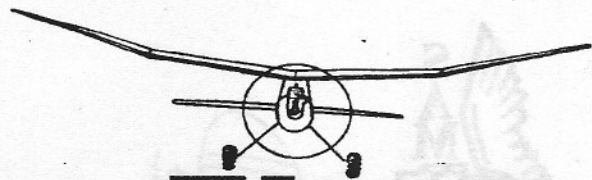


AMA Chapter #108

April 1998

Issue 188

# Antique Flyer



## March Chapter Meeting

by Steve Remington

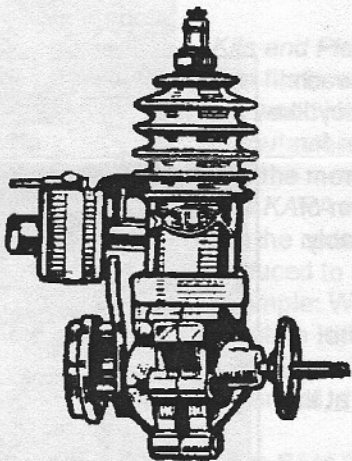
Beautiful evening for our March SAM 27 meeting as the rains of Winter subsided. As I was driving over the Richmond/San Rafael bridge, the scene before me reminded me of why I live in the Bay Area. Concerns of traffic congestion, goofy politics, high cost of living and the like all melted away as the summer-like weather pattern prevailed; in the distance, the fog was spilling over the coastal mountains, mist lightly filling the valleys, the Bay sparkling, and San Rafael was masquerading as a country village as haze obscured the harsher realities of the urban scene. Unfortunately, John Carlson was absent from all this scenic beauty as he was nursing a bad cold. Consequently, your A-F notes this month are up to the editor; hurry back John! Sixteen members did make it to the meeting and particularly enjoyed the show-and-tell, not only for the fine array of models, but also for Bill Vanderbeek's new *Prowler* rod. No guests, but attending were: Jerry Rocha, Remo Galeazzi, Rod Persons, Ron Keil, Dick Irwin, Dick O'Brien, Ray McGowan, Dick Sullivan, Bill Vanderbeek, Pete Samuelsen, Bob Wakerley, Buzz Passarino, Ed Hamler, John Dammuller, Rick Madden, and Steve Remington.

## ANNOUNCEMENTS

John Hlebcar got the group's attention at around 7:30 pm. It was announced that there are two button timers left; if you want one, contact John Carlson. Plenty of Samspan available as building gets hot and heavy and also, the instructional video is back. The *Scrap Box* column was mentioned and contributions solicited. "Derry" Brown was elected to the Australian Model Hall of Fame (see article herein). Bill Vanderbeek attended the NCFFC Meet #1 and reported that the weather was nice with light drifting winds which turned out to be a good thing for Bill as he forgot to wind his timer for one

flight! The model wandered around for about twenty minutes before it finally landed. All R/C trophies won by SAM 21.

John Carlson has mailed out all the AMA papers for charter/insurance. Bill Kast, from Hawaii, donated a set of videos for the raffle; '96 NATs and Celebration of Eagles. The March *Mystery Photo* was identified as a model belonging to Nick Sanford but it's identity remains a mystery until Nick makes a meeting. A swap meet to be held at Grant's Pass, OR on April 11th. Ron Keil mentioned the Fresno MECA/Sabbatini Collecto to be held on March 28th; Jerry Rocha or Ron will give us a report next month. Terrific race cars and scale engines can be expected.



## TOFF GUY REPORT

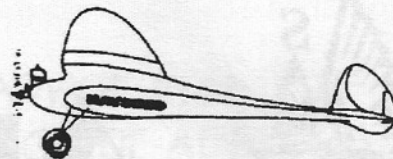
Dick O'Brien reported that a number of members have been getting some flights in, even in light rain! Pete Samuelsen got his new .61 running and the 110% Anderson goes up like a rocket.

Bill Vanderbeek noted that Saturday, March 21 is the third Sat. and that indoor flying will take place at Hangar #1 at Moffett with a kid's contest. Some concern has been raised over the fact that additional airplanes are going to be moved into Hangar #1, possibly crowding out the indoor activity. Join the Moffett Museum and fly almost anytime you want, weekdays or weekends.

## OLD BUSINESS

**1998 Club Project:** Rules for the combined Rubber Scale and Jimmie Allen event were presented by John Hlebcar. Reduced from two pages last year to a few paragraphs this year, the rules are simple:

- Rubber-powered scale models of any airplane produced to 1951 and/or any Jimmie Allen design is eligible. Use of early kits/plans is encouraged. No scaling up or down for the Jimmie Allen.



