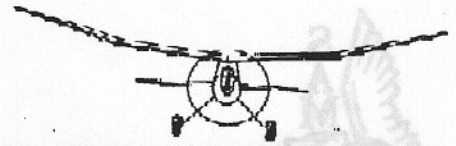




# Antique Flyer



AMA CHAPTER #108

September 1997

Issue 181

## SAM R/C UPCOMING EVENTS

Sep 5-7	SAM27 Crash & Bash	Schmidt's Ranch
Sep 14	NCFFC #4	Waegell Field
Sep 22-28	SAM CHAMPS	Las Vegas, Nev
Oct 18-19	SAM30 <b>CANCELED</b>	Schmidt's Ranch
Oct 25-26	SAM26 John Pond Commemorative XXI	Condor Fld, Taft
Nov 2	NCFFC #5	Wagell Field
Nov 15-16	SAM49 Fall Annual	Condor Fld, Taft

Old Timer R/C Assist at Waegell Field will consist of 1/2A Texaco, Texaco, A LER, B LER, C LER, Electric 05 LMR, Electric Texaco, All-Ohlsson Ignition, Antique, Nostalgia R/C (Cross-Scavenged Motors), Brown Jr. Endurance, and Old Time Glider.

R/C Old Timer Awards: To 3rd Place plus \$20 for Total High Time (Except Texaco Events).

All Transmitters must have R/CMA-AMA Gold Stickers on Them.

## August Chapter Meeting

by John Carlson

A total of fifteen members attended this August meeting at the Novato Firehouse. There were no visitors but we did welcome new member Dick Irwin who had joined during the MECA Collecto. Dick is from Napa and well known to many in SAM 27. He started his modeling career in Utah at age 10, particularly likes free flight (Gollywocks), but has been active in U-control (Utah Stunt Champ in 1948), gliders, and electric R/C. His activity level, like most of us, has had its ups and downs in inverse proportion to family, work and church responsibilities. With his retirement, Dick hopes to get more into O/T models. We hope Dick becomes a regular attendee at meetings and at TOFFF sessions. Pending publication of the next roster, Dicks address and phone are:

Dick Irwin  
2112 Seville Drive  
Napa, CA 94559 (707) 224-5318

## ANNOUNCEMENTS

Jerry Rocha reported on the success of the July 27 Special Rubber Meet. The weather was good with the wind not becoming a problem until about 11:30 AM. The 1997 Club Project Small Rubber Scale event proved to be great fun for the six or seven entrants. It

is hoped we will continue this event and that more will participate. Jerry wanted to express his thanks for the

help of Rocco Ferrario, John Hlebcar, Wes Funk and Dick O'Brien. Details of the meet appear elsewhere in the newsletter.

Jerry Rocha also reported on Sam 27's participation in the 1/2 A Texaco Postal Meet. Details elsewhere herein.

SAM 27's participation on August 9 in the Jimmie Allen Postal Meet was also reported by Jerry. We had six entrants and pretty good lift with light winds until about noon. Jerry was determined to get his third max despite the increasing wind. He got the max but lost the model OOS in doing so. Details elsewhere herein.

## JR O/T REPORT

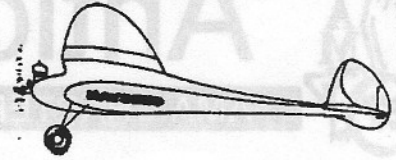
Rocco Ferrario was not present so we had no report. It should, however, be noted that Rocco and several of his Juniors participated and did well in the Special Rubber Meet.



Rocco assists the wounded Sean Crowley with a catapult launch during our contest. -- J. Hlebcar photo

## TOFFF GUY REPORT

TOFFF Meister Dick O'Brien advised of the continuing good weather and participation in recent TOFFF sessions. There are at present about 16 duly "dubbed" TOFFF Guys, the most recent being Bill Langenburg who, not being an R/C'er was dubbed by Don Bekins with a rubber FF fuselage. At the TOFFF session preceding the Jimmie Allen Meet, John Carlson's Skokie made a remarkable flight - See Show



& Tell later herein. (Late news - Gunnar Anderson was inducted into the TOFFF Community during the 28 Aug TOFFF session - Welcome Aboard Gunnar!)

## OLD BUSINESS

O&R Decals and T-Shirts The MECA advertisements still bring in a few orders. One of the two last remaining T-Shirts (M) was sold. Does anyone know of a skinny modeler who would like to buy the last?

Button Timers Brian Ramsey sold eight more during the meeting leaving about a dozen still in stock. John Carlson reported that after a couple of flights during the Jimmie Allen meet his timer suddenly began timing out at about 20 sec instead of 2 min. This may have been a result of John's practice of looping the D/T line around the pulley when not flying. The constant, long time side force on the hub shaft may have resulted in a loss of the viscous fluid. It is probably better to secure the D/T line to something else when not flying. Wheels & Wings will be contacted re this and we hope to report their response next meeting.

