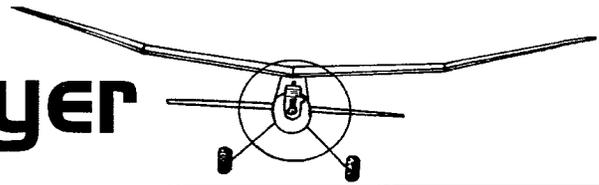




Antique Flyer



New Members —

Hot Meeting

by John Carlson

A warm evening meeting was attended by 26 including 4 Jr./T'ers. Jack White brought **Bob Wakerly** of the Napa R/C club who joined SAM 27 following the meeting. Welcome Bob!

Some background — Bob is a loooong time modular and full size glider pilot. He has built and flown about everything from free flight rubber and gas, U-control, R/C pattern, etc. etc., and probably has enough goodies in his shop to last a full year of Show & Tell meetings.

Our next new member is **Steve Remington** of Alameda, who mailed in his dues, but could not attend. Steve runs a fixed base general aviation facility at Reid-Hillvue Airport. In conjunction with that he has an aviation art gallery and a small museum of recognition model (solids). Steve has not been an active modeler for sometime but intends to have us old timers jump start him again. He expressed an interest in compressed air R/C. Why not? If Remo and Don can put radios in rubber models and get 15 minute flights in windy conditions and bring the models back to the field, it can be done with compressed air as well.

As we go to press we received a membership application from **Charlie Reich**, Grants Pass, OR — and he ordered a an O&R T-shirt! Charlie is a prolific builder, photographer, and writer. You may have noticed some of his pictures and Old Charlie's Ramblings in SAM Speaks covering the 1993 SAM Champs. Welcome Charlie!

SAM Champs

President-elect Don Bekins and Western VP Ed Hamler will fly back to attend the SAM Champs business meetings to be held during the big national meet at Muncie, Indiana, site of the AMA Headquarters and Modeling Museum. Don says that Steve

COMPETITION

by Ed Hamler

1994 International 1/2 A Texaco R/C Postal Challenge

SAM Chapter 27 Report
 Team Captain: Ed Hamler, 3379 Crystal Court, Napa, CA 94558
 Site: SAM 27 Lakeville Road Flying Field, Lakeville, CA
 Date: Saturday, 13 August 1993

Weather: Clear with light and variable breezes, 65 degrees early morning warming to 94 degrees by midday. Hot, but beautiful, weather with good visibility for small models.

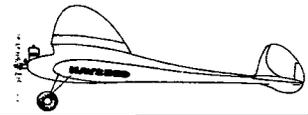
The support, enthusiasm, and attendance were all tremendous in our attempt to defend the trophy this year. About twenty SAM27 aeromodelers including three Junior members (noted below with an asterisk) plus parents of the Junior members and several spectators and guests were on hand to fly, crew, time, repair, photograph, cajole, and provide unlimited amounts of advice before, during, and after each flight. Thirty official flights were posted of which twelve exceeded the maximum of fifteen minutes duration. Thanks to everyone for your participation and to the parents for their great interest in our Juniors. We had lots of fun! Results as follows:

Pilot	Model	Area	Flight Times	Total
Jerry Rocha	Fambler	288	900 + 900	1800
Pete Samuelsen	Foot Westemer	384	900 + 900	1800
Tim Younggren	Powerhouse	278	900 + 900	1800
Ed Hamler	Quaker	290	865 + 900	1765
John Carlson	Atomizer	290	687 + 900	1587
1994 SAM 27		Postal Team Entry Total		8752
Rod Persons	Drobshoff Challenger	290	900 + 681	1581
Ray McGowan	Wasp	288	811 + 687	1498
Tim Moisberry	Peerless Panther	299	900 + 549	1449
Sean Crowley	Playboy Sr.	288	543 + 900	1443
Wes Funk	Challenger	300	630 + 698	1328
Bob McGowan	Wasp	288	900 + 266	1166
Brian Cassayre	Playboy Sr.	288	577 + 575	1152
Gunnar Anderson	Playboy Sr.	288	718 + 419	1137
John Hlebcar	Playboy Sr.	288	545 + 498	1043
Rick Madden	Playboy Sr.	288	284 + 526	810
Scott Seranello	Anderson Pylon Model 256		DNF	
Joe Meere			DNF	
Dick O'Brien			DNF	
Nick Sanford			DNF	
Earl Hoffman			DNF	

Conspicuous by their absence were the following 1/2 A enthusiasts and former SAM 27 Postal Team stalwarts: Park Abbott, Don Bekins, Ed Heikell, Eric Heikell, Rocco Ferrario, Gino Ferrario, Sky Greenawalt, Ned Nevels, Buzz Passarino, Karl Righetti, Ed Solenberger, Karl Tulp, and Ron Keil (Ron's now flying for SAM 74). Imagine what our team score might be if everybody came out and flew their models on a day like we had Saturday! The results just might be incredible!

Roselle, SAM 27 member from San Jose, will be driving back with his wife and making it a vacation tour of the western US. He will be taking three of Don's models, so SAM 27 will be represented. Since Steve is also VP of SAM 21, he will probably be flying for the

glory of the Black Jack group. Steve and Jan will return just in time for our Crash & Bash at the Schmidt Ranch. Thus, if Don can find time between meetings, he will try to uphold the honor of SAM 27 at the Champs and compete in R/C events.

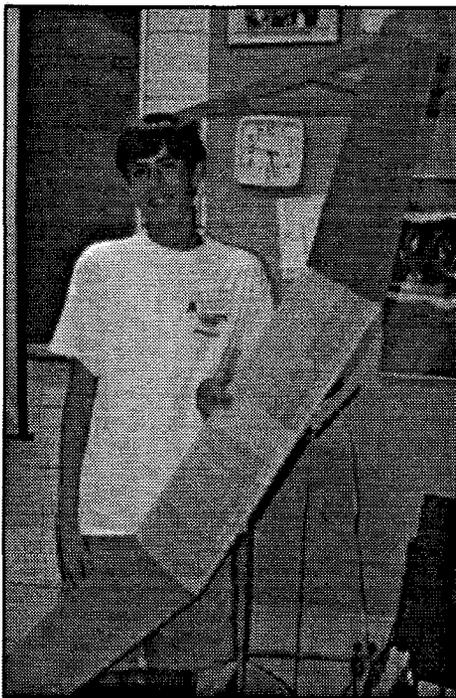


Regarding the SAM Champs venues, Ed Hamler advised that the regional locations and sponsorship for future years are:

- 1994 East (to be at Muncie in lieu of an east coast location)
- 1995 Rocky Mountain (to held in Colorado Springs, CO in October)
- 1996 Mid West (in the past it has been at Lawrenceville, KS)
- 1997 West (Taft again?)

