



ANTIQUE FLYER

AMA Chapter 108

'Dedicated to Old-Time Aeromodeling'

March 1989

Vol 3 No 1



<i>President:</i>	Ed Hamler	3379 Crystal Ct.	Napa, Ca. 94558	(707) 255-3547
<i>Vice President</i>	Ned Nevels	1045 Foster Road	Napa, Ca. 95405	(707) 255-7047
<i>Sec. Treasurer:</i>	Karl Rhigetti	216 Shortt Road	Santa Rosa, Ca. 95405	(707) 544-4688
<i>Newsletter Editor:</i>	Ned Nevels	1045 Foster Road	Napa, Ca. 94558	(707) 255-7047

SAM 56 "WHAM" is 1988 Winner

1/2A Postal Meet A Success!

By Don Bekins

The following results can now be reported for the 1/2 A Texaco Postal Contest held August 21st and 22nd all over the country.

This year we have had 13 chapters participate with minimum of 65 competitors, and perhaps many more. I know that within SAM 21 and 27 at least two more people flew than the top five on the team.

If you extrapolate that for every club, we probably had as many as 80 1/2 A fliers vying for the beautiful 1/2 A Texaco Team trophy.

The winning team for 1988 is SAM 56, the "WHAMs", Wichita Historic Aircraft Modelers, headed up by team captain, Jack Phelps. Their consistency is what won the WHAMs their right to put on the team challenge in 1989.

The runner-up team, SAM 30, the "Hayshakers" of Marysville, California,

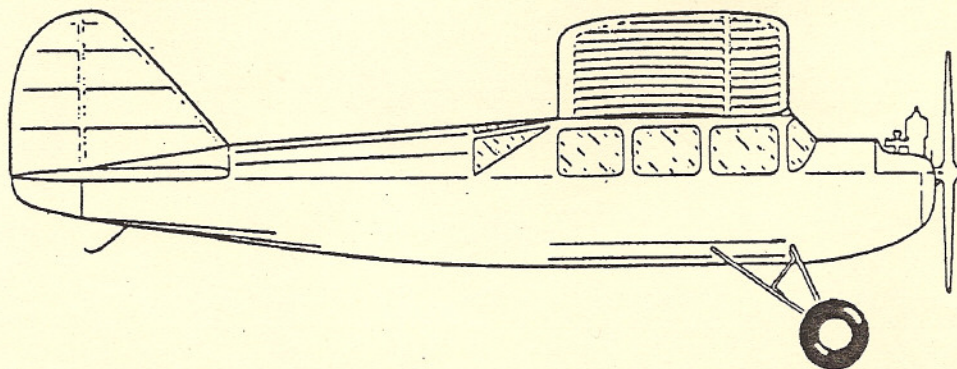
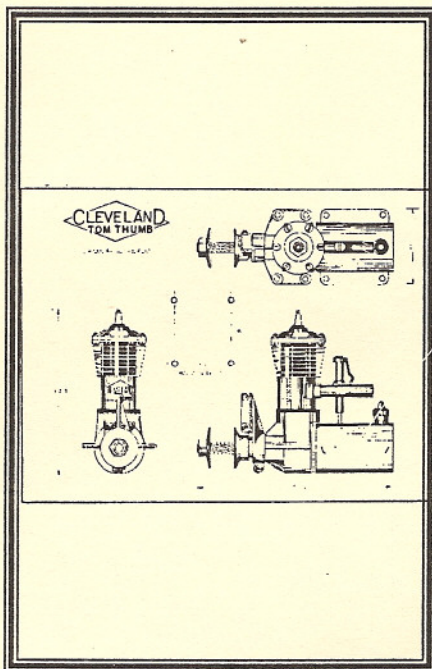
thought they had it in the bag when team manager, Nick Nicholau, reported: "Our test brick we threw up (to check for thermals) at Kazanga (field) still hasn't come down! Good thing our ships are rigged up with R/C -- the only way to get them back to earth"

SAM 30 posted 3 double maxes and one flight just 5 seconds short of the 4th double max. However, their 5th flier slipped by some 500 seconds short of two maxes, dropping them into 2nd place.

SAM 30 was the winner in 1987 --- I wonder, did someone shoot their low man out of the sky so the 1/2 A Texaco trophy could pass on to another club? Since the Postal Event is on the honor system, we'll have to assume all the SAM 30 members are the "honorable typesssss"? and wouldn't do such a thing!

A WHAM-bam for SAM 56 -- congratulations! May the thermal gods be with you again in 1989.

For full results See Page 9



'88 Crash & Bash Is History Fun Had By All-

The 1988 Edition of SAM 27's annual Crash & Bash was held September 24 and 25 at the Woodland Aeronaut's Mavis Henson Field to rave reviews from those in attendance.

42 contestants flew some 88+ entries in 12 events over two days and when the dust had settled, Neil Kaminar of SAM 21 walked away with the very first Sweepstakes ever awarded in the 11-year history of the Crash & Bash.

The **Bill Hooks Trophy** named after SAM 27's founder, was a fitting climax to Neil's outstanding efforts. He came in first in every event he entered and made each event he flew seem like a "walk in the park."

As is usual, 1/2A Texaco produced the most entries and some of the best competition, with SAM 30's Jim Kincy walking away with first after a hotly contested fly-off with Jim Vincent of SAM 51.