April 1998

## Antique Flyer

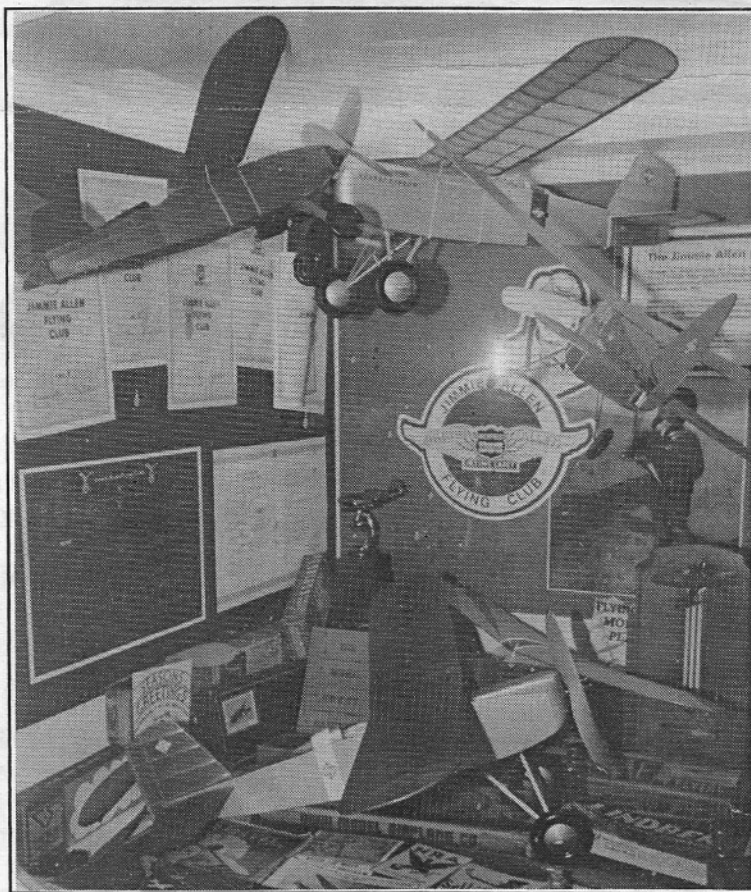
- Moderate changes in SAM spirit are OK; e.g. prop bearing, rear hook, dethermalizer, wire landing gear, slight structural changes, nose block, moderate stab or fin enlargement.
- Maximum prop diameter is 1/3 wingspan plus one inch. No folding props.
- OK to enter more than one model with only one entry fee and one award per contestant.
- Six flights, three best to count. HL or ROG, pilot's choice.
- Maximum flight time for each aircraft is wingspan times 4 in seconds. Flight times below one wingspan in seconds do not count.
- A separate concours will be held with each entrant receiving one vote for the model they like best out of the field of entries. Do **not** vote for your own plane. To be qualified for the concours, a model must have made a minimum of one **powered** flight of any duration, preferably without a disastrous crash.

The date of this meet **will be decided** at the April club meeting. Jerry Rocha invites all scale and Jimmie Allen participants to "tune up" at the Club Rubber Meet on July 25th.

**Crash & Bash Prizes:** Ed Hamler is going to get together with Ned Nevels to draft a nice certificate on the computer that everyone entering the contest will receive. Bill Vanderbeek displayed some trophies that he designed for other contests; each entrant had received the basic souvenir trophy (a handsome 3-dimensional piece made from aluminum) and small attachments were awarded for placing in events.

**O&R Decals:** The next MECA Swap Sheet will have a decal ad thanks to Ron Keil. Ron said that he received a letter from Bruce Augustus regarding placing an ad in *Sam Speaks*. At \$2 per sheet, Ron said we can't afford to pay for advertising. It was suggested that perhaps Bruce would consider running an ad if we paid in decals. Contact John Carlson if you need a sheet or two of decals.

**April Meeting Site:** The April meeting is going to be held at Joann Spodo's Schellville Airport hangar; this meeting will be hosted by Remo Galeazzi. Please bring a **chair** for yourself and an extra one, if possible for guests who arrive seatless. Joann's hangar is at a **different** location than the last meeting at Schellville and Remo assures us that it is easier to find! Turn into the airport parking lot off of Arnold Drive (variously also known as Highway 121 or Sears Point Highway - your choice). Parking spaces are located adjacent to a large board fence separating the parking lot from the airport. Walk around the end of the fence and up the taxiway between rows of hangars; Joann's hangar is the second from the end on the right side. This will be a superb meeting so plan on attending and bring a model; with hangar space, you can lug along a rival to Pete's Westerner.



*This neat exhibit of Jimmie Allen models was put together by Mike Fulmer and Ira Keeler at the AMA Model Museum; Mike and Ira live in Petaluma and Fairfield respectively. Get your model ready for the Club Project Rubber Contest.*



April 1998

# Antique Flyer

**Monthly Raffle Prizes:** Although absent from the meeting, it was reported that Don Bekins has placed an order and has the raffle situation well in hand.

**Nor Cal Hobby Expo 1998:** Rod Persons reported that the exhibition space was \$25 more than previously approved; the higher amount was acceptable to the members. It was decided that an additional 100 *Antique Flyers* would be printed for the May issue, these extra to be distributed at the Expo. An insert, consisting of a member roster and a new member info sheet will be added to the standard A-F.

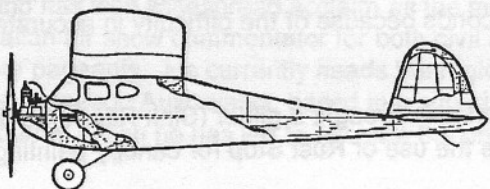
## NEW BUSINESS

**1998 O/T Small Rubber Meet:** Jerry Rocha confirmed that 25 July is the date of the rubber meet; Ed Hamler stated that it better be because he's already published the date!