SAMSPAN The sale of the new shipment of SAMSPAN (to SAM 27 members only) is now proceeding. Mail orders plus material sold prior to the August meeting and including two 10' pieces donated to the C&B Raffle now total 190'. (Only about 2400' to go).

Crash & Bash Arrangements CD Ed Hamler advised that arrangements are well underway for the September 5-6-7 Crash & Bash. Ed was commended for the fine letter he sent to previous contestants reminding them and inviting them to participate in this great happening".

Newsletter Pete Samuelsen has volunteered to handle to repro and mailing of the Antique Flyer. John Carlson thanks you.

EAA Calendar for 1998 Brian Ramsey is taking orders for the new calendar and is pretty close to the 12 minimum order to obtain the reduced \$7 price. Any others interested should contact Brian prior to, or at the next meeting to be sure you are included.

## NEW BUSINESS

Lawn Mower - Dick O'Brien Has been the custodian of the Club's lawn mower for the last few years. He advised that he is making some changes around his house and needs the space now occupied by the



Club Mower (Pusher not included) - Dick O'Brien photo

mower. A volunteer to take over this job would be appreciated. Dick will cheerfully transport the machine to its new home.

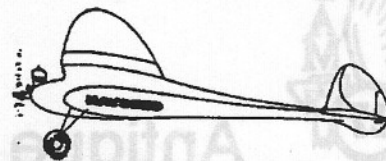
Trophies John Carlson advised that there is a mail order house called the Cherry Tree specializing in craft supplies and one of the items available is a 7 1/2" tall replica of an old time glass tank gas pump. These may be ordered with different oil company logos and cost about \$15 each. It was agreed to purchase one with a Texaco and one with a Skelly logo for future use as trophies for Texaco and Jimmie Allen events.

## TECHNICAL REPORT

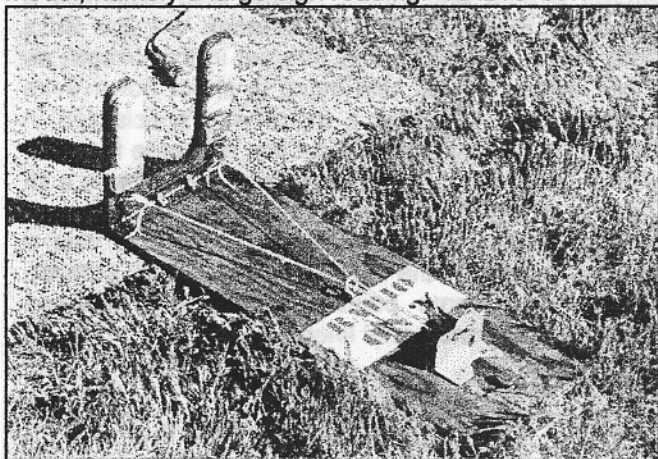
(The name drawn for next month was Ned Nevels)

Pete Samuelsen was this evening's presenter and he chose talk about what he does that is different from most other modelers. The first item of difference was that in warm weather he wears short pants. Pete gave some of his background. He loves to fly. Building is secondary and his building efforts are mainly to provide something to fly. Pete specializes in Foote Westerners of all sizes from 1/2A up to 10' Class C models. His interest in the Westerner was acquired by chance in 1943 (age 13) when a Martinez neighbor found one and knowing Pete's interest gave it to him. Pete contacted several of the local clubs and found the





owner was a member of the East Bay Aeroneers who had launched the model from Pleasant Hill, about 10 miles distant. Pete joined the Aeroneers and flew regularly for the next several years with Don Foote and Bud Romak, among others. His modeling career had a number of stops and starts, a stop in 1946, restart 1977, stop in 1982 and starting again in 1993 when he joined SAM 27. The stops and starts were for the usual reasons: cars, motorcycles, girls, school, family, job, retirement, etc. He worked for Western Model Distributors in Oakland for a few years until 1951. Recently, due to Earl Hoffman's influence, Pete developed an interest in indoor models and flies regularly with Earl. Thursdays usually finds Pete at the TOFFF session in the morning, lunch and indoor flying in Santa Rosa with Earl, and sometimes a couple of lines of bowling to round out the day. Besides the short pants, Pete enumerated several other areas where he differs from most modelers. He uses a self launcher which he developed making it safer to fly alone and avoid the sometimes questionable assistance of a helper who often is also the timer. Several other TOFFF Guys are now using similar launchers. Pete passed out plans and recommends the inclusion of a feature he added after nearly losing a model, namely a large sign reading: "RADIO ON?"