Weather was spectacular on Saturday with only mild winds and oc-

casional boomers and Sunday dawned overcast and cool and stayed that way, albeit without significant wind, until the contest ended at 3:00 p.m. whereupon the clouds parted and the sun shined brightly. The contest ended with the Class C Flyoff when Neil Kaminar outlasted two others to win his final event of the contest.

Saturday night featured our first-ever SAM-Champs style "Bean Feed" which actually was a "spaghetti feed", with the unique sauce supplied by SAM 27 President Ed Solenberger and his wife Norma. SAM 27 wives and children all pitched in to make the salads and prepare the meal with the spotlight shining brightest on Hilde Keil and her justly-famous German deserts. There was more

than everyone could possibly eat which set the stage for a breakfast of cakes and goodies and several extra drawing prizes on Sunday.

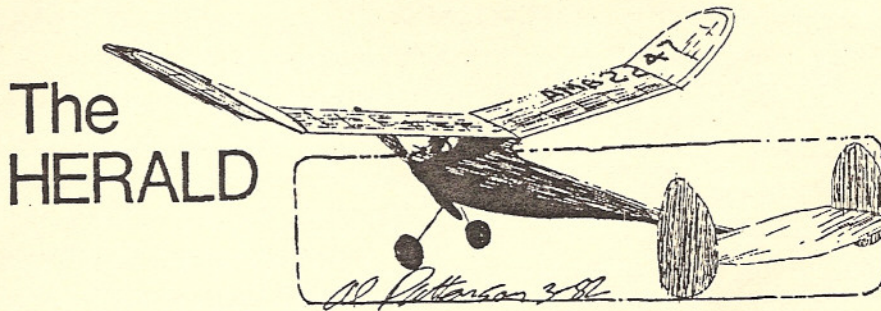
If Saturday's theme was the "Bash" part of the competition, then Sunday's was definitely the "Crash."

Several planes went in, including two at once, Loren Schmidt's Class A and Kennny Meyer's Class A both went in almost simultaneously at the same altitude, leading everyone to speculate that massive interference from "somewhere" (my guess being the microwave towers over the hill) shot them down.

Two other crashes resulted from radio failure on take-off, most likely from vibration. They were spectacular, with style points going to Ken Kullman of SAM 51 whose Elfin Diesel-powered Class A plane returned in total free-flight right after launch and, with engine roaring, proceeded to strafe him immediately after launch. Ken managed to dive and escape its wrath

but the plane "lunched" out shortly thereafter. Witnesses said it looked like a scene out of the "Sands of Iwo Jima."

Fear points went to Stan Lane of SAM 30 whose jumbo Anderson Pylon took off with a roar and no control only to veer toward the pits then start a climbing left-hand turn over the pond and appeared to begin a descending turn that would have brought it right back over the launch area. As the cry of "Heads up!" split the air the plane simply disintegrated in the last part of the turn from the built-up G and air loads. It was a scary



"Bean Feed" Makes the Day

'88 Crash & Bash a Success

moment that was over very quickly and left everyone shaking their heads.

Not the least amount of puzzlement came because the air loads were so intense that the monokote wing covering was stripped off and the fuse literally "exploded" from the loads....but the wing never folded!! That wing can quite literally be recovered and be ready to fly again! Those boys from SAM 30 really know how to build them strong!

(two years ago at the SAM 21-sponsored West Coast SAM Champs, Stan's flying buddy, Jim Kincy had his engine shut-off fail on his screaming schneurle-powered Kerswap and had to "fly-off" the tank at high speed. Everyone held their collective breath, expecting the wing to fold any second under the tremendous G's needed to keep the plane in sight.

It never did.

Jim landed it safely to thunderous applause of everyone present. Afterward he explained that he used piano wire bracing for the wing spars.)

Jack Albrecht of SAM 49 produced the real scare of the meet when he accidentally stuck his hand into a prop attached to a screaming Anderson Spitfire. The motor barely hesitated. Jack split a finger to the bone, the entire length of the finger, and severely lacerated two others. First aid was immediate and Jack was taken to the emergency room. He returned to finish his electric flights and win the event. He barely missed, by only a couple of points, winning the sweepstakes trophy, despite not being able to get in all his flights! Incidentally, he was flying the original prototype of the Leisure Bomber, later kitted and still flying strong!

That kind of panache was universally applauded.

The fabled SAM 27 "Running GHQ" drawing drew ticket sales from far and wide. A small ad in the MECA bulletin drew responses from Ohio and New Mexico as well as those in attendance from the California chapters. Master machinist Stan Lane of SAM 30 did the machine work on a motor supplied by SAM 27's own

Contest Director, Don Bekins...who just happened to get the idea after winning several contests with his own "operating GHQ."

Continually during the contest, Don would fire up the motor for everyone to hear and see and enable them to buy raffle tickets sold throughout by Karl Rhigetti's son insert name and Michael Nevels, son of your editor.