SAM 30 Fall Meet Combined With SAM 26's John Pond Commemorative October 22 & 23

The SAM 30 Fall Annual meet originally scheduled for October 8th & 9th (just before the SAM Champs) has been postponed and combined with SAM 26's John Pond Commemorative Meet to be held October 22 and 23, 1994 at the Schmidt Ranch. A flyer is attached to this newsletter so you hot-shots can make your plans. Another great party at the Schmidt Ranch! See flyer, page 11.



Scott Seronello, Jr O/T'er, displays the Leisure Bomber wing he covered with Lite Span, a fiber-filled plasticized covering that is nearly the weight of silkspan, but much more puncture resistant. Scott will fly this in electric and Class B glow.

OLD BUSINESS

O&R T-Shirts

Future sales efforts will be more aggressive. Mail orders may be sent to John Carlson at \$12 per shirt, plus \$2.50 for postage. All sizes available. T-shirts were just sold to members of SAM 100 near Washington DC.

Ed Hamler will take a supply of our unique T-shirts to the SAM Champs to market them to a really large audience. Perhaps Steve and Jan Roselle will help on the sales at the Champs MECA Collecto, since they will arrive before Don and Ed.

1994 Crash & Bash

Prez Rocco reported that he has purchased all of the balsa for the C&B prizes. It is of good quality, 5# to 7# weight. There was some ambiguity in the eligibility requirement for the C&B Riser Rider raffle, as published in the Antique Flyer and in the Crash & Bash flyer which was sent out to past competitors. After some discussion, it was agreed that those eligible are:

1. SAM 27 members, present or not, at the drawing.
2. Anyone present at the drawing (need not be a contestant).
3. Raffle prizes other than the Riser Rider, only those present.

Judy Ethier advised that she has been in touch with Don Parmenter's widow who expressed an interest in attending the Crash & Bash and personally presenting the Riser Rider to the raffle winner. All present applauded this proposal and asked Judy to extend SAM 27's invitation to attend.

Club Projects

The matter of club projects was carried over from the July meeting. There was some disagreement as to whether the 1994 HIHO project, which was a relatively complicated model resulting in only three being built, should be considered successful or not. Several suggestions were made. Tim Younggren was appointed coordinator of this activity to present proposals at the January meeting. Contact Tim with your views and suggestions.

NEW BUSINESS

Balsa

Prez Rocco has a considerable amount of surplus 4,5, & 6 pound balsa available from his summer young folks program and will bring some to the September meeting for sale at prices much lower than at model shops. Stock up, Guys. Rocco has good wood!

SAM Rules

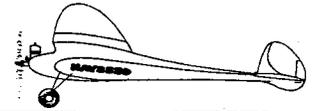
Ed Hamler advised that he expects discussion at the SAM business meeting regarding rules, especially some recent proposals as to a moving date for O/T design eligibility. Anyone with strong opinions or input on this matter as well as other rules consideration should contact Ed prior to his departure for Muncie.

SAM 74 Fun Fly

Ron Keil advised that Clear Lake SAM 74 is holding a fun fly on September 17th & 18th, the weekend prior to the Crash & Bash. All SAM 27 members are invited to attend. Camping is OK, but there are no hookups. The usual thermal boomer make free flight fun, but risky. Ron usually has a box full of "disposable" Phantom Flashes to fly. R/C gliders and power are ideal. Phone Ron for directions at (707) 277-9305 at least a few days ahead and let him know if you plan to attend so food and planning for the legendary Saturday dinner at Ron & Hilde's dessert specialty house can proceed.

SAM 27's Lakeville Flying Site

Tim Younggren expressed disappointment at the apparent low usage of our Lakeville site. The only scheduled events are the O/T rubber and 2 or 3 1/2 A Postal meets. Tim suggested several scheduled fun flies. Any other ideas? Bring them to the next meeting in September. Remember the old saying, "if you don't use it, you might lose it."



SHOW & TELL

Brian Cassayre, Jr. O/T'er, showed his completed 1/2 A Texaco Playboy, nicely done in blue and white Monokote. Bryan won the model as a partial kit at a prior meeting. He made a couple of 9 minute + flights at the 8/13 Postal Meet. Look out for Brian at the Crash & Bash!

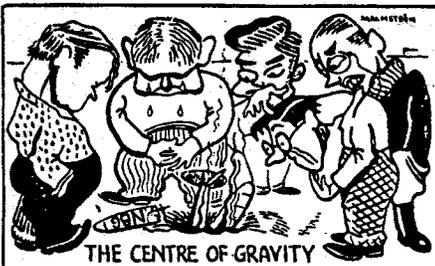
Scott Seronello, Jr. O/T'er, invested less than two weeks in building a nice 1/2 A Anderson Pylon which he covered in blue Monokote. The model has pull-pull controls which presented some problems at the Postal Meet resulting in a DNF. Scott hopes to have the bugs worked out by C&B time. We missed reporting Scott's July Show & Tell entry where he showed the completed wing of his electric Lanzo Bomber. Perhaps September will produce the finished Bomber.

Tim Moslberry displayed his 1/2A Peerless Panther, beautifully done in yellow and black silkspan with a red checker accent. This low wing, polyhedral model flew well at the Postal Meet, scoring one 15 min. max. and another 9+ minute flight. The model featured a cockpit canopy fashioned from a plastic Crystal Geyser bottle.

