley Post, the Cleveland Air Races, etc. These all contributed to his taking up modeling and later his endeavors in full size A/C. Remo's first recollection of a model was one available in most variety stores and toy shops. It had a wire framework with wings and tail covered in silk. A hardwood prop was turned by one (puny) rubber band. These models were made in Japan in sizes from about 1 to 2 ft. wing span and somewhat resembled the Bleriot monoplane. The weight, aero-

dynamics, power and prop all insured that the model would not fly or even glide, but nevertheless Remo and his brother persevered. Even a prepared runway consisting of a plank sloped down the front stairs did not result in success.

Remo went on to build from the 5 & 10 cent solid scale model kits then available in many stores. He especially remembers the tiny vials of glue and paint provided in the kits and which almost invariably were found to be dried up when opened. Remo went on to build rubber powered flying models. At that time he lived in Kentfield which was "country." He didn't know anyone else who built models so had to discover many of the techniques the hard way. He built a Faichild 22, and no matter how careful he was the Japanese tissue covering had sags and wrinkles. One day he took it to school to show and on the way home it rained a bit wetting the model. After it dried out Remo had a revelation: he had "discovered" water shrinking. In San Anselmo there was a Holman's Store with a couple of gas engines in stock, a Mighty Midget and a Baby Cyclone. Remo's after school gardening work at 25 cents/hr. precluded such a purchase but he did buy a \$4.95 Quaker Flash kit and built it in anticipation of someday acquiring an engine. A kindly uncle came through with some cash and Remo bought the Mighty Midget.

After WW II service Remo and Buzz got into U-control speed models and about that time started his full size A/C career by taking flight training under the GI Bill. He joined the EAA in 1954, and in 1972 started to build a Marquart Charger biplane which took the EAA Oskosh Grand Championship in 1987. Remo and his cousin Ted Babini have a hangar at Schellville and between them have restored, among others, Tex Rankin's Ryan STA and a couple of 1929 Model 1 Fleet biplanes. Remo is currently working on restoration of a Rose Parakeet, a single place biplane designed in 1935, originally selling for \$1300 and powered at that time by a 40 hp Continental. Thanks Remo for an



entertaining presentation which brought back memories to many of the attendees.

SHOW & TELL

Members were again invited to relate their recollections of their first flights (in a full size aircraft).

Bill Vanderbeek's Grandfather had been a WW I pilot and continued flying for many years. Bill remembers rides in Grandpa's Aeronca Champ up to the Nut Tree and Grandpa flying over Bill's home in Napa to drop presents for the kids.

Fred Langenberg related that in 1953 he was hired by PanAm's Juan Trippe as a management trainee. One of his first tasks was to develop a marketing plan for obtaining military business resulting in his being sent to Europe to present the plan. The trip was made in a Boeing Strato Clipper equipped with Pullman type berths. Fred said it was a great trip. Prez John was reminded of a similar flight he took in a military version of the Strato Clipper but couldn't recall any Pullman berths.

Fred Terzian was 5 years old when political unrest caused his family to flee a Central American country. Because of some passport problems Fred was temporarily stranded in Guatemala City while his family proceeded to the US. After these problems were solved Fred was placed in the care of an Airline Stewardess (that's what they called them then) and proceeded to Los Angeles in a DC-3 with an overnight stopover in Mexico City. Five year old Fred remembers waking up in a hotel room with the "Stu". He gets kidded about it til this day.

Buzz Passarino was prompted by a couple of attendees to relate how he was the first in the US to be licensed as a pilot with sight in only one eye. There were others who lost sight after, but not before licensing. Buzz did not let the result of a childhood accident slow him down and proceeded to obtain a Commercial Pilots license. Buzz flew passengers and cargo into

most of the sawmill dirt strips in northern California in (I think) an STOL Helio Courier which Remo says will fly backwards. Remo also said that Buzz compensated for his depth perception problem by flying when the sun was shining so, by watching the shadow of the plane on final approach, he could tell about when touchdown would occur.

Regular S&T

Remo Galeazzi showed his recently completed A.N.E.C. 1B rubber scale model of a 1924 British design for entry into the Lympe Meets for light aircraft of that day. The original was powered by an 8 hp, 2 cylinder Anzani motorcycle engine which was reported to have powered the plane up to an amazing 14,000 ft. The plane was built in both long and short winged versions. Remo's is the short wing with 26" span, covered in white Japanese tissue and carrying the identification G-IBIL 15. The inverted V Anzani was made from modified Williams cylinders. Remo's workmanship was flawless. He has also built a Peanut size version for the Watsonville event.