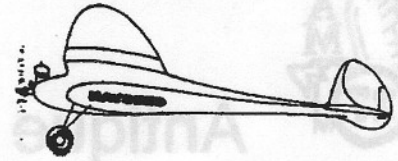
A drawing of Pete's launcher is included as page 9 of this issue of the Flyer. *John Hlebar photo*

Pete uses ear protection while starting and running engines. His preference is ear muffs sold at M-W for those using engine-powered blowers and mowers. Immediately at launch he drops the muffs so he can hear the timer call engine shutoff. Pete prefers the use of a chicken stick in lieu of fingers for starters. He feels that fingers are not expendable and starters are not beneficial to engines. With proper priming and

attention to ignition and throttle settings, starting usually occurs with a few flicks of the stick. Pete keeps a written log of all his flights and offered copies of his log sheet forms to those present. He had, to date, documented 2286 R/C flights, including 88 crashes. Speaking of crashes, no matter how extensive the damage, Pete seldom discards the model. He attempts to retrieve as much as possible of the remains, including the smallest pieces, some of which may be some distance from the major point of impact. After a few days to psych up some incentive, Pete sorts the pieces and parts into fuselage, wing and tail groups. He then tries to visualize the sequence of disintegration and begins reassembly with last broken, first repaired. Balsa breaks are often such that with a little care the parts can be nearly perfectly mated, requiring just a couple of drops of thin CA to secure. At this point the use of the plans and careful measurements will aid in maintaining proper alignment. After assembly to the point where alignment is satisfactory, careful inspection will indicate the need to completely replace some cross pieces, diagonals and such. At this time it may be desirable to use doubliers to back-up critical members. After completion of all structural repairs, Pete re-glues all joints. It is inevitable that the model will gain appreciable weight after repairs but Pete believes that repairing only takes from 1/3 to 1/2 the time of building and, for the larger models, the increased weight may not be a serious disadvantage. Pete passed around the uncovered fuselage of a Lanzo Bomber (originally built by Nick Sanford) that he had recently repaired after a crash that most would have considered total. Thanks Pete for an informative and interesting presentation.

## SHOW & TELL

John Carlson displayed his Jimmie Allen Skokie model which may have recently set some kind of a record. During the TOFFF session preceding the Jimmie Allen Meet John decided to put up a test flight. He wound the motor and launched. The model climbed nicely and then hit the lift and kept going up and up. About that time someone asked if the D/T timer had been set. John muttered the universal two words beginning with O and S. There was a general overcast with about a 1000' ceiling. The Skokie continued to rise and for a short time disappeared into the clouds but soon became visible again. Fortunately the wind was very light and the model first drifted about 1/4 mile



north, then south to about the power lines. Jerry Rocha was



*Dick O'Brien photo*

chasing it all the way. The wind then shifted and the model went east about to the dairy and then north again when it finally started to descend and land almost into the vineyard, but only about 400 yds. from the launch point. The total time was 21:32. Jerry chased the model all the way and was joined at mid-chase by Dick O'Brien. John thanks Jerry and Dick for chasing, and the Sky God for returning the model which John, early-on, had considered to be a goner.

Ron Keil, always on the lookout for an addition to his collection, showed an engine he bought at the recent MECA Collecto in Napa. It was a near pristine Hayward Conoly 65, Serial #46, with dual ignition. This engine was produced in about 1949 and intended for speed events.

Brian Ramsey reported on his recent trip to the EAA Fly-in at Oshkosh and his side trip to Owatonna, MN to see the Sikorsky S-38 replica in progress as reported in the August A-F. As previously reported, Brian is building an electric powered S-38 and in seeking information has developed a sort of network of others involved with the full size replica, modeling, or other aspects of the S-38. The group doing the replica is called Born Again Restoration (BAR), headed by a Bud Kaplan who had previously built a Savoia-Marchetti replica which Brian was able to view. This aircraft was a single engine flying boat, circa 1920-30's. The S-38, financed by the Johnson Wax Co., is well underway with completion forecast for Spring '98. Brian

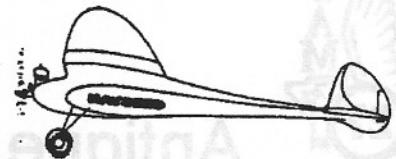
circulated photos of the S-38 and the Savoia-Marchetti as well as the EAA visit. Brian was much enthused about the EAA Fly-in. The magnitude of this event had to be seen to be believed. Aircraft flown in occupy a 6000' flightline which could take days to view. The permanent exhibits at the large and excellent EAA Museum could occupy several more days. Brian's biggest thrill was a 6 minute, \$35 ride in a Ford Trimotor. Brian also reported that while trudging from the parking lot he was offered a ride by a pleasant fellow who turned out to be Dick Rutan of Voyager fame. Thanks, Brian for reporting on your "Very Excellent Adventure".

Remo Galeazzi had also attended the EAA Fly-in and reported that on one day, the traffic to the event was so bad, he and cousin Ted Babbini decided to check out another fly-in they had heard about. After a 120 mile drive to Brodhead, WI they found a beautiful grass airport hosting a Pietenpol fly-in. About 18 Ford Model A engine powered Pietenpols, most having flown in, were lined up or flying. A tour through hangars revealed many more antique aircraft and a chance acquaintance with another visitor resulted in a tour of his large "barn ?" occupied by a number of restored aircraft and autos. Remo also displayed a static scale model of a WW 2 German V-1, the Buzz Bomb. Remo had a special interest in this aircraft as he had been involved with trying to shoot down V-1's during the war. He had a friend who specialized in finishing the plastic scale model kits available for most well known aircraft. Remo asked him if there was a kit available for the V-1 but, sadly the answer was no. A few weeks later a package arrived and in it was a beautiful scale V-1 the friend had built from scratch, complete with camo paint job and nicely marked control surfaces and panel lines .