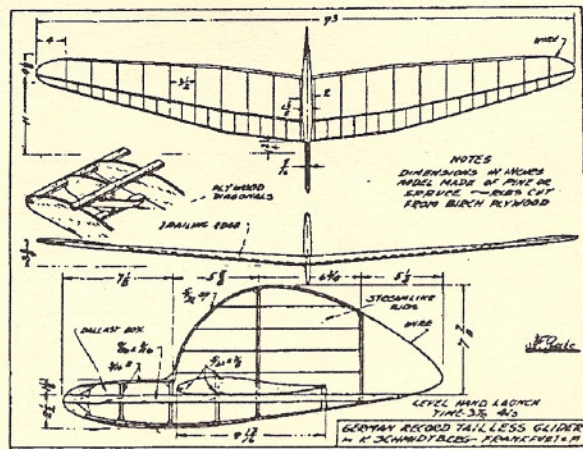
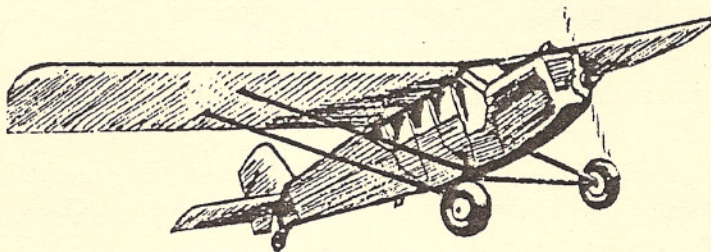
It should also be noted that Don Bekins donated a running Vivell .35 and that Karl Rhigetti, SAM 27's earstwhile hardworking Secretary/Treasurer assembled the motors and contibuted the ignition systems for them and mounted them on display/running boards.

The highlight of the raffle for many was the beautiful afgan that Hilde Keil made and donated. It was gorgeous and the result of many hours of labor by Hilde. It was won by Dale Bowers, Newsletter Editor of SAM 00.(us editors have

to stick together you see!

The winner of the GHQ was a gentleman from Ohio who responded to the MECA ad and sent in entries eventually totally \$60 and the Vivell .35 went to a MECA respondee from New Mexico.

It was great fun and despite the cool weather and crashes on Sunday, everyone seemed to leave with a smile on their face. This year the event will be at a site to be announced . Plans are underway to make it into something truly special. Mark your calendars for September 23-24 1989...See you there!



John Drobshoff has died.

The phone call came last October 26 from Ron Keil informing me of John's passing.

Despite being 70 years old, his death was completely unexpected. He had entered the hospital for minor surgery to repair an intestinal blockage that had been bothering him for months. He was happy to be getting rid of the problem but apprehensive over the surgery. He never recovered.

John was a past President of SAM 27 and an active modeler and friend to all. He could be quiet and he could be passionate and he always could be counted on to be interesting.

Our November SAM 27 meeting started out with a somber feeling but as one after another of John's friends and cohorts began to share "Drobshoff Stories" with one another, chuckles grew to laughter and finally, to side-heaving guffaws. There were stories about John's legendary temper and his unswerving loyalty to his friends. Everyone left the meeting feeling like they had shared something of the man's spirit. I can think of no better way to be remembered than by your friends for the good times that we shared.

Make no mistake, John Drobshoff might have been of medium height but he cast a long and distinguished shadow over the aeromodeling scene for many years. Never one to recede into the shadows, John was expressive and he could "express himself" quite loudly on occasion.

His long-time friend and fellow original member of Junior Birdmen "Ace-Hi" Squadron 153, which later became the "Frisco Vultures" or more properly, "The San Francisco Vultures," John Pond, stuck John with the nickname "The Mad Russian" which he hated but which fit him so well it immediately stuck. For that matter, no one around here can remember who of those two, Pond and Drobshoff, finally came out ahead in the annual "Transmitter Toss" event, usually after re-kitting an airplane or three. To say that John Drobshoff could get carried away at a contest is an understatement.

Not everyone who knew John also knew that he held

and still holds several AMA Free-Flight records, including several for ROW that stand today, untouched! Many knew of his 1940 NATs-winning Challenger design that was kitted by the Advanced Engineering Co. of Fresno for many years. He and his brother also designed the "Little Diamond", which has become popular as a 1/2A design within SAM 27 and plans for his designs are

available from the Old-Timer Plan Service of Pappa John Pond's.

A True Original Passes On.....John Drobshoff Makes His Final Flight

Pond, in his column in the February 1989 issue of "Model Builder" laments that only five of the original nine "Vultures" are still

alive. Predeceasd are Willie Deutscher, Alex Drobshoff, and Charlie Werle and now John Drobshoff. Fact is, I think that 66% survival for a group of young boys in 1934 probably exceeds the national norm by quite a bit! Shows how beneficial aeromodeling is for long life! (show this to your wife the next time she complains about how much time you put into your "hobby")

That John Drobshoff was a contemporary of so many famous modelers and retained his zest for flying and building right up to the end is a tribute to his spirit and the character inherent in the man. I saw him at the SAM 27 flying field a couple of weekends before his ill-fated surgical appointment. He flew his faithful old Record Breaker with a new World Engines FM radio that he loved. He scared us all with his take-offs but he had been getting better at it of late. He then took out a 100+-inch wingspan glider and flew it off a high-start he brought in with him. Finally, he took out his "Black-Bullet" rubber ship and happily chased it until time to go home.

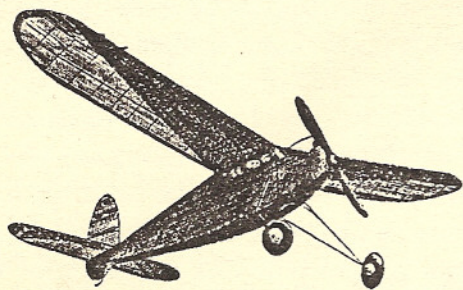
I will always remember that gleam in his eye and the spring in his step while he chased that rubber ship through the tules. For a moment, you could see the youngster who built nickel rubber models and flew them wherever he could. It is that image of the quintessential Modeler I will carry with me.