Judy Ethier showed 25 year old rubber Cutie Coupe with single blade propeller and expects to do some test flying soon.

Nick Sanford displayed some trophies from the 1930's he won for compressed air models, also some photos of several of the San Francisco modelers of that era. The photos were taken at their favorite flying site in the sand dunes of the Sunset District, now covered with homes.

Ray McGowan passed around an advertisement for the Bull Y&O wood propellers which are again being produced. Loren Schmidt used to make these props then sold the jigs to Clarence Bull who resides in Oregon.



Competition

SAM 27/ AMPS Rubber Fly

Perfect weather greeted the rubber flyers July 16th when they arrived at the Lakeville flying site. The almost non-existent winds continued almost until noon. There was a good turnout, particularly among the Jr.O/T'ers, who did particularly well against the older old timers present. The prizes were super, and though our clubs lost a little money on the meet, it was so successful that we hope to make it an annual affair.

SAM 27 Events

Hand Launch (Catapult) Glider

1. Jim Persson	4:18
2. Sean Crowley	3:12
3. Rocco Ferrario	3:09
4. Lynn Price	2:25
5. Scott Seronello	1:46
6. Jerry Rocha	1:40

Cloud Chaser

1. Brian Cassayre	4:14
2. Sean Crowley	3:18
3. Scott Seronello	2:00

OT Small Rubber

1. Henry Smith	5:51
2. Brian Cassayre	5:30
3. Dick Flohr	4:56
4. Buzz Passarino	4:48
5. Bill Dalton	4:21
6. Brian Ramsey	4:07
7. Rocco Ferrario	4:05
8. John Allen	3:05
9. Ray McGowan	1:24

HI HO Large Rubber

1. Sean Crowley	3:03
2. Brian Ramsey	0:32

AMPS/SAM 32

Phantom Flash

1. Jim Persson	1:46	2:00	:46	4:32
2. Jerry Rocha	1:18	2:00	1:11	4:29
3. Brian Cassayre	:05	:11	:05	:21

Pussy Cat

1. Jim Persson	2:00	1:29	:56	4:25
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P 30

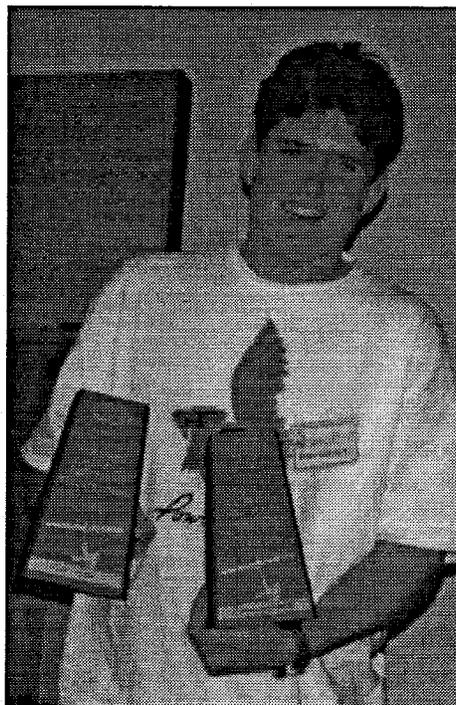
1. Henry Smith	2:00	1:03	2:00	5:03
2. Harvey Lance	:37	1:47	2:00	4:24
3. Brian Cassayre	2:00	:51	1:10	4:01
4. Lynn Price	1:16	:53	1:43	3:52
5. John Allen	:29	:36	:36	1:41
6. Dick Flohr	DNF			

Highest Flight

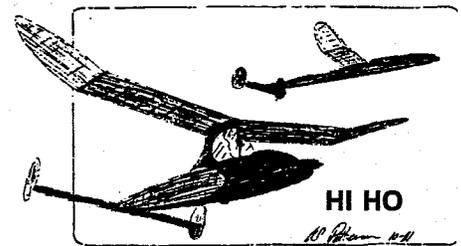
1. Bill Dalton	15:54
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AMPS Bowl Winner

Jim Persson



Brian Cassayre and his first FF trophies



RAFFLE (\$67 collected)

Prize	Donor	Winner
4# balsa stack	Rocco	Ron Keil
4# balsa stack	Rocco	Remo Galeazzi
5# balsa stack	Rocco	Rod Persons
5# balsa stack	Rocco	Ron Keil
Balsa stack	Jerry Rocha	Remo Galeazzi
Razor plane	Rocco	John Ethier
Peck winder	Rocco	Judy Ethier
CA glue	SAM 27	Scott Seronello
Ace Receiver	SAM 27	Earl Hoffman
Scale	SAM 27	Rod Persons
Engine oil	John Ethier	Jerry Rocha
Champagne	Ed Hamler	Tim Younggren
T-bar sander	Rick Madden	Judy Ethier
Monokote Iron	Tom Brennan	Ray McGowan
Hemostats	SAM 27	Nick Sanford

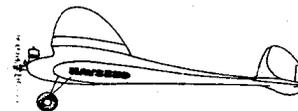
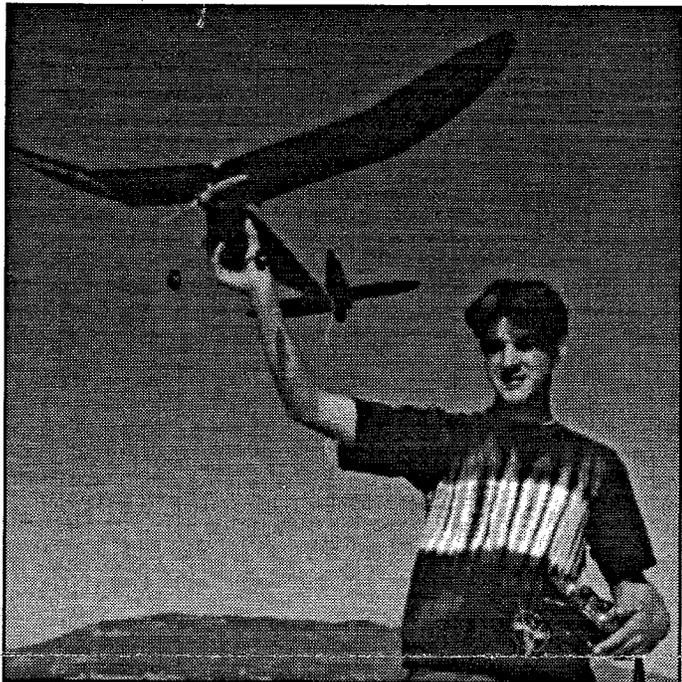


Photo Album

1/2 A Texaco Postal Meet



Don Bekins photo

Sean Crowley, prolific Jr.O/T'er, with his new 1/2 A Playboy Sr.