## JACK'S BASEMENT

The most obvious thing to address this month is the fact that you may have noticed a change in the format of the Flyer. This is an experiment I have tried for several reasons. I'm sure this word processing program is very powerful, but I still have a tough time with photographs. The easiest way I have found is just to insert them into the column width - so a wider column equals larger photos. The wider column also makes it easier to add small data bases like our monthly raffle report in which those with long names win long-named door prizes donated by someone with a long name.





Finally, I jacked the typeface up one point size to help clarity in a wider column as an aid to those old peepers who have a tough time following half-a Texaco ships with large tanks (or small tanks even). Let me know what you think of this look - I can always go back to the three-column format.

Earlier on, John Carlson mentioned that results for several contests would be posted later herein. The time has come so lets start with the 1/2A Texaco International Postal Challenge which we participated in on Aug 2nd. We only had a field of four show up and the results were as follows - Jerry Rocha got 2 maxes with his Rambler, followed by Pete Samuelsen who got one max and 13:07 from his Foote Westerner. Third spot went to John Carlson who got one max and 10:47 from his Atomizer. Fourth place went to Ray McGowan who did 9:57 and 8:31 with his Wasp. Wish I could have been there but it was vacation time for your editor.

I did manage to attend our Annual Rubber contest the week before and had a great time. The event with the largest participation was Hand Launched Glider and Catapult Combined with 12 entries. Rocco's Bunch had a good turnout here (Alex Myers, Lochlan Scotland, Trevor Shirashi, David Jetton, Harvey Lance, Sean Crowley, and Scott Serenello). If any of these troops are interested in becoming Junior Members of SAM 27, give me a call at 252-8482 in Napa. We will find a way to get you to the meetings while Rocco is gone this semester. The top three places went to Rocco with a total of 352 seconds, followed by Trevor Shirashi with 170 and Stu Bennet with 160. Old Time Small Rubber followed with 11 entries. Places went to Fred Emmert with 418 seconds, followed by Bill Langenburg with 360 and Stu Bennet with 316. Trevor Shirashi also entered and came away with fourth place and overall Junior Champion. Nice goin Trevor - I believe you have just completed two of the requirements of the Junior Oldtimer Program! Sign up today! Only three entries came forth in the .020 Replica & 1/4A Nostalgia Combined event. Places in order went to Jerry Rocha, Rick Madden, and Fred Langenberg. Gonna have to get Jerry to add a space on the entry forms for the name of the model so I can remember what everyone flew next year. As John mentioned earlier, the Scale Rubber Contest was great fun! After all of the math was complete, Jerry Long copped the lead with his very nice 15" Cessna C-34. I followed him with my Kingfisher, and third place went to George Benson and his 24" Fairchild F-24. In order

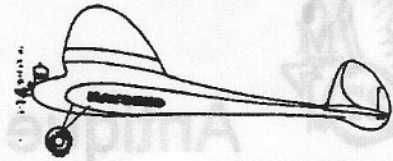
followed Steve Remington with his 13" Clipped Wing Piper J-3, John Carlson and his Peanut OH-7, and Rod Person's 35-1/4" FW190A3 (lucky for me he didn't get to fly this beauty or I might have been in real trouble - watch out for him if we ever decide to do this again).

Our Jimmie Allen Postal was flown on 9 Aug with 6 entrants. Jerry Rocha came in first but lost his Skokie as reported earlier. Second place went to John Carlson with his "Show and Tell" Skokie. Jerry and Phobie Long tied total points but third place went to Jerry who had a max as one of his flights. George Benson followed and I blew a motor (no winding tube) in my Bluebird early on - took out almost every upright in the fuselage but is still repairable... I think.

If all of this talk and activity in the rubber band area is of interest to you, I'm sure you will be interested in the article beginning on the next page. Until next time...

### RAFFLE

RAFFLE PRIZE	DONOR	WINNER
Miter-Rite Sander	SAM 27	Buzz Passarino
Cam Action Clamps (pr.)	SAM 27	Dick Irwin
Silver Solder Kit	SAM 27	Dick O'Brien
EAA Insulated Cup	Brian Ramsey	Brian Ramsey
Champagne Bucket	Ed Hamler	Ray McGowan
Champagne Bucket	Ed Hamler	Buzz Passarino
Domaine Chandon Champagne	Ed Hamler	Remo Galeazzi
Scale Kit	Dick O'Brien	Ron Keil
Small Parts Catalog	Jerry Rocha	John Hlebcar
Fuel Tank	Remo Galeazzi	Ron Keil
SAM 27 Costs: \$40		Collected: \$45



## THE CARE AND FEEDING OF RUBBER MOTORS

*(Recently, I was asked to return a copy of the Jan 93 issue of the NFFS Free Flight magazine to Jerry Rocha. In it, Don Reed presented the following article, which had earlier appeared in the Dec 92 issue of the Ontario, Canada, newsletter, SAM 86 Speaks - Ed)*

A lot has been written about rubber motors yet they remain one of the real secrets of success.