We all loved John, and we miss him. He cannot be replaced but *he will be remembered*. We know that the thermals are easier to find where he is now, just hope he watches his language if he steps on a model every now and then.

Ned Nevels

Propwash

By Ned Nevels



The past few months have been busy and fun and exhausting. Putting on the annual **Crash & Bash** is an effort of will and generosity on the parts of many members of **SAM 27**. It's the same with many clubs, a few people do most of the work and sacrifice to see that their friends and neighbors have a good time.

I think that when you name people you run the extreme risk of leaving someone out but I'll take the chance by saluting some members (and a couple of non-members!) who worked hard to see our contest run smoothly.

Don Bekins always seems to be there when it's time to organize something as complex and demanding as our annual contest. I'm not sure if everyone knows how much of the behind-the-scenes effort falls on Don's able shoulders, but it is a lot! **Joannie Bekins** turned out to assist with sign-ups and the barbecue and lend a hand where needed and we all appreciate her efforts.

Karl Righetti and his whole family contributed a lot to this contest as in the past. Karl has the thankless task of handling the funds collected (he actually collects most of it!) and the pre-registrations. This year he had double duty as we received many raffle entries via mail thanks to an ad in the **MECA** bulletin. He also runs the sign-up desk and generally sees that we run smoothly. The efforts he puts in our behalf are truly inspiring and we're all proud to have Karl for a friend and Secretary/Treasurer.

Ron and Hilde Keil literally do it all! Hilde's cakes and German pastries are a treat everyone looks forward to each year and each year she seems to make more. Folks, she literally bakes for a month to get all that ready! This year she spent over 120 hours making a beautiful afghan for our raffle and our raffle was the most success-

ful ever. Ron does yeoman duty as the Contest Coordinator and is always there when a helping hand is needed. We can't say enough about these two wonderful people who keep our contest going every year.

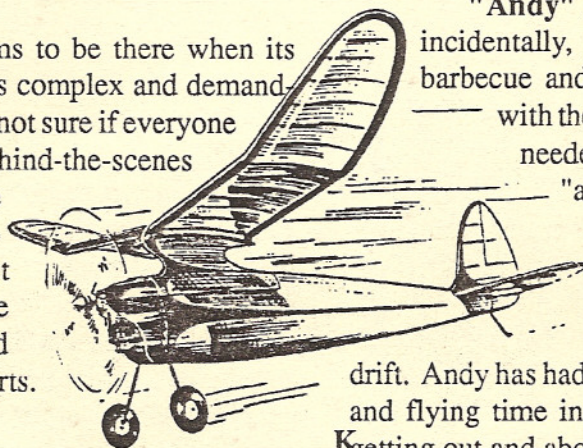
Ed Hamler ran the contest desk and supervised the registration of flights and contest results. He kept the chaos to a minimum and the information flowing with his usual good humor. **Mary Hamler** helped, as did several wives, with the barbecue and was of great assistance to Hilde and Ron.

"Andy" Andrews and his wife **Robin** (who, incidentally, got out a sickbed to assist with the barbecue and to help Andy.) were there helping with the flightline chores and assisting where needed. It was good to see Andy back out "among 'em" after being busy with retiring from the Navy, starting a new civilian job, buying a home in Napa...whew! I might have left something off here but you get the drift. Andy has had a severe crimp placed on his building and flying time in the past year. It's good to see him getting out and about again!

Dick O'Brien from Sonoma came out and helped wherever he could, acting as Flight Line Safety Officer, registration and transmitter impound officer and general helper wherever needed!

Harry Jencks of **SAM 51** helped with registration and the transmitter impound and generally did his usual thoroughly helpful best to see that the contest ran smoothly. Harry is a capable and enjoyable person who serves as a fine goodwill ambassador for his club.

I know I've left someone off that I shouldn't but I fear not thanking people would be far worse. A contest requires cooperation and help from everyone for it to succeed. In our case our cup truly runneth over!



Propwash Continued

For those of you who maybe hadn't noticed, this is the first issue of the *Antique Flyer* in more months than I care to recount. I apologize to those other editors out there who have done a tremendous job getting a newsletter out every month and waited to receive one from me. I didn't take you off my list, there hasn't been anything to send to you!

I won't make any excuses for this lapse. Everyone has a job and family and has to overcome the limitations these things place on us. I will only say that I will strive to get a newsletter out on a more regular basis this year.

Now on to more important news!

As you will read elsewhere in this issue, the 1989 SAM Champs scheduled for Reno, then Carson City, have finally found a home near Las Vegas, Nevada.

Poppa John Pond had to really do some backing and filling when sites fell through on him and even though he found a great site near Carson City, the BLM approval didn't clear the private landowner who wouldn't respond with the approvals needed so that site was dropped in favor of a large dry lake bed near Las Vegas and the SAM 7-11 guys volunteered to help out.

After all the rigmarole over sites and dates was settled, Poppa John was just about out of gas and asked to withdraw as Contest Manager and SAM 21 graciously turned over the contest to SAM 7-11 while still volunteering to assist with the operation.

My thoughts are that John Pond is owed a tremendous debt of gratitude by all SAM members for his unselfish devotion to getting this thing put together properly and for his attempts to make this a truly *International* contest.

SAM 27's Don Bekins is CD for R/C and AMPS-own Jim Persson is in charge of Free-Flight. SAM 00's

Howard Osegueda will CD the Ohlsson 23 Special Event and *Irwin Ohlsson himself* will be there assisting in Texaco fueling and the presentation of the Ohlsson 23 Perpetual Trophy!