**Assistant Editor/Reporter:** Your editor would like to see the A-F occasionally have a "profile" article on a SAM 27 member. If someone would like to accept such an enjoyable job, let Steve know. The profile is not a deadline sort of article; submissions can be made at any time. The A-F article that Remo Galeazzi wrote is a good example of what a profile should be. It was suggested that members write their own profile (such as Remo's) but the consensus is that dependency on such a method will result in rather poor output. There were no takers at the meeting, so the position is open. The "arm" is going to be put on Ray McGowan to at least write up his story!

**Joe Meere:** Rod Persons reported that Joe is doing very well; his platelet count is now down to normal. Recent treatment left him nauseated so he couldn't quite make the meeting but Buzz Passarino advised Joe to put his legs up and watch TV. Hope to see Joe at the April hangar meeting.

**SAM Chapter Directory:** Ed Hamler handed out a new directory to all SAM chapters worldwide.



## Technical Presentation

(Next month's technical presentation will be given by Park Abbott)

**Rick Madden** presented an entertaining video entitled *Peter Built Plane* which was an "outline" of the building of a Spencer Aircar by Peter Brenig who was a photographer for the Chronicle at the time. Rick belongs to a group of like-minded cohorts who bend metal and glue wood to look like airplanes at Rick's shop at the Sausalito Seaplane Base. Rick's the only one who builds model airplanes as opposed to real ones. The video was in "fast time action" and illustrated the complete construction of the Aircar amphibian from scratch to first flight about twenty years ago. This mile-a-minute, speeded up movie, besides being hilarious, displayed the immense amount of effort that went into building the Aircar; years of work in five minutes! This Aircar was the second one, the first being built by Spenser. The history of the Aircar is a

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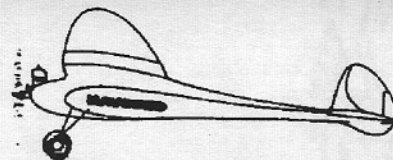
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story in itself. Ex-test pilot, P.H. Spenser, tried to sell Republic Aviation a small wood and fabric amphibian in 1941. In 1943, the directors of Republic voted a



# Antique Flyer

\$300,000 appropriation to develop a simplified, all-metal version of the Spenser design, looking ahead to the postwar period (remember the Republic *Rain-bow*?). In September 1944, the decision was made by Republic president Marchev to mass produce the **Seabee** amphibian lightplane, such decision based on rather dubious and unrealistic marketing data which predicted sales of at least 5000 airplanes. This pie-in-the-sky approach was characteristic of the commercial airplane industry in the 1944-1946 period. Air-cooled Motors (Franklin) was purchased by Republic in an attempt to lower production costs of the Seabee. The company proceeded to produce the Seabee and introduced it in 1946 at a sales price of \$6000. The Seabee project subsequently folded as Republic's management was reorganized in early 1947 and the chief engineer, Alexander Kartveli (designer of high speed airplanes such as the Severskys, the P-47 etc.) was elected a director. Kartveli was "scornful", according to a 1947 *Fortune* magazine article, of the slow and lumbering Seabee. In the "It's a small world" category, Ed Hamler recently gave me an assortment of 1940's "stuff" that he received from a friend. Included in this package of goodies were assorted solid kit plans and a few 8x10 photos from the Republic public relations department. Remember when you could write away and ask for that sort of thing and actually get it? The photos were of the early P-47 (Kartveli's favorite before a bubble canopy was slapped on it) and a picture of Alexander Kartveli.

as it's purple. Bill said that only about 1000 of these rods were built for the 1997 model "year". Bill came up with a complete set of shop manuals from a "source". The car has no jack or spare; must run it up a ramp to get enough clearance for a floor jack. ☺

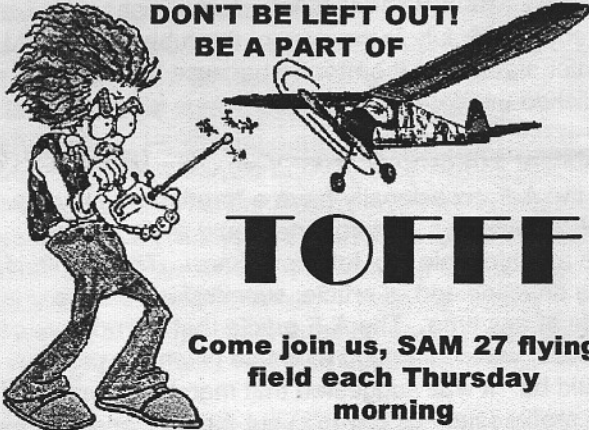
Bill also showed a stabilizer built with modern construction techniques. It had a carbon shell D-box leading edge with lightweight, carbon fiber trimmed ribs. Very lightweight with torsional strength that you can't believe. The stabilizer and a 750 sq. in. wing, in four panels, was a \$400 kit from the Ukraine. The wing spar is carbon fiber top and bottom with a balsa filler and is wrapped with Kevlar thread to prevent de-

## SHOW & TELL

A very impressive array of models was presented at the March meeting.