Buzz Passarino displayed his "Pandora's Magic Box" made from Radio Shack components. It functions as either a booster for an ignition engine or as the ignition system when testing an engine. A switch changes from one mode to the other. Plugs and jumpers are provided for connections and the box contains an ignition coil and two 2v rechargeable cells. (Ask Buzz where you can get such battery cells).

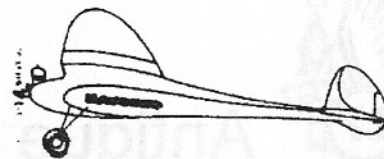
Bill Vanderbeek showed his FF 1/2 A Honey Bee scaled down from the Joe Foster Class B design. The airfoil is a thin 8% and Bill says it is a great flyer. This beautifully constructed model has a single wheel LG, is covered in red and white Japanese tissue with black trim, weighs 6 1/2 oz. including a Holland Hornet engine and a Texas timer for DT and engine shut off.

Stu Bennett showed a beautifully reconstructed red, white and green

Korda model named "Kordaleona II" Stu was given the model by Fred Terzian but the original builder is unknown. This builder used a lot of heavy hardwood and Stu's main effort was to lighten up the model by carving away about 2 1/2 oz. of material which left the completed model only 1/2 oz. overweight. Covering was tissue obtained from Hallmark. Stu is quite enthusiastic about this tissue which is sold for wrapping purposes in Gold Crown Hallmark stores. It is available in many colors but some only in the season appropriate to the applicable holiday. Packs of eight 20" x 30" sheets cost only \$1.25 to \$1.75. The tissue is porous, has no pronounced grain (felted) but fibers are semi-oriented by rolling during manufacture, the direction of which should be used in the long direction of the structure being covered. The product tightens well with water and accepts dope well. The dry, undoped weight is about 20% greater than Japanese tissue and about 20% less than PolySpan or SAMSPAN. Stu says: "Give it a try!"

Stan Severi had two models to show. One was a nicely built FF 1/2 A T-Bird yet to fly. The other was a R/C 1/2 A Dallaire Covered in transparent Mylar. Stan had painted the fuselage structure red prior to applying the covering. The Mylar on the wing was painted with Krylon spray. Stixit was used to adhere the covering. This well built model has made a number of flights. We look forward to seeing more of Stan's productions.

Fred Terzian had a very unusual exhibit. Fred has been in contact with Bob Munson the designer and manufacturer of the well known Button and Badge timers and obtained most of Bob's experimental and prototype timers which, after 10 or 12 years culminate in the Badge and Button models. Bob had tried many approaches including clockwork types, and many types of plungers, disks, magnets, gears and viscous materials. These prototypes utilized brass, clear plastic, aluminum and wood. Fred must have had at least two dozen different timers laid out on the table.



NOTICE-DATE CHANGE

SAM 27 Special Rubber Meet

New Date > Sunday, July 27 1997 <New Date

**From 7 AM - 2 PM
SAM 27 Lakeville Rd. Flying Site
Marin - Sonoma County
(Off Highway 37)**

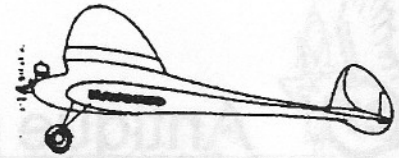
**SAM 27 Special OT Rubber
Jerry Rocha, CD
(707) 255-0651**

**OT Small Rubber
Hand Launch Glider & Catapult Combined
SAM 27 Members Only Rubber Scale Event
(memberships cheerfully taken at field on day of contest)
.020 Replica & 1/4 A Nostalgia Combined
Jr. Champion**



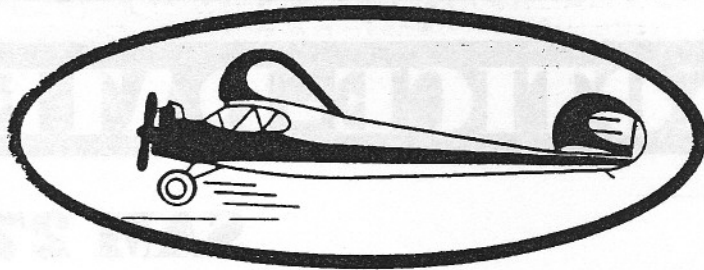
Antique Flyer

June 1997



JUNE 14/15, 1997

SAM 21 OLD TIMER ANNUAL



at SAC R/C FIELD in NEWARK, CA

Pilots Meeting: 8:30am both days. Contest ends Sat 4pm & Sunday 3 pm.