The new dates in October promise fair skies and mild temperatures, according to the Vegas guys. The location promises to be a great site and the new casino-hotels that will be there are offering accommodations that are hard to beat--double occupancy rooms for \$16 a night?!!

The proximity to Las Vegas and its nightlife offers the promise that many spouses may actually attend this contest (thus allowing a good turnout of guys who wouldn't otherwise be able to make it!)

I hope everyone in SAM 27 tries to get at least one plane ready and comes to the 1989 SAM Champs, after all, you won't get it this close again real soon!

At our January meeting, a number of flying field options were discussed with several good possibilities laid out. The overall goal of being able to purchase a site seems to be the most promising plan for the long term.

Serious discussion of putting together a consortium of Northern California SAM members to buy land with a buffer to prevent "creeping development" from impinging on our open skies was ongoing at this

meeting and proposals are being looked into by club officers.

As we go to press, several potential flying sites near Highway 37 have been located and members, Don Bekins and Karl Tulp have made contact with the owners. There may be hope yet for a local field!

As a side note: The Woodland-Davis Aeroneers told us that the club has voted to *NOT allow* outside events (such as our contest) in the future. Interestingly, this ban extended to *everyone* BUT SAM 51, who still list that site as the location for their contest this year. Hmmmmm?

JASCO
"Pioneers in Model Aeronautical Developments"

CATALOGUE & HANDBOOK #7
Junior Aeronautical Supply Co.
100 East 10th Street — New York, N. Y.

Eloy Rhymes With Wind,(?)Saga

(Editor's note: The following story, in true SAM fashion, was borrowed from the SAM 49 Newsletter which in turn stole parts from Bob Angel's SAM 26 newsletter...I guess this makes it either thrice-stolen or thrice-approved, depending on your point of view)

The Winds of War- or - should the town of Eloy be renamed "Chicago"?

Let me preface this section with the recollections of Bob Angel: "A Short Story about Eloy (hey that almost rhymes!) or How to make the most of a Hopeless Situation. Or; (still another subtitle) How We Made Eut Tleson throw away his Wankel and his O.S.90, remove his 1/2A throttle, shorten his prop to 8 inches, build all his planes with expensive balsa ribs instead of cheap foam ones, get rid of all his folding and single-bladed props, load all his super-light ships up to 10 ounces, fly

in 25-MPH winds, and I'll be damned if he still didn't beat us all out for the overall championship! again! Without a Bomber!" (Bob Angel SAM 26)

(ed. Note: Does this mean that if the rules are even-handed, with equal opportunity for all, that the best pilot usually wins? Yeah, I thought that's what you meant.)

One of this writer's recollections of Eloy was of Bob Angel's demonstration of expertise during the "Oldtime Glider" event. Bob managed to extend his first flight time by using ridge lift created by the interaction of a hangar and the prevailing 11-MPH wind(45-degree wind). Other remembrances were; my feelings of euphoria at watching the first flight of my McCoy .19 powered Bay Ridge Mike on the Friday preceding the contest-straight up. My feelings of despair when it dawned on me that I had taken an Elfin .19 out of the plane-- there was not enough wing area to qualify with a glow .19! The wild gyrations of people trying to retrieve models in the wind (Phil Bernhardt comes to mind). The beautiful weather on Friday contrasted with the less-than-optimum conditions of Sunday; the GHQ Sportster and New Ruler brought all the way from TEXAS (I guess you spell TEXAS with caps!); the fact that there were no major finger bashes; news that the Italian restaurant scheduled for the buffet went belly-up, and Dick managed to have an Italian buffet at another, non- Italian facility; our illustrious president (ed. note: Means Ken Meyers) in seventh heaven, playing bass guitar with the local band at the Ramada Inn; the huge swapmeet we stopped at in Quartzite on the way home. I asked an antique dealer if he had any old model airplane engines. His reply, natch,"No, I don't. But the guy that was next to me had a box full of 'em. He just pulled out ten minutes ago, headed for Tucson." I never caught him...Gee, if I just hadn't stopped for breakfast....

(Editor's addendum: Dick Bringgold of the Phoenix SAM 31 and one of the sponsors of the Southwest Regionals is one of the finest people you would ever want to meet and a great guy to go flying with. This poor guy has had bad weather now for three years running at this contest. I think this presents a great opportunity for next year...after all, what are the odds of the weather being bad four years in a row? Make your plans for Arizona Next February folks. Should be a great contest!)

Silk Repair--Made Easy

(Reprinted from the Okie Flyer, Via the San Valeers and finally SAM 49 newsletter--proof that there are NO new newsletter ideas, only articles that haven't been fully recycled yet!)

Ralph Prey of the San Valeers says "give credit to Sal Taibi for this."

Ralph had an L-shaped tear in the silk of his model, and Sal said "that's no problem."

He cut out some saran wrap about an inch or so bigger all around than the tear, coated the edges of the "L" with Ambroid, and placed the Saran Wrap on top of the tear. Ralph says,"the part of the tear that usually curls, sucked right up against the Saran Wrap and the glue spread out evenly over the two sides of the tear."

Sal pulled the Saran Wrap gently so that it was tight in all directions and said to pull it off after the glue was dry. Ralph said that when he did remove the plastic, "you could hardly see that it was torn." And Sal said," Don't throw the Saran Wrap away, you can use it again."