**Bill Vanderbeek** showed his 1997 Plymouth *Prowler* which he bravely drove to the meeting; he figured that the fire station parking lot was safe but he didn't count on the suggestions that it be taken over to Sears Point for a workout. Bill had been looking at brochures for the *Prowler* since it was announced in 1990 but saw his first one at the San Jose Auto Show. He was able to sit in it and determined that his head didn't touch the roof, a key requirement. Excessive dealer markup had discouraged him from ordering one but he finally located an out-of-state dealer who not only specialized in this rod and the *Viper*, but also offered a realistic price. Any color you want as long

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morning**

Steve Roselle

lamination. Bill's airplane will be powered with a Nelson .41 and will be a full FAI model with bunts; he's aiming at the Muncie Nationals this year. The fuselage, machined front end etc. can be purchased or constructed yourself. Called a "Super C" model, it is planned to have a contest for the Super Cs at the Sierra Cup; about twenty models are expected to be completed. Interesting sideline: There's a company in Lithuania, W Hobbies, that will take orders by e-mail, based on their web site catalog, and will send it to you and if you like what you get, you then send them the money! Bill spoke about electronic timing proposals for the high performance F1C models which were limited to 5-second motor runs but now returning to 7-seconds because of the difficulty in accurate timing.

**Rod Persons** brought a glider (Sink Riser?) to demonstrate the use of Rust Stop for canopy painting.

# Antique Flyer

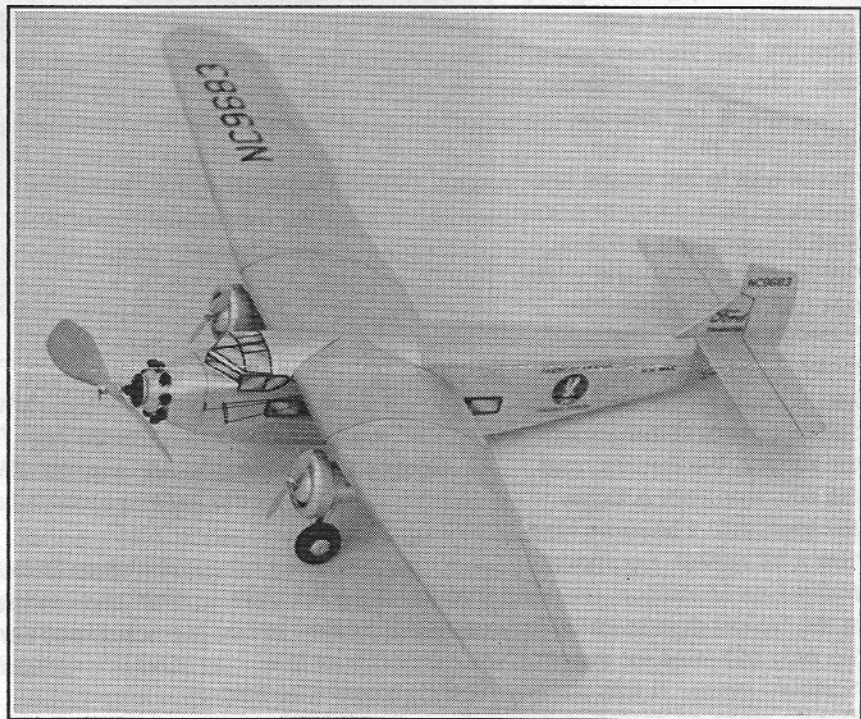
**Ed Hamler** showed a Bomber which he recently fitted with a new, removable power pack featuring a McCoy 60 for Class C LER (Ed also has a mount for a Spitfire and an Ohlsson). Apparently, some controversy has been raised because of the "awesome" climb attained by this combination, putting it into a "class all by themselves." The question was posed by some whether "something should be done about that?" to make other combinations more competitive. Ed and Don Bekins don't think it's a problem since the Hayseed with a McCoy will beat it on climb and a Sailplane will out glide both of them. There're lots of combinations possible and the pilot has something to do with the outcome. Ed has the McCoy fitted with a 12x5 prop which gives 13,000. Everyone wants to see the maiden flight of this baby!

**Remo Galeazzi** brought a magnificent Avro Baby scaled up to double from a peanut plan from the old *Model Builder* and made his own framing. The wheels are turned from wood and covered with silk and Remo used a patterned sandpaper very effectively for the radiator. Remo hasn't flown it yet but Buzz said that it won't fly because it doesn't have any wrinkles in it! Immaculately skinned with Japanese tissue and two light coats of 50-50 dope. Saw Dick O'Brien taking a photo so hope to be able to show a pic of this superb model next month.

**Ron Keil** had the most unusual model to show. Ron rebuilt a twin rotor, R/C autogyro that Don Bekins had destroyed; the model was featured at one time in RCM. It's supposed to fly pretty well and can make a vertical descent in autorotation by throttling back the OS.35 while overhead. Launched ROG directly into the wind so there is enough rotor speed to lift off; Like all powered aircraft, the throttle controls altitude.

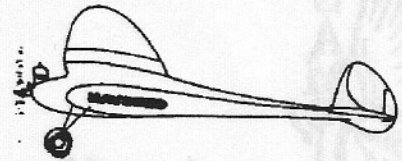
**Buzz Passarino** answered the oft heard question, "How's your car?" by showing a photo album filled with pics of his incredibly crafted car which he is aiming at the January 1999 Oakland Roadster Show. Buzz has been fitting body work and running boards

for the last month in order to get all seams and joints perfect. Remo said that Buzz builds cars which are fabricated to have mirrors placed under them and that it is easy to understand why if you've ever been in Buzz's bedroom! The engine completion and paint are the next items on the car's agenda. Buzz also showed a pic of a "brand new" Elf Twin (setup for glow), knowing how I feel about Elfs, and described how he came about owning it. A friend of a friend



*From the February Show & Tell, Steve Remington's Dumas Ford Tri-Motor. Get your Club Project scale rubber underway for this summer!*

found the Elf sitting on a shelf in an antique store and called Buzz's friend asking if he would like the engine because he could buy it for \$75. The sale was completed but, not knowing what it was, Buzz's friend didn't like the engine because it "doesn't look old" and offered to trade it to Buzz for something meeting his expectations. Turned out that he liked a like-new Ohlsson 23 that Buzz had and so the deal was made! Buzz mentioned that Frank Ehling had an Elf single in a Westerner and that he always wanted one but couldn't find one in the model shops of the period. I mentioned that I had made a similar dumb deal in about 1947 as I had traded an Elf single for a new Ohlsson 60; would gladly trade back today.