There is only one readily available contest quality rubber today, and that is FAI Tan. It comes in 1/8", 3/16", and 1/4" widths. I don't believe that there is any energy difference in the various widths, i.e. 24 strands of 1/8" is equal to 12 strands of 1/4".

I use 1/8" exclusively not only because it gives me a greater number of choices, but more importantly, a knot which is much less subject to nicks. In tying the knot I lube the ends with glycerin, tie an overhand knot just snug, then a square knot with the first half firm and the second half tight. There are other good methods but this works well for me.

FAI Tan has good consistency from batch to batch and has very good energy surpassed only by the very odd batch of vintage Pirelli. I'm convinced that day in, day out we now have the best rubber ever available.

The question I'm now asked most often is how many turns I wind in the motors. When I say I don't know, I can count on a disbelieving look, especially when the questioner looks at the counter on my winder and in addition has heard me counting the turns. It's just habit, as I now wind strictly to torque and strongly recommend it to everyone. I use the formula attributed to George Xenakis:

$$T = (X/24)^{1.5} \times 100$$

where: T= max safe torque (inch ounces)

X= number of strands of 1/8" rubber

100= assumed max safe torque for a 24 strand motor

For example, a 16 strand 1/8" motor gives:

$$T = (16/24)^{1.5} \times 100 = 54$$

I adjust my Gollywocks to 80% of safe torque (T 80) or 45 inch ounces. The length of the motor has no effect on torque while turns increase proportionately.

Other common motors are 24 strands, as used for 200 sq. in. models like the '39 Korda Wake:

$$T = (24/24)^{1.5} \times 100 = 100$$

and T 80 = 80 in. oz.

For Lanzo 300's where 32 strands are used:

$$T = (32/24)^{1.5} \times 100 = 154$$

Although T 80 for this motor is 123 in oz, I usually wind these motors to T = 100 in oz.

Another commonly asked question is how far to pull out the motor for winding. I try to stretch four times but a common observation is that I pull more than this. I have marks on my basement wall which I use for testing motors and I have tried three, four, and five extensions with no discernible difference in turns. If one is going to err, err on the high side.

With a four times extension wind in about 1/2 of the estimated turns or about 33% of final torque (e.g. Gollywock 0.33 x 45 = 15 in oz).

Come in slowly and steadily arriving at the model nose at 45 in oz for the Gollywock. The worst thing to do is to end up at 45 in oz a few inches away from the nose and to stop winding. When the nose block is fitted, the extra length will cause large knots near the front with whipping almost certain.

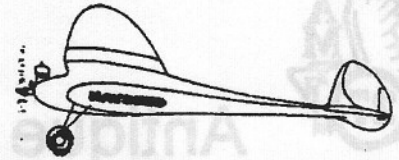
A better way is to arrive at the nose at about T35 and then wind to T45. If during winding, the knots seem to bunch try to even them out by hand. Be certain that the wound motor is aligned with the removable hook and the removable hook with the shaft. Any significant offsets will result in severe vibrations.

**Rubber Lube:** Back in the good old days I made my own rubber lube by boiling tincture of green soap and glycerin and adding about 10% castor oil. I used this when I got back into SAM. It's a good lube but my tests show it to be equal to or slightly less effective than Son of a Gun. I believe some other spray sili-cones, especially Armor-All are equally good.

A great advantage of the silicones is that they do not splatter like the old style lubes and a fuselage can last for years without the need to recover.

I over-lube in a sandwich bag before cording (braiding). Although I've heard reports to the contrary I haven't noticed any deterioration in motors that have been left corded and lubed for months. For example, in March '92 at the SCIF contest at Taft I put in three five minute maxes using motors I had corded and lubed for the SAM Champs in Oct '91.





**Braiding or Cording:** I use cording to remove excess slack in the motors. Cording is done by winding one half of the motor strands and double length, either clockwise or counter-clockwise, and have it entwine double evenly on itself.

The number of turns depends on the number of strands, with 2.5 turns per inch OK for a Gollywock (i.e.  $2.5 \times 29.5 = 73.7$ ). Larger motors use fewer turns/inch, smaller ones more.

The final result should be a motor evenly entwined and firm without being too tight. Until recently I always corded counter-clockwise (backwards) and this worked well. Many Flying Aces flyers prefer clockwise as this gives a more even slack distribution for very long motors and freewheeling props. I tried this on my folding prop models but, subjectively, did not get as good a tensioning as before. I now cord counter-clockwise for folders and clockwise for free wheelers. Confusing eh?