Don Bekins photo

Our hardworking Secy/Treasurer, John Carlson, did well indeed with his fine performing Atomizer.



Don Bekins photo

Joe Meere had a great time flying his glider.

Rick Madden ran in his new Cox .049 on a quick 1/2 A test stand patterned after Bill Schmidt's plan.



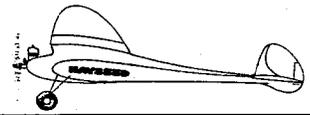
Don Bekins photo



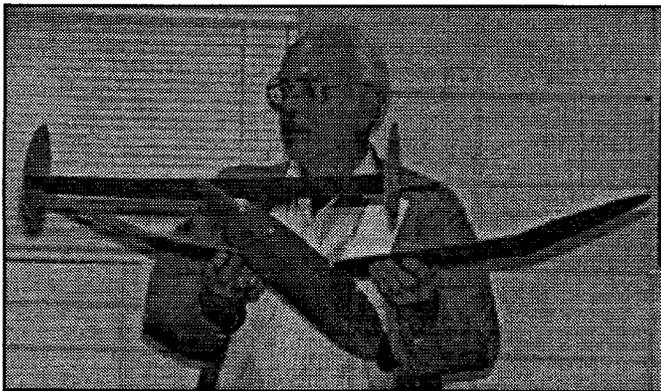
The mount on a heavy piece of angle iron.

Club photographer, John Hlebar, with a 1/2 A Playboy acquired from the Don Parmenter collection. John has provided most of the pictures used in the Antique Flyer over the years. Much appreciated by all SAM 27!



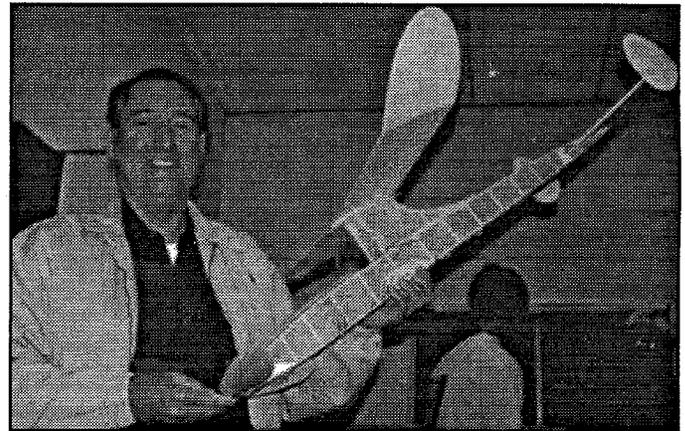


HI-HO Club Project



Hlebcar photo

Bill Kass, our aeronautical instructor, with his version of the Hi-Ho.



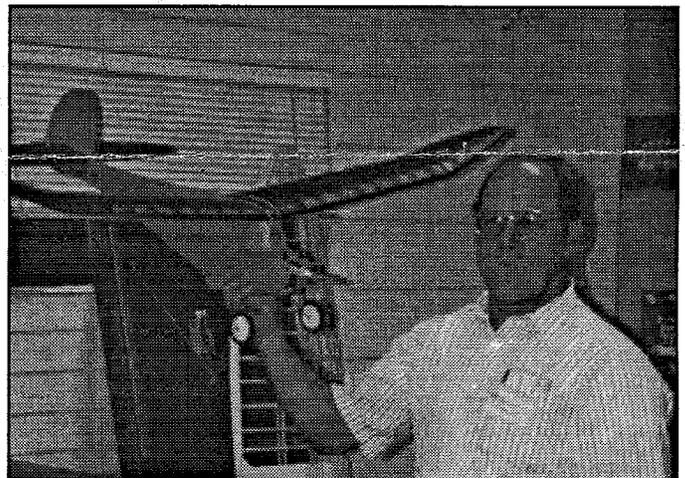
Don Bekins photo

Ex-prez, Brian Ramsey with a cabin version of the Hi-Ho. Brian had trim and rubber motor problems at the SAM 27/AMPS meet.



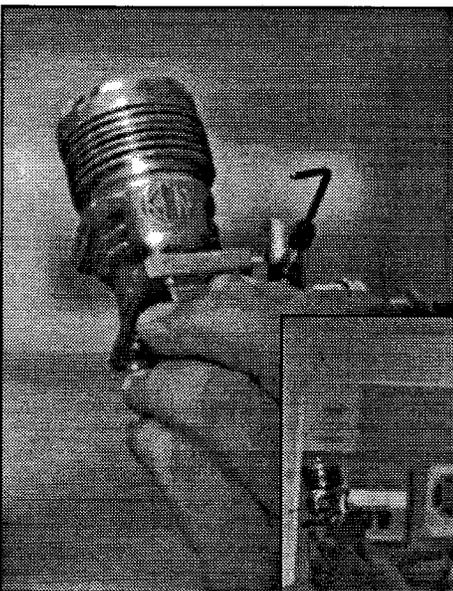
Hlebcar photo

Sean Crowley's Hi-Ho appeared to fly right off the building board. He won Hi-Ho event in his first rubber contest.