Entry fees: \$6.00 per event / \$36 maximum (includes \$1.00 to SACRC))

BAR-B-CUE Lunch at Field both days

AWARDS BANQUET - Saturday night (T.B.D.)

RSVP for overnight RV camping (no hookups)

C.D. - Steve Roselle 415-969-1721 [sroselle1@juno.com]

Saturday, June 14th

Sunday, June 15th

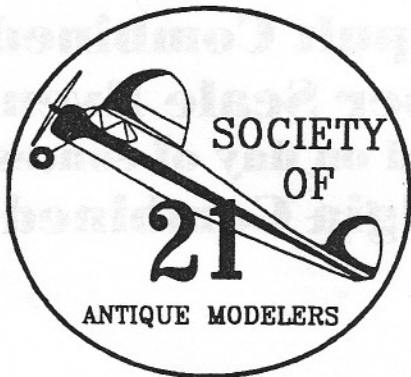
- * A LER IGNITION
- * B LER IGNITION
- * C LER GLOW
- * TEXACO
- * 1/2A TEXACO
- * ELECTRIC LMR
- * BROWN Jr LER
- * Spirit of SAM Electric
- * Spirit of SAM Concours
- * OHLSSON Sideport (incl OHL 23)

- * A LER GLOW
- * B LER GLOW
- * C LER IGNITION
- * ANTIQUE
- * PURE ANTIQUE
- * 1/2A SCALE TEXACO
(includes LOW WING SCALE)
- * AMA #617 Class A O.T. Electric Duration
- * ALTITUDE EVENT
(1500 ft precision - S1 in pot. Winner take all)

PRIZES: 1st - trophy, 2nd & 3rd - Merchandise
Grand Champion Perpetual Trophy
RAFFLE (T.B.D.)

1/2A LOW WING SCALE
sponsored by LOU SAYRE
& BILL VANDERBEEK

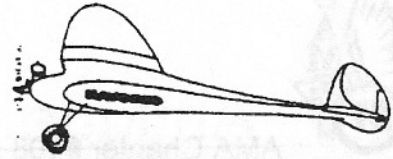
1st = \$100, 2nd = \$60, 3rd = \$40



- * 96/97 SAM rules apply with following exceptions.
Call C.D. for copy of special event rules.
- * AMA Event #617 per AMA rulebook
(except Battery pack shall be 800 mah maximum.)
- * 1 Hour MAX flight in Texaco & Brown Jr.
- * Electric Rules per 1996 TAFT accord.
- * Spirit of SAM Concours - Scaling is Allowed.
- * S.O.S. Electric per EUT's 1997 Rules.

Flying Field Notes -- [Call C.D. for a map to field]

* AMA Insurance Required - Narrowband Tx/Rx only.



C.D.'s CONTEST NOTES: SAM 21 Old Timer ANNUAL - (Howard Osegueda Remembrance) June 14,15 1997

For a change of flavor, I've decided to try several new events. First is the standard AMA version of our SAM Electric Texaco. SAM Electrics are automatically qualified for this contest. The flaw in the AMA rules (for this duration event) are that No battery capacity is specified!. So, for our event, you may fly any battery, as long as it is a SAM legal 800 mah 7 cell NiCad pack!

... from the AMA 1996/1997 Competition Regulations p. 155 - (SAM 21 Event Modifications in **BOLD underline.**)

4.10. Radio Control Class A Old Timer Battery Allotment - Event 617.

All models must have been designed, kitted, or published prior to December 31, 1942. Any motor(s) allowed but the battery pack is limited to a maximum of seven (7) nickel cadmium cells. **Battery will be 800 mah, and must be marked as such by manufacturer.**

The flight task is an eight (8) minute duration (Or less at the discretion of the CD) with a precision landing time requirement. The eight (8) minute duration shall include the motor run, which shall be at the discretion of the contestant. Timing will start when the model is launched (or when it leaves the ground in the case where ROG is required) and will stop when the model first contacts the ground or any ground or any based object.

Three (3) flights will be performed with no battery charging between flights. At the discretion of the CD, models may be impounded between flights. Each second of flight time will be recorded as one (1) point. Each second in excess of the "target time" will result in one (1) penalty point. **Exception: In order to keep the carnage down that a precision flight time event poses, We will NOT impose penalty points for air time in excess of the 8 minute max.** This should be fun, guys! If not we'll go back to SAM Texaco next year.