**Torque Drop:** A while ago I did some tests to determine the effect of holding the motor when fully, or near fully wound. I used a Gollywock motor and the results are shown in the following table;

<u>Time (mins)</u>	<u>Torque (in oz)</u>
0	45
1	40
5	35
10	32*
15	32
30	30
60	30
2 hr 45 min	29

\* (Temp 70F)

Try to pick good air in advance and launch as soon as possible after winding. If you must hold for more than about a minute tighten up with a few hand turns before launching -- if you have the nerve to do this with no winding tube in place.

I've read old articles ( and a few recent ones) on handling rubber which stated that "kept clean, properly broken-in, well lubed and stored away from heat, air and light a motor should last a full season". That may well have happened. I have the same recollections from my youth. There is one simple explanation - these motors were rarely fully wound. Common advice was to use 75% safe turns which would give about 25% breaking torque.

Some pull tests I've done on single strands showed that the slope of the burst portion of the curve was identical for one, two, and three repetitions and indicated that a broken-in motor would give about 10% more turns and 5% more energy.

**No Breaking-In:** This lead me to believe that breaking in was unnecessary for SAM motors. Because maximum energy is essential, modern Wakefield flyers always break in their motors, usually by stretching to just short of failure. This is relatively easy with the short motors involved using a winch. The prospect of doing this with a 32 strand motor 44" long is not to realistic.

Despite my pull tests I believe that a newly wound motor, at the same torque, has a bit more punch than when used. I've tried winding them in stages and succeeded only in developing nicks and shortening their lives.

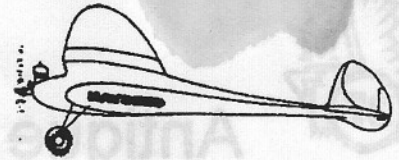
My latest approach is to wind once to a 60% torque (i.e. 35 for a Gollywock). This seems to take a bit of edge off the burst and gives extra turns without damaging the motor too much. I find that a motor wound to 80% torque may break a strand on the third wind and almost certainly will on the fourth.

Occasionally I hear modelers, almost always those without torque meters, say, "I'm going to put in a new motor. I think this one is worn out". I don't believe it. Get a torque meter and wind to torque. The motor will keep getting better until it breaks strands.

In fact, if you have the persistence to clean and re-tie the breaks (I don't) there's probably several more good winds left in them.

In making up motors I pull the strand twice through my fingers looking for flaws or splices. Cut them out. This process removes most of the talc and the rubber needs no washing. In fact my tests show washing makes no difference.

I store my rubber in a cool dark place (my wine cellar) using the boxes it comes in for bulk rubber, and zip bags for the made-up lubed motors. I take it to the field in an insulated picnic bag at a near ambient temperature. →



## SAMSPAN

Is again available  
to SAM 27 Members

1 meter wide - Packaged Folded

10' lengths - \$10

20' lengths - \$20

Packages will be available  
at meetings or by mail.

Add \$3 for Mail (USPS Priority)

Other quantities or special

packaging by prior arrangement

Mail Orders to:

Steve Remington  
CollectAir

2555 Robert Fowler Way #A

San Jose, CA 95148

(FAX (408) 259-4223)

(e-mail: 72245.747@compuserve.com)

or

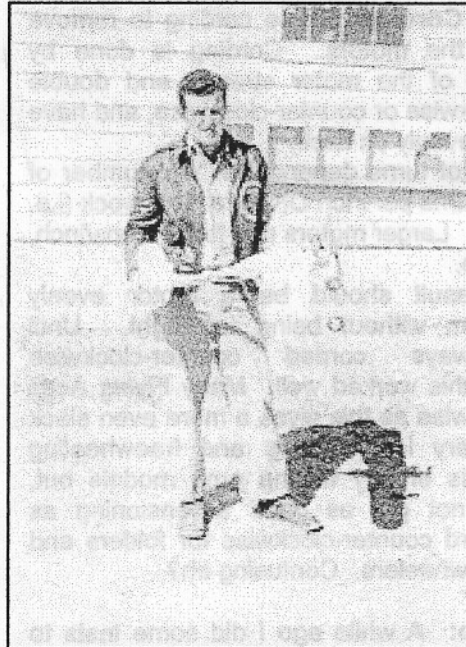
John Carlson

353 Las Casitas Ct

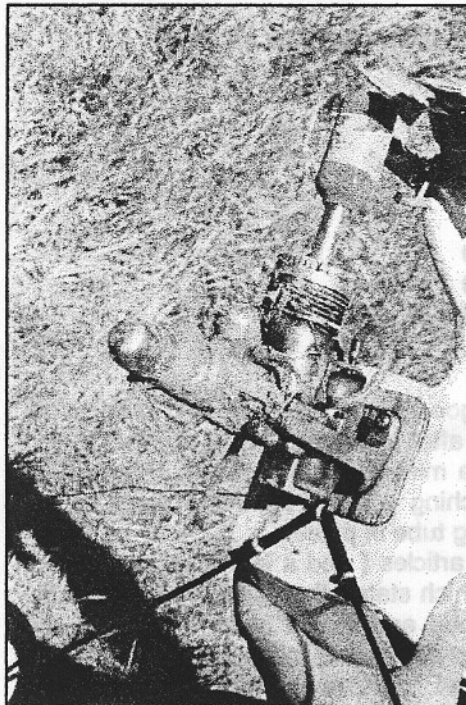
Sonoma, CA 95476

(Phone (707) 996-8820)