Hlebcar photo

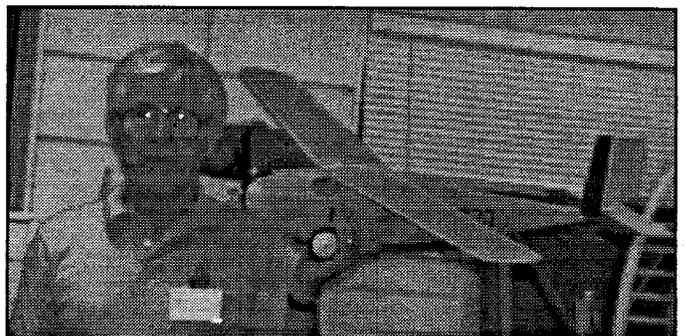
VP Rod Persons brought a Drobshoff Challenger for 1/2 A to Show & Tell. Fine craftsmanship, good flyer.



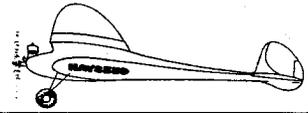
Don Bekins photo



Our OT engine expert, Ron Keil, brought in a rare Ken .60 ignition engine that compares in power to McCoys, Edcos and Doolings. A curious John Carlson looks on with lust in his eyes.

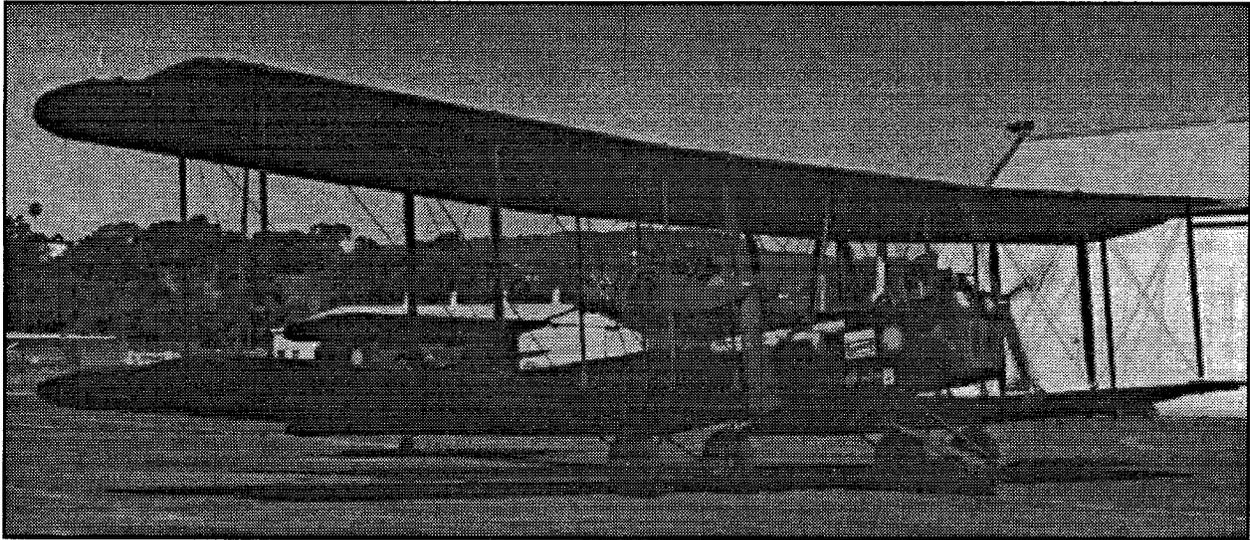


It seems Tim Younggren brings in a new model he has built to every meeting. This one is a 1/2 A scale Messerschmitt M 17, covered with his own dyed yellow silkspan. He says the model needs more washout in the wing tips, much like Rocha's Avro.



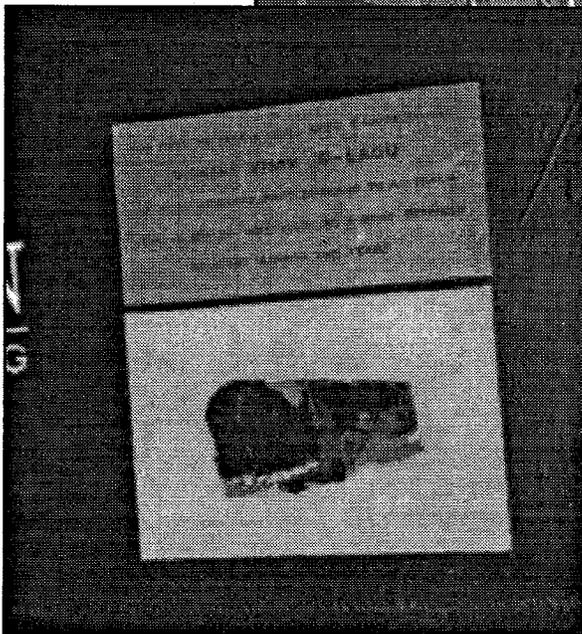
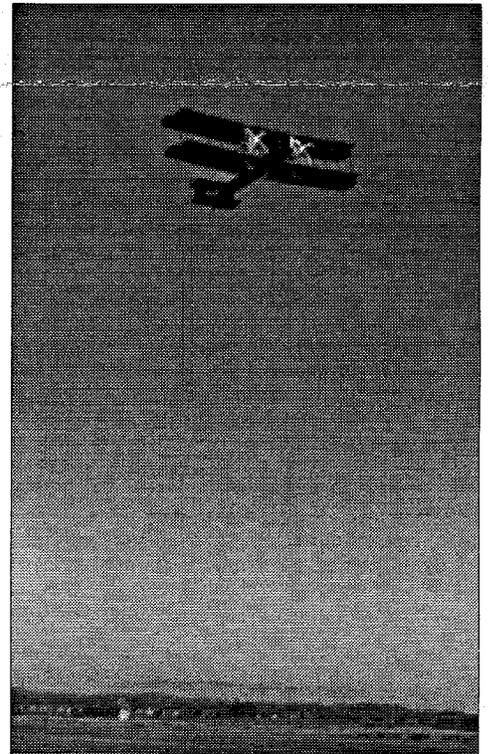
First Flight of the Vickers Vimy

Don Bekins was fortunate to be on hand for the first flight of the Vickers Vimy. Yes, the airplane is complete, test flown, and is now on its way to England to begin the re-creation of the historic 1919 flight from England to Australia.