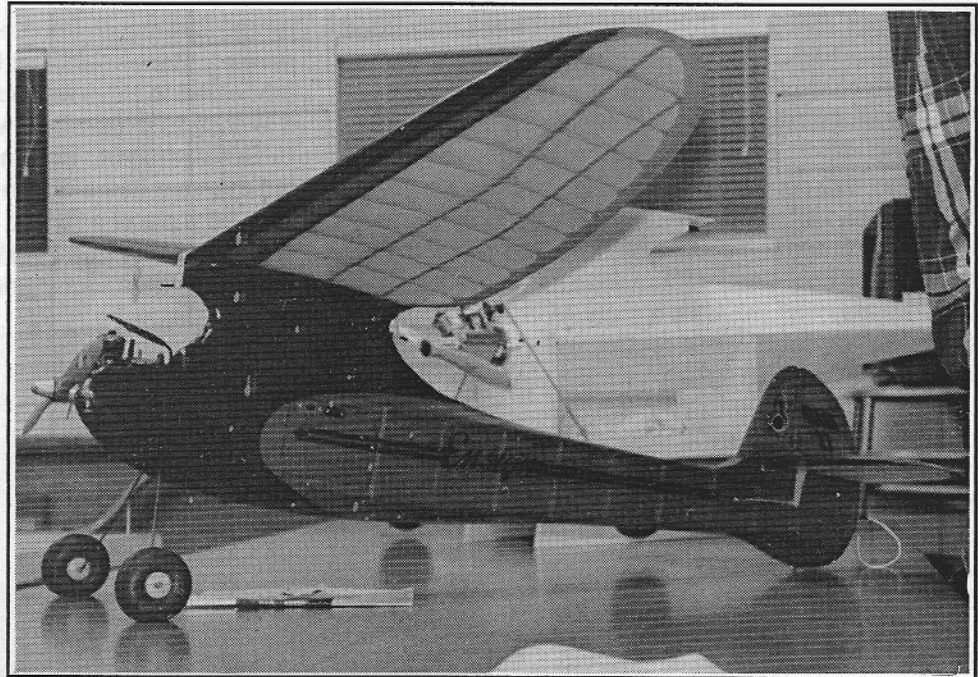
April 1998

# Antique Flyer

## RAFFLE

Members are urged to donate any surplus materials or items to the monthly Raffle.

**Bill Vanderbeek** brought an old *School Boy* (Top Flight?) R/C which he was given from the Carl Hermes' estate. This was a combination Show & Tell and donated raffle prize. The model was in fair shape and equipped with a rubber powered escapement (original rubber still wound) and a Venus CG Tone Transmitter radio on 27 mhz. Rather tricky flying this beast, I would think, since the single button control commanded the rudder, the throttle, and the elevator from a single escapement. I have no idea how it all works! Equipped with a Cox Medallion .049 with throttle. Two AA cells in the typical aluminum battery carrier appeared to be the only batteries for the receiver. This model is a museum piece. It was won by **Rod Persons** who said that he plans on restoring it and displaying it in his office, so it looks like the old bird has found a safe roost.



### CRASH & BASH GRAND RAFFLE PRIZE

*This Ensign model has won both Flight and Concours awards. Covered in yellow, red and orange silk and is powered by an O&R 29. Includes the ignition system but no servos or receiver.*

- |                                     |                 |
|-------------------------------------|-----------------|
| Miniature Bench Vise/Vanderbeek     | John Dammuller  |
| Pen and blades/SAM27                | Ron Keil        |
| PocketTool/Vanderbeek               | Steve Remington |
| Old R/C School Boy Model/Vanderbeek | Rod Persons     |

SAM 27 Costs: \$30.75, Collected: \$67

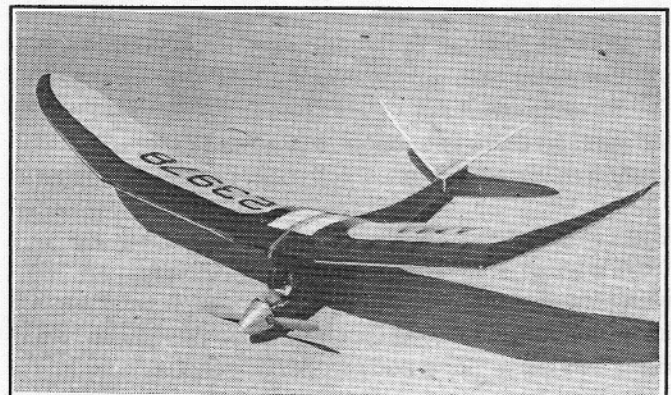
### RAFFLE PRIZE/DONOR

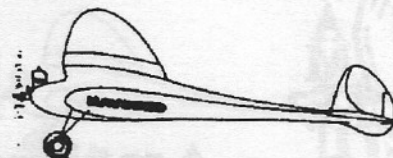
### WINNER

- Squadron Spitfire Book/SAM27
- Squadron Thunderbolt/SAM27
- #11 Blades and box/SAM27
- #11 Blades/SAM27
- Carbon Fiber/Rod Persons
- Box of old rubber/Vanderbeek
- Box of old rubber/Vanderbeek
- Box of old rubber/Vanderbeek
- Sig Calendar/Jerry Rocha
- Videos, '96 NATS/Bill Kast
- Peanut Kits/John Hlebcar
- Wine/Ed Hamler