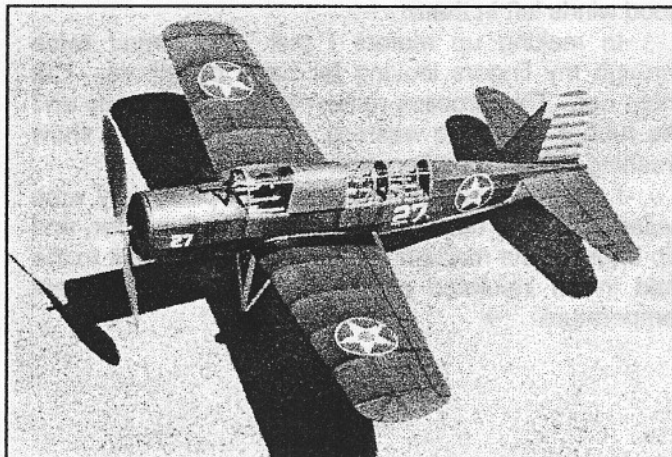
(e-mail: JohnC914@aol.com)



*Who is it? When is it? What's he holding? Stay tuned!*



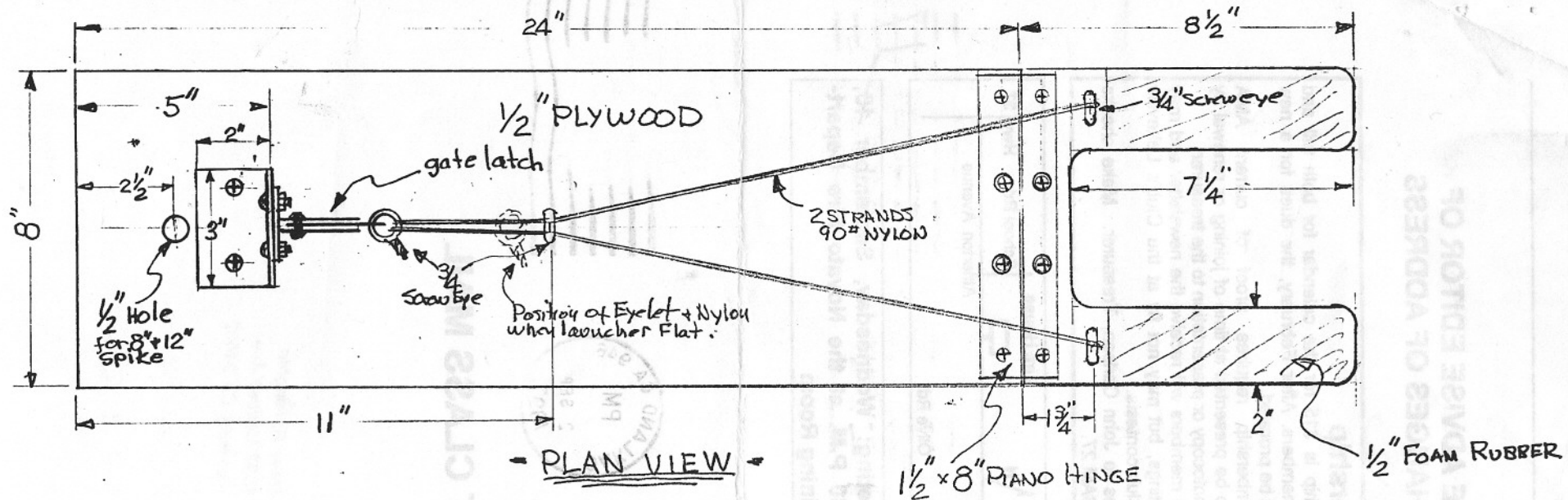
*Tom Wernholm recently showed how tenacious those NiCad Starter Clips are when his Playboy folded a wing at a recent TOFF. Engine OK -- Hlebcar Photo*