All photos by Don Bekins

The Vimy is powered by two reliable Chevy 450 cu.in. water cooled V-8s, turning hand made wooden props created from the original plans. The aircraft carries 850 gallons of regular auto gasoline in fuselage tanks.

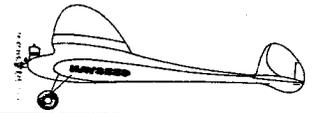


*A plaque on the side of the aircraft reads:
"This piece of fabric from
Ross & Keith Smith's*

Vickers Vimy G-EAOU

*The first aircraft flight from England to Australia 1919
Sealed into Vimy as a
bond between aviators
across the years."*

After a surprisingly short takeoff, the Vimy rises above Hamilton AFB. Using GPS navigation gear, the Vimy will be flown to Darwin, Australia, from England via Athens, Cairo, Bahrain, Bandar Abbas (Iran), Calcutta, Rangoon, and Kuala Lumpur. National Geographic and Shell UK are sponsoring the historic flight.



First Flight By Robbie Stasko



All photos by Don Bekins
Robbie and pilot/aircraft restorer Ted Babbini climb aboard a 1930's a beautiful Moncoupe. This plane ride was a raffle prize won by Tim Molberry and donated to a worthy Jr.O/T'er.

Some preflight instruction by Ted Babbini in the pristine Moncoupe.



Our intrepid photographer, John Hlebcar, catches the takeoff of the Moncoupe on Robbie's memorable flight.

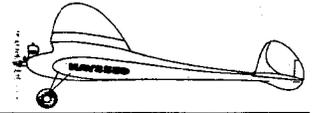


The Moncoupe taxis back to the hangar at the Schelville country (EAA) Airport. Junior O/T'ers have more fun in SAM 27!

Another First Flight Circa 1940



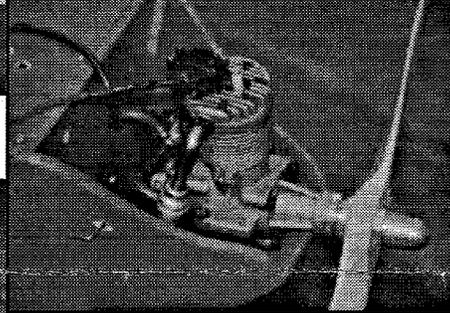
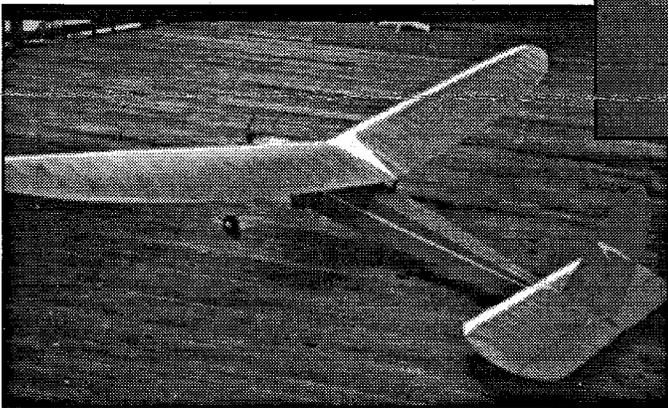
A SAM 27 Jr.O/T'er, 1940's vintage, our own Dick O'Brien, with a '36 Chevy behind, is shown here cranking up his Ohlsson powered Playboy Jr. for a first flight. With him are Tom Smith (now of SAM 51) and a friend. Modeling is indeed a lifelong hobby. Enjoy!



Monster Modeler Speed Hughes



photos by Don Bekins



Power is an OS 60 four cycle, converted by Speed to ignition. Because of its weight, this slow, majestic flyer has an extremely long engine run. Speed hopes to find a more appropriate OK Twin 120 to install.

Creator of the unusual, Speed Hughes, honorary SAM 27 member, built this 15 foot Boehle Giant in just 3 1/2 weeks. Covered in silk and doped, this monster is a replica of the huge model designed and flown by Vernon Boehle in 1937. It sports a 176 inch wing span and has a wing area of 2,853 sq. in.! It weighs over ten pounds, and Speed had to add weight to bring it up to the SAM legal 10 oz. wing loading. Speed needs his pickup truck to move this model to the flying field!

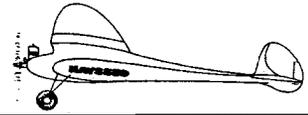
For Sale



SAM 27 has again introduced Ohlsson & Rice logo T-Shirts for sale. Created by past SAM 27 president, Ed Solenberger (left), this attractive shirt is available from John Carlson for \$12, and Don Bekins will offer them for sale in all sizes at the 1994 SAM Champs in Muncie, Indiana.

Former Bay Area resident and new SAM 27 member Bob Rooman from Ohio is shown here with his gaggle of models. Bob is noted for his pictures from the SAM Champs at Taft where he stood on a truck and photographed all the competitors with their models.





ZEHROVICE II

SAM 27 Club Project

by Park Abbott

Editor's Note:

Each year SAM 27 has club projects for members to build and fly in inter-club competition. One year it was Gollywocks, another it was 1/2 A scale. In 1994, we had two projects: the great performing HI-HO large rubber stick model, which three members built and the Zehrovice II, R/C glider designed by SAM 27 Rado Cizek from the Czech Republic. Both were rather difficult projects. Pictures appear earlier in this letter of those who built the HI-HO. Park Abbott and Nick Sanford took on the Zehrovice project and Park has finished his in time for the '94 Crash & Bash. Here is his report. If you have questions about building the model, his address and phone number is at the end of the story. DMB

Park reports:

Just wanted to drop you a few lines and tell you how the Zehrovice II has performed, I have just completed the tests flights this morning. I thought you would be interested as you have been so instrumental in obtaining the drawings and you have been in touch with Rado on this subject.