1988 National 1/2 A Postal

Team Challenge

August 21 or 22, 1988

Don Bekins, CD

1. SAM 56, Wichita Historic Aircraft Modelers ("WHAM") Team Manager: Jack Phelps

Bill Schmidt	New Ruler	275"	15.4oz	1800
Greg Peters	Sailplane	275"	15.4oz	1800
Dan Walton	Rickert Wing	229"	16 oz	1730
Jack Phelps	Viking	288"	17 oz	1672
LaMoine Schrock	Strato Streak	307"	17 oz	1569

Total 8580 sec

2. SAM 30, Marysville, CA, ("Hayshakers") Team Manager:

Nick Nicholau

Stan Lane	Anderson	242	14 oz	1800
Jim Cory	Anderson Pylon	242	15 oz	1800 sec
Jim Kynco	Anderson Pylon	242	14 oz	1800 sec
Speed Hughes	Bomber	318	20 oz	1755 sec
Bill Burleson	Anderson Pylon	242	14 oz	1158 sec

Total 8313 sec

3. SAM 51, Sacramento, CA. Team Manager: Harry Jencks

Tom Vincent	Bohle Giant	263	15 oz 1	1800 sec
Art Cummins	Dallaire	337	19 oz	1627 sec
Tony Palethorpe	Bomber	288	16 oz 1	1623 sec
Bob Grice	Brigadier	296	16.5 oz	1595 sec
Eut Tileston	Westerner	239	13.5 oz	1532 sec

Total 8177 sec

4. SAM 82, Houston, TX. Team Manager: Jim Horner

J. Horner	Interceptor	288"	16 oz	1700 sec
T. Bryson	Pixy	303	17 oz	1595 sec
B. Isaaks	Kerswap	288	16 oz	1380 sec
E. Thomas	Lanzo RC-1	288	16 oz	1290 sec
B. Frazier	Buzzard Bombshell	216	13 oz	1233 sec

Total 7198 sec

5. SAM 1, Denver, "Model Museum Flying Club" . Tea manager:

Jack M. Warkins

Jack Warkins	Bay Ridge Mike	318		1692 sec
Ed Smull	Strato Streak	380		1501 sec
Jim Lang	Bomber	425		1318 sec
Karl Brueggeman	Bay Ridge Mike	318		1230 sec
Art Grosheider	Playboy	315		1188 sec

Total 6929 sec

6. SAM 27, Novato, CA. Team Manager: Don Bekins

Don Bekins	Bomber	290	16 oz	1800 sec
Ed Solenberger	Anderson pylon	285	16 oz	1116 sec
Ron Keil	Wasp	280	16 oz	1280 sec
Glen Buchanan	Bay Ridge Mike	310	18 oz	1329 sec

Ned Nevels Viking 270 15 oz 1177 sec

Total 6712 sec

7. SAM 57, "The Variety Group", Vincennes, IN Team

Manager: Frank Roales

John Schifko	Kerswap	306	17 oz	1550 sec
Gene Wicks	Brigadier	315	18 oz	1325 sec
Paul Carlson	Playboy, Sr.	288	16 oz	1273 sec
Frank Roales	Playboy, Sr.	288	16 oz	1213 sec
Don Sachtjen	Challenger	339	18.5 oz	1187 sec

Total 6548 sec

8. SAM 39, Sandusky, OH. Team Manager: Robert J. Walter

Art White	Bomber	304	17 oz	1711 sec
Robert Walter	Bomber	304	17 oz	1685 sec
Buddy Tanner	Playboy	350	19 oz	1168 sec
Thad Kusak	M.G.	266	15 oz	1068 sec
Howard Robinson	Kerswap	288	16 oz	842 sec

Total 6474 sec

9. SAM "00", Dublin, CA. Team Manager: Howard Osegueda

Howard Osegueda	Hornet	308	17 oz	1346 sec
Bob Riggio	Brigadier	296	17 oz	1331 sec
Dale Bowers	Commando	380	24 oz	1105 sec
Tom Wernholm	Bay Ridge Mike	318	19 oz	1095 sec
Goerge Gissendaner	Commando	380	24 oz	1075 sec

Total 5950 sec

10. SAM 21, San Jose, CA. Team Managers: D. Bruner/S. Roselle

Ted Kafer	Kerswap (1st flt)	288	16 oz	1789 sec
Dave Bruner	Foote Westerner	290	16 oz	1410 sec
Dan Earl	Anderson Pylon	225	13 oz	973 sec
Jack Alten	Playboy, Jr.	331	18.5 oz	855 sec
Art Watkins	Red Zephyr	282	17.5 oz	769 sec

Total 5796 sec

11. SAM 66, Elkton, MD. Team Manager: Bill Brenchley

Charles Thuet	Playboy	300"	18 oz	1390 sec
Skip Williams	Clipper Mk I	300"	18 oz	1286 sec
Jim Schlapfer	Mercury Jr.	295"	18 oz	1192 sec
Herb Walters	Challenger	290"	17.5 oz	961 sec
John Scott	Commodore, Jr.	270"	17.5 oz	757 sec

Total 5586 sec

12. SAM 59, Slidell, LA. Team Manager: John Peterson

Tom Lindholm	Interceptor	330"	19 oz	1594 sec
Jules Damare	Brigadier	297"	22 oz	1303 sec
Al Gisevius	Brigadier	297"	19 oz	1282 sec
John Peterson	Dallaire	357"	21.5oz	742 sec
Stan Appelt	Playboy, Jr.	360"	24 oz	556 sec

Total 5477 sec

13. SAM 41, San Diego, CA. Team Manager: George

This Electric Ship Is Really "Far-Out"

This Plane Runs On Microwaves

The same microwaves that defrost a dinner can fly an airplane, and microwave-powered planes may someday replace satellites in many methods of communication.