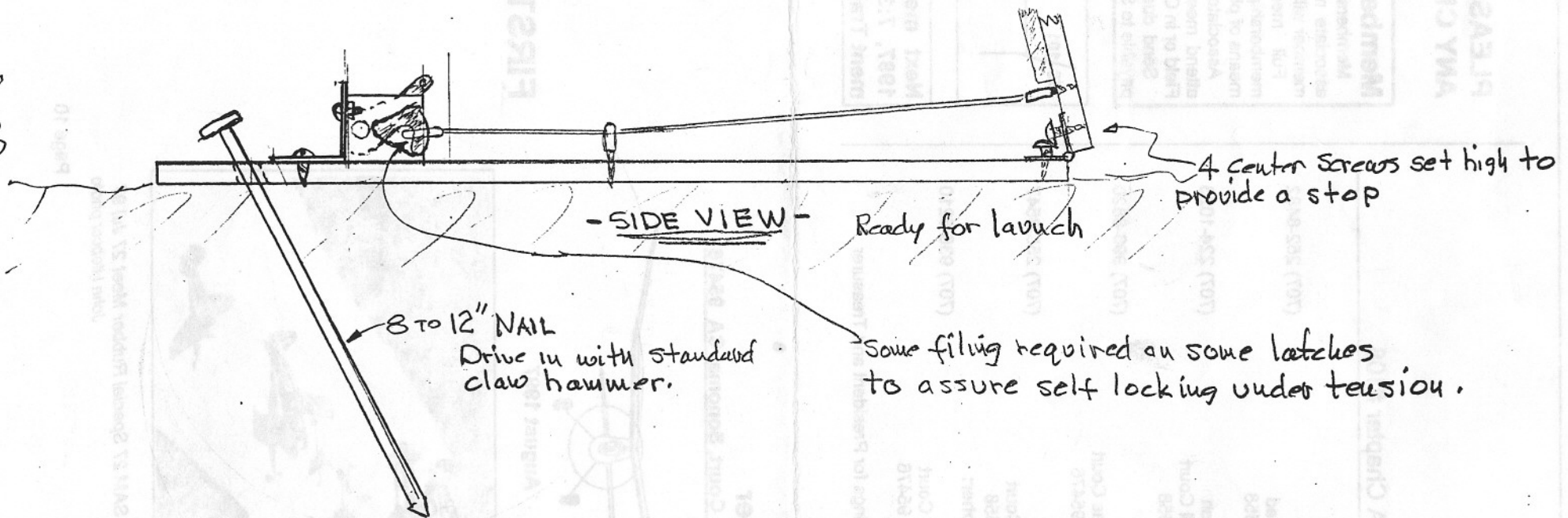
*If you don't like me sticking pictures of my airplanes in the Flyer - Take my job - Please!*

*You Know Who Photo!*





Page 9



### Why I Use a launcher:

1. Safety in starting engines and launching without assistance.
2. Not necessary to have a helper when flying.
3. The timer only times the airplane. He doesn't have to release + Time

SELF LAUNCHER  
By: Pete Samuelsen  
Designed 1991



AMA Chapter #108

**OFFICERS**

**President:**

John Hlebar (707) 252-8482  
201 Foster Road  
Napa, CA 94558

**Vice President:**

Pete Samuelsen (707) 224-1023  
1023 Roundhill Court  
Napa, CA 94558

**Treasurer:**

John Carlson (707) 996-8820  
353 Las Casitas Court  
Sonoma, CA 95476

**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**

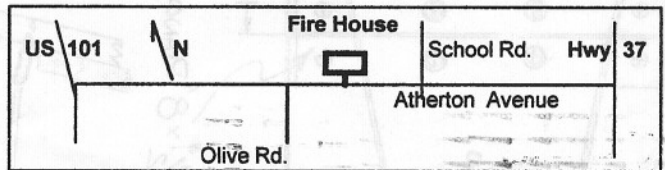
**Membership**

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.

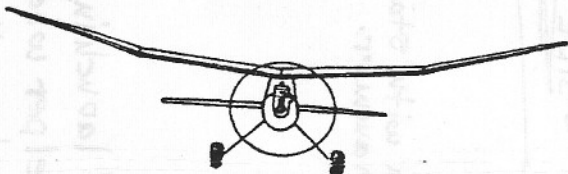
Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.



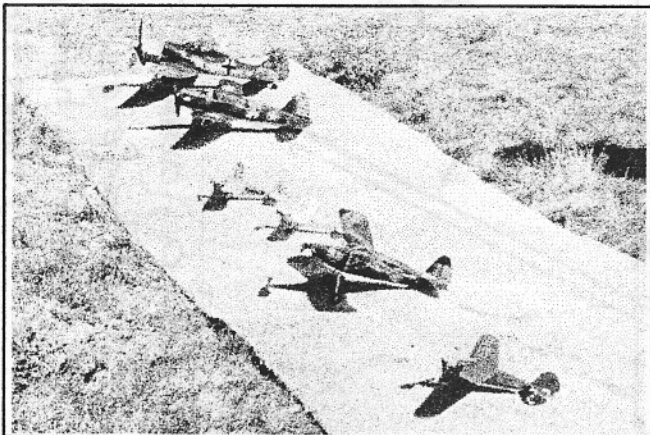
**Next meeting: Wednesday, September 18, 1997, 7:30 P.M. at the Novato Fire Department Training Room**

**Antique Flyer**

**353 Las Casitas Court, Sonoma, CA 95476**



August 1997



Scale lineup at the SAM 27 Special Rubber Meet 27 Jul 97  
John Hlebar photo



**FIRST CLASS MAIL**

Steve Remington  
1014 Moraga Ave.  
Alameda, CA 94502