I live next to the Piner High School here in West Santa Rosa and have access to its open soccer fields through a gate in my back yard which I use from time to time to test some of my models...mainly gliders as the neighbors could be disturbed by gas engines, etc. The Zehrovice II was really a challenge from a scratch standpoint. It took considerable time building a fuselage jig to space the formers and maintain alignment and so on. It was not difficult to construct...just time consuming, but it is completed and looks beautiful in it's covering of transparent red on the wing combined with the white and blue leading edge and the white fuselage with blue underside. and red trim. The model was constructed just as the plans specified with a few small variations here and there.

TEST FLYING

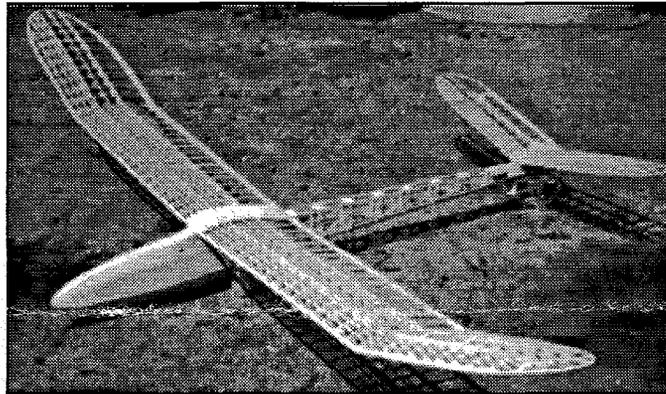
I did considerable hand test gliding first to determine the exact CG and testing of the elevators and rudder. I was concerned with the rudder area as I did not get the control

response I expected. I thought perhaps the rudder area was too small and I was comparing this model with the many gliders I have constructed over the years but then after thinking over the hand gliding tests I concluded that the forward motion of the glider was very slow hence the slow response of the rudder. The elevators have a greater area and responded much quicker to control commands. Over all, the model actually flew right out of my hands during most of the initial hand tests and I was pleased.

noticed that with *more airspeed* the Zehrovice II rudder had more response and the turns were more pronounced and gentle...easing the model around in adequate, easy, slow turns. I am used to contest machines and their quicker rudder responses so it took me awhile to get used to this slower reaction on the rudder.

The next series of launches on the tow line were more aggressive with much longer launch pull-backs and I was getting much more altitude and longer flights. I was coming off the hook at about 300 feet or more of altitude and immediately entering some thermals from the high school roofs nearby. This model flies *beautifully*

With a very slow wing-leveled nose down attitude tipping its wing tips at the slightest air movement of thermal activity and air currents, gently easing itself around in the turns with all the grace and beauty of an old time free flight glider. What a beauty to behold. It floats so well that I was forced to make several 360 degree turns after my downwind leg just to get it down to a safe altitude for a landing. It just seems to float on and on reminding me of the floating characteristics of the Bomber.



Park Abbott photo

Framed, ready to cover, the Zehrovice II has just under a 100 inch wing. Designed in 1949, the model is an old timer by Czech standards.

HIGH START TESTS

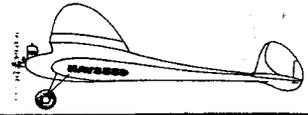
I borrowed a *long* high start (about 500 feet) and tested the high start with my tried and true 10 foot contest thermal machine called White Trash, circa 1970. The tows went as expected with the Trash and after some discussion with my number four son David, an experienced R/C'er, I hooked up the Zehrovice II to the tow line at the forward hook position on the fuselage and pulled back getting a moderate pressure on the tow line for the first flight. Checked so all surfaces were moving okay and with little or no wind blowing, I let it go.... immediately getting a rather nose high launch attitude but that was okay and I corrected with a little forward stick. *Beautiful...beautiful...on* up it went straight and climbing with little rudder needed for directional control leveling off at the top of the tow at about 200 feet and sliding off the hook with the chute opening. This was the first tow and I was cautious about an untried model.

I was anxious about that part concerning not enough rudder area but immediately no-

CONCLUSION

This model is definitely a thermal machine with its ability to respond to the slightest air current change and the slightest thermal activity. It is a great floater; easy to handle and control, and flies slow enough to allow you to think well ahead on what your next control input might be. You can look at your transmitter from time to time with fear of wondering what your model is doing or where it might be if you take your eyes off it for a few seconds. It should be a real contestant in any old timer glider contest. If it sounds like I am well pleased with its appearance and performance, you are correct. Rado Cizek really did his homework when he designed this machine. I hold a LSF Level III with LSF Number 237 since 1970 and have flown a number of different gliders over the years and Rado's design is a real pleasure to fly. I'm looking forward to showing it off at the forthcoming OT contests. My only concern is that I cannot remember how to pronounce its name....ha. Questions? Write:

Park Abbott, 2423 Jenes Lane, Santa Rosa, CA 95403, Phone: (707) 546-2358



The Time Has Come..to remind ourselves that:

1. It's a HOBBY!!!... it's only MODEL AIRPLANES!!!!
2. Differences of opinion are not worth losing friends over.
3. Trophies and awards are virtually meaningless and all glory is fleeting!
4. SAM International and SAM Chapter Officers, CD's, Contest managers are all VOLUNTEERS! ... So thank your lucky stars you have them. (cause you couldn't pay them enough for dealing with some of the crap that they are subjected to from time to time!)
5. Your \$15.00 dues gets your name on the roster and allows you just one vote so don't expect to get things the way you want it all the time!
6. The present SAM rule book has more than enough events to fly, If you don't agree with some of them, the answer is simple ... don't fly those events!
7. Everybody has his own agenda and reasons for being in SAM, we would like to believe that we are all of like mind but we are not! Everyone interprets the PREAMBLE differently because even opposing views use it to quote from!
8. It doesn't take any effort to find fault with others ...It does take effort to be a friend!
9. What sense does it make to vote on rules if you never attend the SAM Champs and never enter in the competition at the Champs or at local and regional meets!
10. If you ain't havin' a good time and it ain't fun anymore then it's time to start thinking about another hobby cause that's all it is ... Just a Hobby!

May you find the same Thermal that I'm trying to find..