Late last year, the University of Toronto's Institute for Aerospace Studies, working with the Communications Research Centre of the Canadian Department of Communications, launched the world's first microwave-powered airplane. After taking off on battery power, the bright red plane flew for 20 minutes by remote control, drawing its energy from a 10,000-watt microwave beam transmitted from the ground. The one-eighth-scale prototype weighed 10 pounds and had a 13-foot wingspan. After flying at 300 feet, the craft returned to battery power for a safe landing.

The plane is part of the Station-ary Height-Altitude Relay platform (SHARP) program, which aims to develop microwave planes with 120-



Ex-Blue Angel, Arnie Tibbets, is starting to get bored.

foot wingspans. Such planes would transmit radio and television programs, relay messages for regular or cellular telephones, and monitor traffic and weather. Police and foresters could use the plane to watch

for forest fires, farmers could inspect crops, and coast guards could track icebergs. Flying more than 13 miles above the ground, such a plane could serve an area almost 400 miles in diameter at a price satellites can't match. Because the plane's electronics would also be powered by microwaves beamed from the ground, it could transmit more powerful signals than satellites can, allowing earth stations to use smaller receiving antennas. Unlike satellites, the planes could easily be relocated as needed, and merely land for servicing. The program envisions planes that stay up for months, powered by a dozen transmitters.

The next step is to test a larger prototype flying two to three miles high. The initial prototype cost about \$1.5 million, and the program will need more than \$6 million for the next phase.

1/2A Texaco Postal Meet Results Continued.....from Page 8

Wagner, Sr.

George Wagner, Sr.	Strato Streak	1241 sec
Ernie Wrisley	Interceptor	1027 sec
Dick Munz	Buzzard Bombshell	762 sec
L.D. Coy	Kerswap	730 sec
George Wagner, Jr.	Strato Streak	720 sec
Total		4480 sec.

It is interesting the note the broad variety of models flown and the models posting the highest times. The winners' circle did not include just Playboys and Bombers, though those designs did well.

Three cheers for the "new" designs appearing such as the Boehle Giant, New Ruler, Tex Rickert Wing, Foote Westerner, Hornet, Wasp, Red Zephyr, Commando, Mercury Jr., Pixy, Commodore Jr.!

In looking over the sizes of this cross-section of 1/2 A Texaco models, one can deduce that the optimal wing area is between 290 and 300 square inches with a weight of just slightly over 16 ounces.

1/2 A Texaco is fast becoming the most popular event in Old Timer modeling, stealing the thunder from big Texaco. Check the results of the various contests this year. Everyone seems to be discovering the joy buying a stock .049, choosing from a large variety of OT models to build, filling the tank and letting 'er go! It's simple, fun, and there's no power race -----

Thanks to all who participated,

Don Bekins, CD

CONTEST NEWS

1989 Contest Schedule

5 March-(NCFFC) Northern California Free Flight Council Event at Waegell Field, Sacramento California. Events flown are: Texaco, 1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

18-19 March- SAM 26 Spring Annual- At Condor Field, Taft California. Announced Events: Saturday, March 18: Texaco, LER Class B, Antique and Pure Antique. Sunday, March 19: 1/2A Texaco, LER Class A, LER Class C, Electric Texaco, O/T R/C Glider. Contest Director: Bob Angel, 1001 Patterson Road, Santa Maria, Ca. 93455, (805) 937-5145.

8-9 April- SAM 51 Bill Barton Memorial- Mavis Henson Field, Woodland, California. No CD Listed by Contest Coordinator but information available from SAM 51 President Robin Pharis, (916) 985-3569.

22-23 April- SAM 49 Spring Annual- At Condor Field, Taft, California. All The Standard events, including both electric specials events, possibly O/T Glider and a lot of fun with a great bunch of guys. A "Can't miss" event. Contact SAM 49 President Ken Meyer for info (or just to harass the bum!): 9564 Turtledove Avenue, Fountain Valley, Ca. 92708, (714) 968-6901.

23 April- NCFFC # 2- Northern California Free Flight Council Event at Waegell Field, Sacramento California. Events flown are: Texaco, 1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

6-7 May- SAM 30 Spring Annual- Hayshaker's Spring event, set for Loren Schmidt's Ranch near Walnut Grove in the Delta. Usual SAM O/T R/C events with a fun-loving bunch of guys. Contact Nick Nicholau,

7 May- Northern California Free Flight Council Event

at Waegell Field, Sacramento California. Events flown are: Texaco, 1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

3-4 June-SAM 21 Pre-Champs West Coast Warm-up- At Waegell Field in Sacramento. Full-Sized contest with all standard events plus Three Electric Events! Usual Electric LMR and Texaco Plus a new "Class B" Electric Event for motors to 15 size and larger planes. Provisional Event rules will be published in the March "Antique Flyer". Ohlsson 23 Event and More! Jack Alten CD (408) 720-3649 (wk)