- John Hlebcar
- John Hlebcar
- Remo Galeazzi
- Dick Irwin
- Bill Vanderbeek
- Ray McGowan
- RickMadden
- Buzz Passarino
- Pete Samuelsen
- Remo Galeazzi
- Pete Samuelsen
- Dick O'Brien

## ??MYSTERY MODEL??





April 1998

# Antique Flyer

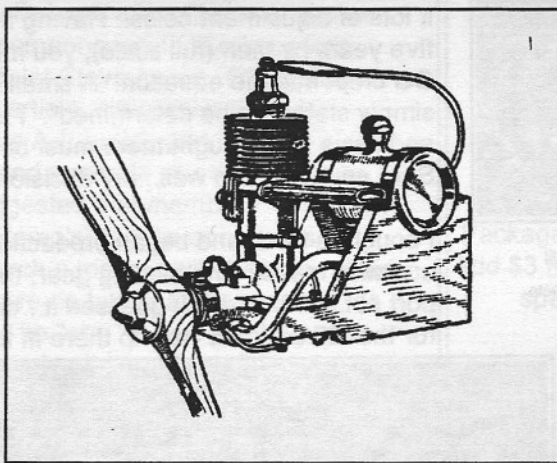
## SAM 27 MEMBER PROFILE

### SAM 27 MEMBER ELECTED TO AUSTRALIAN MODEL HALL OF FAME

Press Release by Bob Munn

**Geoff D. "Derry" Brown**, residing in the suburb of Melbourne, was informed recently of his election to the **Australian Model Hall of Fame**.

Derry currently Chairman of the R/C Old Timer Subcommittee of the Model Aircraft Association of Australia, and has lately concluded an extensive updating and clarification of the rules pertaining to Old Timer flying in Australia. We all know what enormous talent and patience is required to bring together and successfully reconcile the differing views encountered in our sport. It is exactly in this field that Derry has distinguished himself repeatedly as CD in major regional and national Old Timer events, and as national committee chairman, a post to which he has again returned.



An avid modeler for over fifty years, Derry was a member of the three man control line team who were the first to be sent abroad to represent Australia, this to a competition in England in the early 1950s. During his ensuing professional career in full scale aviation, he continued to enjoy modeling whenever possible, and has won widespread acclaim as the major Australian air show commentator for both civil and military pageants. He currently heads the regional office of Jeppeson Australasia, based in a suburb of Melbourne, which he has led to become the principal

supplier of aviation maps, charts and related materials in that part of the world. This is a major branch of Jeppeson-Sanderson headquartered in Denver.

Derry was a committee member and president of one of Victoria's largest model clubs during the 1980s, and became increasingly active in the Old Timer part of model sport during the past ten or so years. He was among the leaders in the formation of several Old Timer groups in the province of Victoria, culminating in the establishment of SAM 600 in the Melbourne area. He has been a participant and frequent CD in many events, as well as president and often committee member of SAM 600 since its formation. His exceptional abilities in rational analysis and the development of positive consensus have earned him the respect and recognition attested to by this place of honor in the Hall of Fame.

*Sam 27 congratulates Derry Brown for his well deserved recognition.*

## FEEDBACK

The March issue of A-F carried a picture of Bob Rooman's 150% *Coronets* with 2 inch nose extensions on page 7. Bob's modifications on this design brought e-mail response to John Hlebcar concerning the legality of this design for use in SAM competition. Bob responded that of course he assumed the design to be illegal for competition but that he wanted a little more room between the engine and

the windshield. Bob said that there is no SAM sentiments in his area (Missouri) and that he just wanted a "pussy cat" to go have fun with. He built the tail very light by using his gram scale to decrease the wood weight as he built aft. The tail section is fragile. The nose extension also allowed him to reconfigure the gear application by building sloped back tracks on the inside walls and sandwiched the 1/8 gear in plywood. Two 6-32 counter sunk screws go through the bass wood upright and permit easy removal. Pull-pull mono line on rudder and a single pw control for elevator. Powered by OS 4-stroke. Climbs great!