John C Delagrance SAM# 2146

Editor's Note; There has been a good deal of controversy nationally in SAM regarding a proposal to delete glow events from the SAM Champs. To get things in perspective, John Delegrance from SAM 100 has written this penetrating and very concise letter. Think about it. DMB

A Fuel Tank That Works!

by Bill Schmidt, SAM 56, Wichita

1. Choose dram size pill bottle to suit engine. (8-9 dram for O&R .23, 12 dram for .60) See your friendly druggist.



2. Mark cutting line by scoring in lathe or with masking tape. Use razor saw for final cut. Taper design will throw from lathe jaws if cut too deep.



3. Drill hole in bottom for 4-40 screw after cutting to chosen size. Smooth up sawn top edge with flat sanding block & 150-180 sandpaper.



4. Select or make 4-40 screw & gasket (rubber) & washer combination to hold new tank bowl to engine tank top.



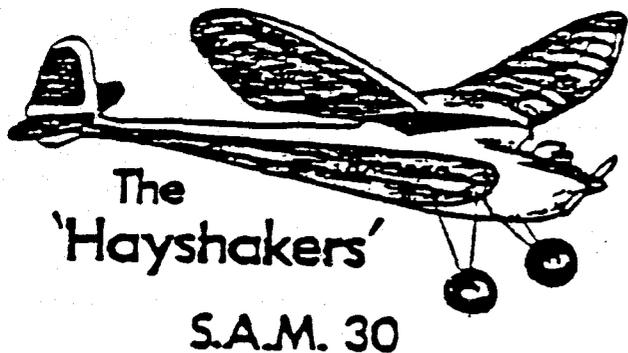
5. Install gits cap assembly in O&R tank top & fillet solder from inside (upside down). Flatten the pooched up "jiffy-fill" hole by pinching in smooth jaw vise. Use gits style G#00501 filler from industrial supply house. (i.e., bearings, belts, pulleys)



6. Similar assembly can be made for Forster engines (.29, .305, .99). Tank is fuel proof and can stand even acetone. It is transparent and can be made to any volume capacity.

A true functional fuel tank can be made from common orange/brown pill bottle for virtually any engine. These come in graduated sizes and are marked in drams on their bottoms. Works on both hanging or back plate type installations and are hot, hot fuel proof. Things that work and people need.

BILL SCHMIDT



NINETEENTH ANNUAL

JOHN POND COMMEMORATIVE OLD TIME R/C CONTEST

At The Schmidt Ranch, Elk Grove California, Oct. 22 & 23 1994.

EVENTS: Saturday-	Class A LER	Texaco
	Class B LER	Electric Texaco
	Ohlsson Special	O/T Glider
Sunday-	Class C LER	Antique
	1/2A Texaco	Pure Antique
	1/2A Scale	Electric LMR
		Brown Jr. LER

TROPHIES: First place trophies will be awarded in each of thirteen events plus the John Pond Commemorative Trophy. Ribbons plus merchandise will be awarded for 2nd and 3rd places.

SPECIAL FEATURES: SAM 30 again joins SAM 26 in sponsorship this year due to the tight California contest schedule. SAM 26 will direct the contest, while SAM 30 will host all social amenities, including the Friday night feed, the Saturday night banquet, and Saturday and Sunday lunches, all at the flying field. An Airtronics radio will be raffled with attendance not necessary to win.

ENTRY FEES: \$6/event for 1st 4 events entered, \$4/event after.

RULES: Current SAM and AMA rule books will be used, including "Samchamps" criteria for the John Pond sweepstakes. The Ohlsson Special, O/T Glider, and 1/2A Scale event rules are on the reverse.

SCHEDULE: Registration open 8 A.M. both days. Pilots briefing 9 A.M. Saturday, 8:30 Sunday, with flying immediately after. Last flight must be in the air by 4 P.M. Saturday, 3 P.M. Sunday.

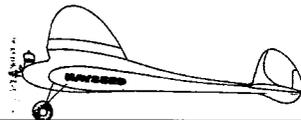
C.D: Bob Angel
1001 Patterson Rd.
Santa Maria, CA 93455
(805)-937-5145

Host: Nick Nicholau
2329 Hall St.
Marysville, CA
(916) 742-1231

It would be a courtesy to Loren and Miriam Schmidt to let them know you are coming with a postcard or call to the ranch at (916) 684-2265.



AMA Chapter #108



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Membership

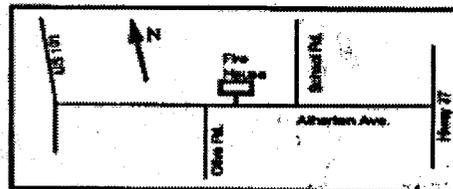
Membership is \$15 for the calendar year. After February, the dues for a new member are prorated.

Due to increasing cost of publication and mailing, the Associate Member category has been eliminated

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

Meetings

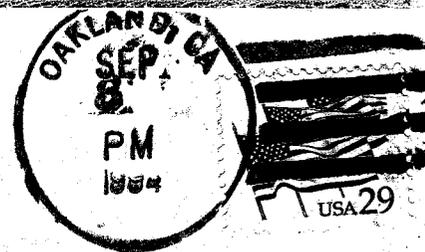
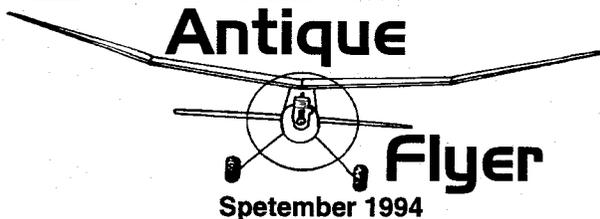
Membership meetings are held on the third Wednesday of each month at the Novato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



PLEASE ADVISE JOHN CARLSON OF ANY CHANGE OF ADDRESS

**Next meeting: Wednesday, September 21st,
1994, 7:30 PM at Novato Fire Department
Training Room.**

85 Bellevue Ave., Belvedere, CA 94920



First Class Mail



Don Bekins photo

Robbie Stasko, Jr./O/T'er, in the right seat of Ted Babbini's pristine Monocoupe, awaits his first small aircraft ride in this restored plane. Robbie was the winner of a raffle offered to SAM 27's Junior members to encourage their participation in old timer activities.