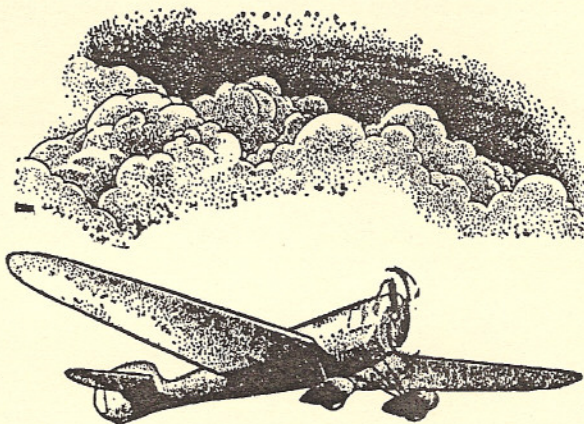
17-18 June-SAM 41 Annual O/T R/C Assist- This date is a change from earlier in the year. In Alpine, Ca. the San Diego Aeronauts will host their annual contest. No details have been sent to your editor to date. When I receive a contest flyer I'll put more into the newsletter.

9 July-NCFFC Stockton Summer Bash- Northern California Free Flight Council Event at Waegell Field, Sacramento California. Events flown are: Texaco, 1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

20 August-NCFFC- Northern California Free Flight Council Event at Waegell Field, Sacramento California. Events flown are: Texaco, 1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

9-10 September-SAM 26 John Pond Commemorative- At Condor Field, Taft Ca. Contest Director: Bob Angel, 1001 Patterson Road, Santa Maria, Ca. 93455, (805) 937-5145.

10 September-NCFFC- Northern California Free Flight Council Event at Waegell Field, Sacramento California. Events flown are: Texaco, 1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD. (Continued on Back Page -12)



SAM Contest News

Continued

23-24 September SAM 27 Fall Annual- Full slate of O/T R/C Assist events Plus, all three electric events, Ohlsson 23 Event, Ohlsson Sideport Event. Don Bekins, 85 Bellevue Ave., Belvedere, Ca. 94520, (415) 435-1535.

8 October-MECA Collectogether- At the Goldstrike Casino Inn at Jean, NV, 35 miles from Las Vegas, just prior to the World SAM Champs to start the next day at the same site.

9-13 October-International SAM Champs- At Jean, Nevada, near Las Vegas. Larry Jenno is Contest Manager, Assistant is Phil McCary of SAM 7-11, R/C CD is Don Bekins, FF CD is Jim Persson. The full slate of events is scheduled and the headquarters hotel/casino is offering double-occupancy rooms at \$16 a night! A Must-Go for every old-time modeler on the West Coast!

1-22 October- SAM 30 Fall Annual O/T R/C Assist- Should be scheduled for Loren Schmidt's Ranch but watch for any changes. Hayshaker's Fall event is great fun. Full Schedule of events with Sunday reserved for "Let 'Er Rip" day (as Kincy is fond of saying.)

29 October NCFFC #6-Northern California Free Flight Council Event at Waegell Field, Sacramento California. Events flown are: Texaco, 1/2A Texaco, Electric LMR, Antique, and Class A-B-C Combined LER. Bill Bowen CD.

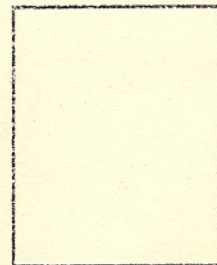
11-12 November-SAM 49 Fall Contest-At Condor Field, Taft, California. Full slate of events including all electric, Texaco, 1/2A Texaco, Antique and LER events, Ohlsson Special Event. Awards include Sweepstakes perpetual trophy and Texaco "Bent Prop" perpetual trophy. Usually have a get-together dinner Saturday night, very informal. Sometimes Ken Meyers even buys drinks! A "Don't-Miss" Event.

Hot News Box

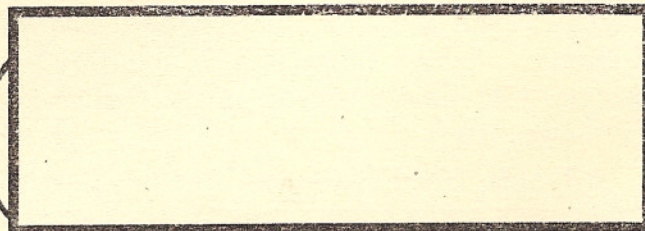
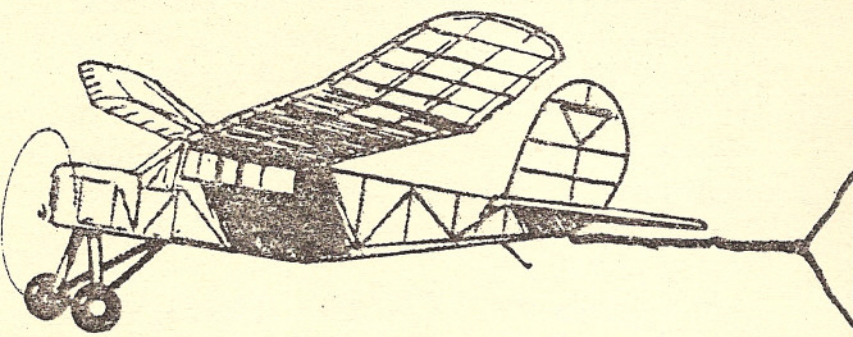
New Flying Field May Be Coming! Site near our old field may be available.



From: Ned Nevels
Newsletter Editor
1045 Foster Road
Napa, Ca. 94558



First Class



First Class