# Antique Flyer

## THE SAGA OF RASSATOODUS

by Bob Rooman

*Member Bob Rooman submitted the following article which will run in three parts, serial fashion, over the next few months. The story tells of the travails, challenges and pleasures of constructing and flying a rather weird bird, Rassatoodus.*



*Bob Rooman with the completed bones of a Rassatoodus.*

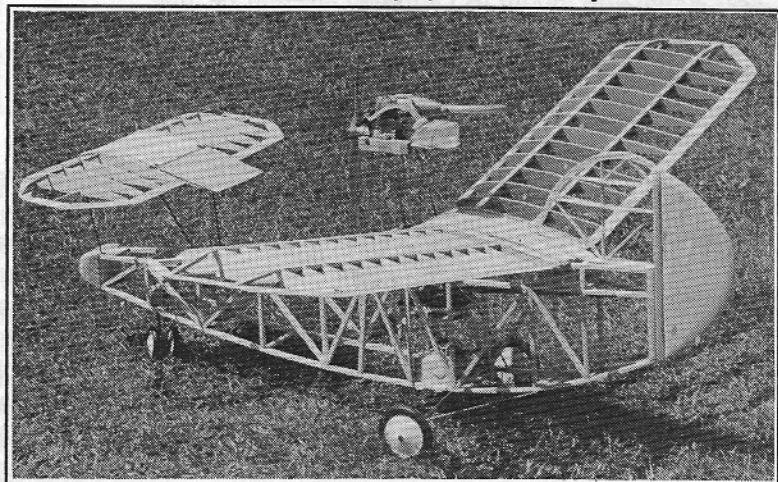
Bob Rooman Photo

Upon my departure from the work-a-day world in Nov. 1988, David Bruner of SAM 21 decided to give me something as a going away present. As I unfolded the plan, there was *Rassatoodus*, old, big and ugly. Not wanting to offend the guy who was helping me move to Missouri, I pondered it whimsically and tried to show some respect for this audacious gift. Forgive me David.

When I got moved in and built a bench for model building, the *Rassatoodus* challenge emerged. Let me say here that at age 65, having gotten this far in life, you derive from it sort of a sense of can-do-i-tus. I'll make this damn bassackwards airplane fly if it kills me! Now I'm getting serious. The only thing

lacking was serious ability in the model building field, having spent my life in photography. Contemplation set in as I gazed upon the yellowed plans. "Let's see now, I'll stick to the plans and make everything like it was back in 1492 when it was designed." I began by buying wood and wire, and God only knows I had to have some of those Williams old time wheels. Two main wheels and two side by side for the nose. Ya see, you guys thought that was the tail huh? I fashioned the 1/4 inch lumber carefully as I proceeded to lay the beast out. As it went or came together, I could not help but wonder that it might need some control surfaces, and maybe steering ability too. Well let's see now, if you turn the nose wheel left with a servo back in the fuselage, can you also turn the rudder at the same time the same direction with the same servo? I shelved it for a while when I realized this thing doesn't have an elevator. Gosh there is no room for an elevator. The piano wire to hold the horizontal stab in place is in the way of something to move up and down. Maybe I can make it narrow and long fore and aft? I guess I should build it lots of adjustment holes. Having flown for twenty-five years by then (full scale), you might consider that CG crept into the equation. A small note on the plan simply stated "to be determined". I looked around and I was it. I thought there must be some mistake. Sure enough there was...my decision to build this.

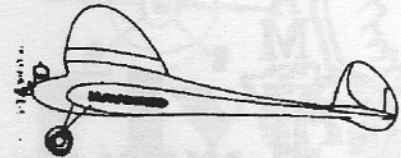
I bought a torch and began production of the 1/8" piano wire maze. The landing gear, the stabilizer support out front, and you guessed it...the engine mount for the .25 2-stroke way up there in the jet stream. I



*Note the motor mount and the wing TE snugged under the fin.*

Bob Rooman Photo

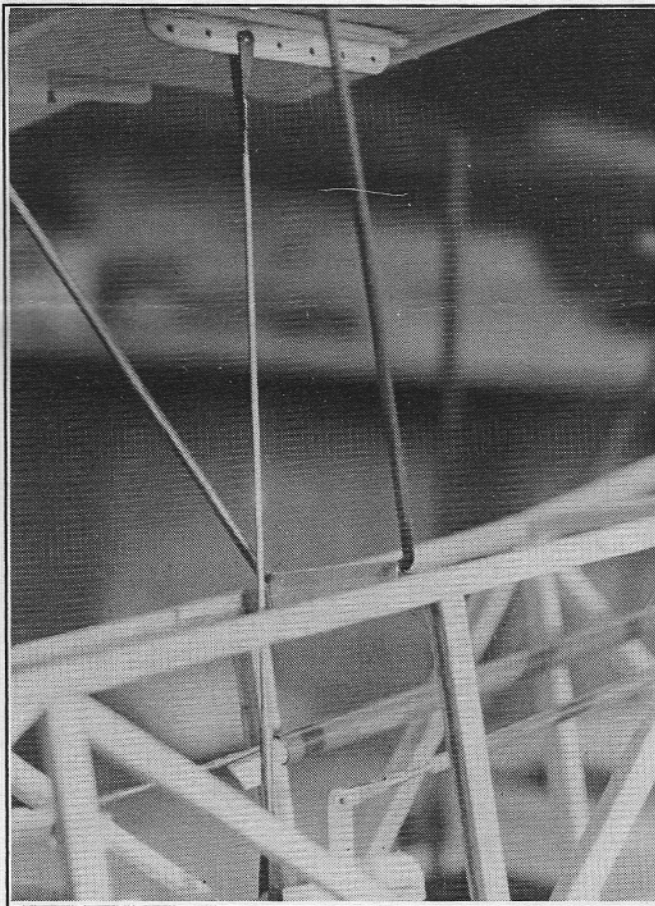




April 1998

## Antique Flyer

presumed by now that the prop blast air will have to head down about 75 degrees to get to the top of the small rudder which didn't exist yet. And being not many inches apart, the arm length could not be of much help either. The fuel tank also had to fit up on that maze of bent wires being laughingly referred to as the engine mount. Realize for a moment, all this bent wire had to be soldered and wrapped with fine copper wire and then thread wrapped to the adjoining 1/4 inch balsa cross members. Then when you got