Secondly, I came across a report from the SAM 26 newsletter (as published in Jan 1993 SAM 21 Clipper)

FLYING FOR FUN AT THE POND COMMEMORATIVE: by Bob Angel

We tossed in an unannounced extra event at the Pond Commemorative this year to test a new idea. It hit everyone cold and got fair, but not great participation. But it has good possibilities, and I'd suggest further trial before we set it aside. The only drawbacks are the recording altitude stopwatches. You must have one, and you'd need at least two for large participation. They only record to the nearest 20', making it easy to get tied scores. Also, setting the watches needs some work, and some of our readings were suspect. The Casio instructions are in Asian-English and like any computerized mechanism, it has zero tolerance for the slightest human error, while there's absolutely no way to detect or correct such errors. Anyway, eight brave souls played the game and ante'd up a buck apiece. We subsidized that to buy winner Tom Empey his dinner at the banquet. Here are the rules & results:

the ALTITUDE GAME - a SAM fun fly event

Tired of being beaten by the hot engines? Or tired of listening to the GHQ fliers whine about your Nelson screamer? Want to compete from a level flying field? The Altitude Game allows any aircraft, SAM legal, or otherwise, to be competitive because it allows a nearly unlimited engine run to gain altitude. Any aircraft including 1/2A or electric powered may be used.

The object is to ascend as close to 1500 feet as possible, using dead reckoning, then fly a five minute max **STARTING** at engine shutdown. Score is the total of altitude (feet) plus time (seconds). Altitude above 1500' is deducted from 1500'. Time flown after the five minute max doesn't count either way.

Flight procedure: When the pilot is ready at the launch area, a contest official attaches the recording altimeter to the aircraft, and zeros the altitude setting. The official then declares "start" and starts his countdown stopwatch. The pilot now has a total of seven minutes to start, launch, climb to altitude, and get the engine stopped. At engine shutdown, an official timer will start his watch to time the 5 minute max. At flight's end an official will record the altitude reading and time.

Two attempts for one official flight. An attempt is either exceeding the 7 minute time limit to engine shutdown, or the contestant may call an attempt at any time within the 7 minutes.

THE ALTITUDE GAME - RESULTS: (8 flyers, 7 flew)

| | | | | | |
|----|---------------|-----------|----------|---------------|-------------|
| 1. | Tom Empey | Playboy | K&B 4.9 | 1440'+300secs | = 1740 |
| 2. | Don Bekins | Bomber | O&R 60 | 1660'+300 | = 1640 * |
| 3. | Bob Boies | Bomber | Electric | 1120'+235 | = 1355 |
| 4. | Bob Holman | Anderson | Orwick | 1080'+211 | = 1291 |
| 5. | Ernie Payne | Bomber | Electric | 1060'+210 | = 1270 |
| 6. | Ralph Frisbee | Quaker | Veco 19 | 160'+ 65 | = 225 |
| 7. | Eut Tileston | Westerner | O&R 60 | 1380'+225 | (off fld) 0 |

Bekins was only flyer over 1500' and received a deduction.

Now Lets go have some fun! snr



AMA Chapter #108

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- Contest Director:**
Ed Hamler (707) 255-3547
3379 Crystal Court
Napa, CA 94558
- Official Photographer:**
Dick O'Brien (707) 938-5210
16954 Schiller Court
Sonoma, CA 95476
- Editor:**
See above listings for President and Treasurer

PLEASE ADVISE EDITOR OF ANY CHANGES OF ADDRESS

Membership

Membership is \$15 for the calendar for both full and associate members. After February, the dues for a new member will be prorated.

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

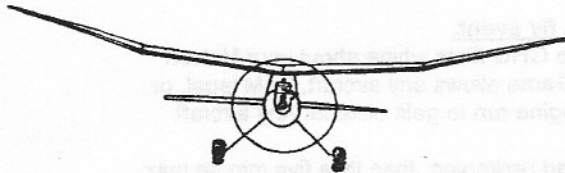
Associate members will receive the newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

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

Next meeting: Wednesday, June 18, 1997
7:30 P.M. at Redwood Middle School in Napa.
Schoolyard size Fun Fly from 3:15 - 5:15
Burgers at Prez John's 5:30 - 7:00 (Call John ahead at (707) 252-8482 if you plan to attend)
See page 1 for directions to school. Maps to John's house available at Fun Fly

Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476



June 1997



FIRST CLASS MAIL



*Park Abbot releases his Bomber during a recent TOFFF session.
Don Bekins Photo*