*Bellcrank to the previously non-existent elevator and the thread wrap.* Bob Rومان Photo

through, nothing was square and even the wheels were going their own way. The throttle as you know moves fore and aft, and having not yet used housed flex wire, my next challenge was to get a servo down in the fuselage to move the throttle with mechanical linkage. The weeks rolled past as I pondered these life-threatening decisions. *(This engrossing tale of a comic airplane is to be continued next month)*

## SCRAP BOX

*Hey Balsa butchers, get busy and contribute some info for this column. Everyone has some bits of modelling wisdom or insanity to pass on to other SAMers.*

From Park Abbott, via John Carlson: For you guys who like to build your own wheels and find that O-rings larger than 2" are difficult or impossible to find, try a vacuum cleaner repair shop. They have a great variety of small belts that may be just what you need.

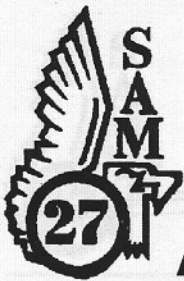
*Kits and Plans Antiquitous (KAPA)* is an organization that fits in very nicely with SAM. KAPA is devoted to old wood kits, flying and solid, and the history of the manufacturers who created all those millions of kits and the modelers who built them. The newsletter, *The KAPA Collector*, is a joy for those of us who savor the contents of an old wood kit. Many old plans (reduced to 8 1/2 x 11) and a useful, free swap sheet. Example: Want to buy a 1952 deBolt *Live Wire Senior* "Custom Kit" or a Berkeley *Super Buccaneer*? Only costs \$6; make out to "KAPA" and send to Morris Leventhal, 1788 Niobe Ave., Anaheim, CA 92804.

From SAM 21 Steve Roselle: Some older JR radios may have defective K-12 chip; a K-28 is OK.

Want a **web site** that has links to just about every aviation site imaginable? Try Stalag 13, a truly one-stop: <http://users.aol.com/dheitm8612/page2s.htm>

## CALENDAR REMINDER

- |             |                                      |
|-------------|--------------------------------------|
| April 5     | NCFFC#2 Waegell (\$14 first event)   |
| April 9-13  | New Zealand 1/2 A Texaco -Postal     |
| April 18-19 | SCAMPS Texaco - Condor Field         |
| April 18-19 | SAM 49 Spring Annual - Condor        |
| April 18-19 | SAM 8 Spring Opener - Washington     |
| April 15    | SAM 27 Meeting - Schellville Airport |
| May 2-3     | NORCAL - Waegell Field               |
| May 16-17   | SAM 30 Spring Annual - Schmidt R.    |
| May 16-17   | SAM 8 Memorial Meet - Washington     |
| May 20      | SAM 27 Meeting - Novato              |
- See the Revised 25 February 1998 master calendar*



# AMA Chapter #108

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PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

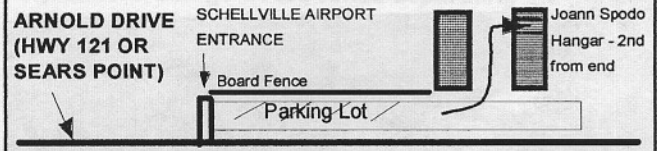
## MEMBERSHIP

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 proof of current AMA membership to be presented at the 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.

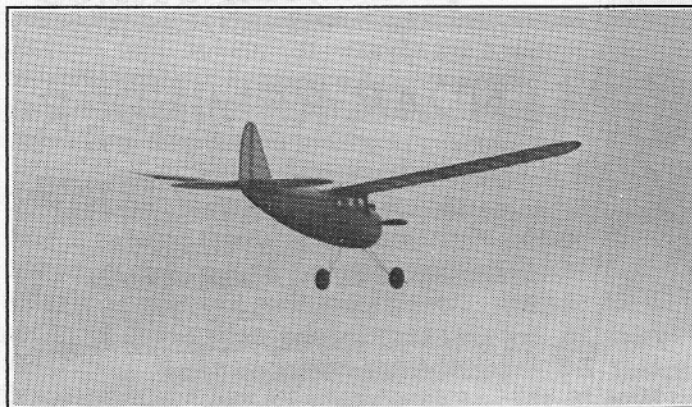
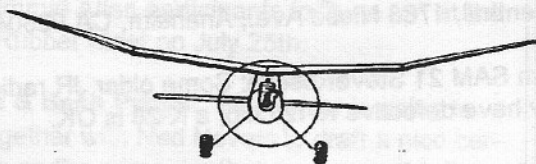


**Next Meeting: Wednesday, Apr. 15, 1998  
7:30 P.M. at Schellville Airport in Joann Spodo's Hangar, hosted by Remo Galeazzi**

## Antique Flyer

353 Las Casitas Court, Sonoma, CA 95476

April 1998



Ray McGowan's Super Buccaneer in flight at Brown's Valley in May, 1994

# FIRST CLASS MAIL

TO: