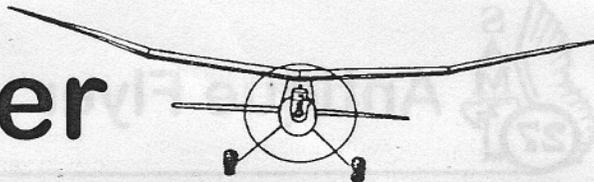




Antique Flyer



AMA CHAPTER #108

September 1995

Issue 157

August Chapter Meeting

By John Carlson

Prez Rod Persons was goofing off in Canada on a vacation trip and asked Ex-Prez Ed Hamler to do the honors at our August meeting. Ed, rising to the occasion, did his usual masterful job for the 24 attendees. Thanks Ed! Although neither was present, new members Dan Carpenter and Bernard Guest Jr. were welcomed to the Club. Dan lives in Manhattan Beach and his joining was mentioned in the August A-F. Bernard is an avid outdoor F/F rubber modeler and participated in the recent O/T Rubber meet. Welcome to both of you. Also a welcome to Fred Wardenburg of San Rafael whose attendance was his first. It appears he was favorably impressed so decided to join. Fred's modeling career goes back to 1935 and his main interest is F/F, both in rubber and gas. Another visitor was Sean Crowley's friend Grace Ranoa who attends from time to time but not often enough. Grace is building a 1/2 A Playboy Sr. which we hope to see at the C&B, if not before. Other Jr. O/T'ers attending were Brian Cassayre, Scott Seronello and James Terry. Also most welcome were Loren and Miriam Schmidt, our C&B host and hostess who made the long trek (about 150mi. R/T) to attend. Knowing that SAM 27 doesn't have eats they wisely stopped at Taco Bell. Thanks to you both for coming!

ANNOUNCEMENTS

John Carlson advised that all of the Polyspan is now gone, with a profit to the club of about \$30. Don Bekins advised that some of the SAM CHAMPS attendees from Germany will be bringing another 50 meters, so we hope to have more available late September which will be made available to members under the name of SAMspan.

The EAA calendars are again available for 1996. Cost will be \$6 each, cash up

front. Orders will be taken at the September and October meetings or by mail to John Carlson. A sample was passed around at the meeting.

Loren Schmidt announced that an unspecified illness had placed Nick Nicholau, SAM 30 Prime Mover, into the hospital for the past two weeks but that Neva advised he was now much improved and expected to be home in a couple of days. SAM 27 wishes you a speedy recovery Nick.

Earl Hoffman reported on his participation in the Indoor National Contest held last month at the University of Idaho's Kibbe Dome in Moscow, ID. The Dome is a huge building with a 147 ft. clear ceiling and with quite still air. The meet lasted for the most part of a week with very good attendance. Earl got second place in the Pro 20 and the Easy B events, and third place in the Peanut Scale and Bostonian events. Way to go Earl!! A world record of 49 + minutes was set in the F1D event by Steve Brown.

OLD BUSINESS

O/T Rubber Meet

Jerry Rocha briefly discussed the O/T rubber Meet which was reported in the last edition of the newsletter. A final accounting showed a net profit of \$3 which, considering the unfavorable weather, was quite good. Thanks to Jerry for all of his work in putting on this meet.

Crash & Bash

October 7 & 8, 1995 Ed Hamler reported that arrangements are well underway. He and Don Bekins have been working on the Flyer and Invitation to be sent to previous participants and to SAM Chapters in the general area - this amounts to about 100 total which should be in the mail within the next week or two. There will be the usual Friday evening spaghetti feed and Saturday tri-tip & chicken dinner, with lunches on Saturday and Sunday. Events will be essentially the same as last year but with the

Note:
Next Meeting Date
September 27, 1995

addition of R/C Nostalgia. Joe Meere advised that George Benson has donated 8 kits for the Raffle. We already have the Airtronics radio grand prize and the promise of a Klarich Zipper kit and 5 yds. of silk. Joe asked that he be advised of any other prize donations, arrangements can be made to pick them up if they cannot be brought to the September meeting. Ed reported that this would be the 18th or 19th annual C&B and the 7th or 8th held at the "World Famous" Schmidt Ranch. Ed gave some of the history and some anecdotes relative to strange and humorous happenings at these earlier events. Too bad this writer wasn't fast enough to get some of them recorded - perhaps another time.

O&R T-Shirts

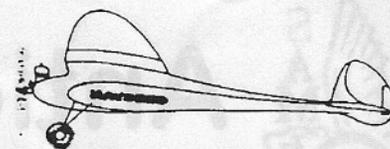
It was agreed that we should make arrangements to locate the shirts, transport to the SAM CHAMPS, and display them for sale at the MECA Collecto. Ed Hamler agreed to coordinate this effort. Jerry Rocha has reserved a table and will do the selling along with his stuff. We have about 60 of the original 144 left and Don predicts we will sell them all at the CHAMPS.

1/2 A Texaco Postal Meet

Ed Hamler will CD this event to be held on Saturday, August 26 at the Lakeville site. A show of hands indicated we should have more than enough to make a five man team entry.

September Meeting Date Change

Several members indicated it would be doubtful that their return from the SAM CHAMPS would be in time to make the usual third Wednesday meeting date. Accordingly it was agreed to reschedule to the fourth Wednesday, September 27. MARK YOUR CALENDARS1111



Carson City SAM 34 & 51 Meet

Don Bekins advised that he and Wes Funk represented SAM 27 at the meet. Loren Schmidt signed in for SAM 30. Among the three of them they scored 3 Firsts, 3 Seconds and 2 Thirds. Not bad! The weather was hot (90's) and windy. The field has a 600' by 100' paved runway. Don figures that the temperature produced a density altitude of about 10,000 ft. which probably is not too different from the conditions to be encountered at the SAM CHAMPS in Colorado Springs. The 4-stroke and 049 engines generally didn't perform well. Don suggested increasing prop pitch by 1" and diameter by 1/2" to compensate for the less dense air. Apparently only superchargers would remedy the engine situation.

SAM Speaks

Don Bekins advised that the next issue of SAM Speaks, the first by new Editor Bruce Augustus, is about to be mailed.

Belated Prize

Ed Hamler presented Nick Sanford with a stack of balsa, a belated prize from a prior contest. To the stack Ed had attached a bumper sticker advertising a Florida model shop, and proclaiming "R/C'ers Do It With Frequency". Nick was properly appreciative.

SHOW & TELL

Jr. O/T'er Scott Seronello showed a nicely framed Anderson Pylon fuselage which prompted Ed Hamler to tell a little story of why the model was being built. It seems that Scott already had an Anderson Pylon model and had entered it in a recent Waegell Field contest. Scott managed the magnificent feat of getting three maxes ending in three crashes. Field repairs after crashes 1 & 2 were sufficient to permit flying but crash #3 resulted from a stall at 15' ending with a straight-in, nose-down earth contact, essentially totaling the model but, strangely enough, not harming the engine or prop. Nice going Scott!

Don Bekins brought a couple of T-shirts that Melanie Funk had sent down for Raffle prizes. Each was embroidered with the SAM 27 logo, a product of, in some way, coupling the computer and sewing

machine. Thanks Melanie!

Jr. O/T'er James Terry displayed his all red 1/4 A T-Bird which now has logged lots of successful flights. The maiden flight featured a non-functioning fuel cutoff and much delayed DT resulting in a long walk for James. It seems most of the bugs have been worked out and consistent good flights are obtained. Good work James!

John Carlson was impressed by Pete Samuelsen's showing at a previous Show & Tell, of the addition of a Radio Shack momentary contact switch to a tachometer to prevent running down \$8 worth of battery by inadvertently leaving it turned on. John came up with a variation consisting of a short section of piano wire inserted into a hard plastic block epoxied to the tach case and extending to one side of the on-off slide switch. The piano wire acts as a spring to automatically return the switch to the off position. This approach saves a trip to Radio Shack and is a little less bulky.

Nick Sanford likes BIG. He brought a huge, framed, 8' wing span Quaker Flash featuring Obечи laminated wing tips, stab and rudder. Will we see this at the SAM CHAMPS and C&B?

Bill Kast advises that he seldom builds from kits but couldn't resist the recent Herr Engineering production featuring laser cut parts. Bill displayed a framed Piper J-3 Cub he had built. Even the fuselage longerons and cross pieces are laser cut, complete with gussets and notched where appropriate. Wing ribs and fuselage bulkheads have laser cut lightening holes. The finished product is so handsome it might be a hard choice to cover and risk flying. Bill was impressed with the selection and quality of the balsa, and the excellence of fit.

Don Bekins showed his finished, 750 sq. in. Ramrod, complete with red, yellow and black Polyspan covering, spectacular computer generated graphics and featuring the personal signature of the designer Rod St. Jean who happened to be present at the recent Carson City Meet. Power is a Johnson 35 Combat Special. Positive engine cutoff is by a servo operated O/T

Engines valve connected in a flood-off scheme from tank to venturi. The tank is pressurized from a crankcase tap. Don reports the model is a good flyer and "floats" in glide but the rudder is a little on the sensitive side, sometimes resulting in a snap roll when transitioning from climb to glide. Don confessed that the maiden flight resulted in a pretty bad crash due to reversed controls. Don took it home and did such a good job it is hard to find the repairs.

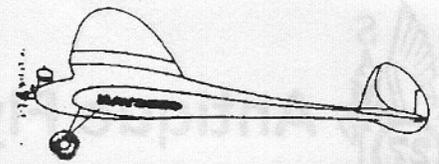
Pete Samuelsen displayed his rubber powered OneNight 28 (supposedly simple enough to be built in one night). Pete plans to fly it in the P30 event at Waegell Field. Color is red, white and blue with tissue on the wing and Polyspan on the fuselage for strength. DT is Silly Putty.

Dick O'Brien showed his recently complete scaled down Foote Westerner A for the 1/4 A event. Not willing to break Pete Samuelsen's tradition, the color scheme is red and yellow. The DT will be by parachute from a belly hatch. Dick has not yet made powered flight but one glide test wound up in a pretty good thermal and a fair walk.

Ray Mc Gowan passed around a Russian made 09 diesel which he had obtained from a friend who had bought 15 for \$2 each. RJL sells them for \$29. Ray reports it appears to be very well made with double ball bearings and should be suitable for Class-A Texaco.

Joe Meere showed his newly completed Bostonian model. Joe, who is originally from Boston, although one would never guess from his speech, decided to give the model a little uniquely Boston touch in honor of his Dad who had worked for the Boston Elevated Railway. The model features the yellow and green Railway colors and carries Joe's Dad's Badge Number 1015. Joe reports it is somewhat tail heavy and requires some trim efforts.

Nick Sanford donated to the Club a 10" loving cup trophy (urn?) he had found at a garage sale. Jerry Rocha proposes to make it a perpetual trophy for the C&B, to be awarded for the worst crash. The model remains would be burned and placed in the urn.



RAFFLE

Steve Remington told of his recent visit to the AMA Headquarters in Muncie IN. A reduction in allocated space and a limited budget has resulted in a model museum effort falling short of original expectations. Many of the contributed exhibits must be stored rather than displayed. Steve's friend Mike Fulmer is heavily involved in the effort and is doing the best he can with the limited resources. He is working with MECA to develop a history of model engines. Some of the meeting attendees asked how to get information regarding MECA and how to join. This information is given elsewhere herein. Don Bekins advised that MECA predates SAM. John Pond, one of the SAM founders, at one time wrote a column for the MECA publication. John now does the Plug Sparks column for Model Builder magazine.

Anyone interested in joining MECA. Dues are \$10.00 yearly. Business Office is. 2424 Ducharme Lane Green Bay, Wisconsin 54301.

PRIZE	DONOR	WINNER
Sullivan Push Rods	SAM 27	Pete Samuelsen
Sullivan Push Rods	SAM 27	Rick Madden
O/T Engines Fuel Cutoff	SAM 27	Pete Samuelsen
Reflective Material 4" x 18"	SAM 27	Scott Seronello
" "	SAM 27	Nick Sanford
Polyspan Remnant	SAM 27	Dick O'Brien
SAM 27 Decal	SAM 27	Mirrium Schmidt
" "	SAM 27	Pete Samuelsen
Chandon Reserve	Ed Hamler	John Hlebcar
Melanie's T-Shirt	Melanie Funk	Jerry Rocha
" "	" "	Steve Remington
Bumper Sticker		John Carlson
Total Collected		\$45.00

SAM R/C NOSTALGIA

RULES

- Any model airplane designed, kitted or published between 1/1/43 and 12/31/56 is eligible. No old timers.
- Any production glow up to .65 or ignition engine up to 1.20 cu.in. of loop scavenged design is eligible. No schneurles, PDP or ABC piston types or converted glow to ignition engines are allowed. No diesels. Use old engines only.
- There will be two classes:
Small engines: .000 to .299 cu.in. for glow
.000 to .350 cu.in. for ignition
Large engines: .300 to .650 cu.in. for glow
.351 to 1.20 cu. in. for ignition
- All NOS models require a power loading of 100 oz. per cubic inch of displacement. (ie. a .19 powered model will weigh 19 oz.)
- Model must ROG/VTO. Some part of model must touch the ground on takeoff.

- Hand launch? Up to CD depending on field conditions.
- Engine Run Time: Glow = 18 seconds
Ignition = 25 seconds
 - Pressure: OK
 - Scaling: OK
 - 2 Wheels: OK on one wheel models
1 Wheel: NOT OK on 2 wheel models
 - 5 Attempts for 3 Official flights 5 minute Max flight
Attempts can be called during engine run time
 - Fuel: Gas & Oil for ignition
Any nitro for glow
 - Cam operated points only (no photo cell or Hall effect for ignition)

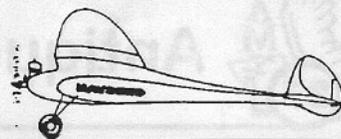
1/2 A POSTAL CONTEST

SAM 27 had a good day of flying on August 26 at the Lakeville site. Double Max's were put up by:
Dick O'Brien
Ned Nevels
John Carlson
Jerry Rocha
Don Bekins fell short by only 45 sec. Dick O'Brien won the SAM 27 Perpetual Trophy for High Time with a 36 min. 8 sec. Flight.
Congratulations to all and especially Dick for a great job.
August 19 Wes Funk traveled to Tangent, Oregon to the Northwest Free Flight Champs, and won B-C Nostalgia, with a 750 Ramrod powered by an OS Max 35 and was 3rd in AMA B-C-D combined. with a 750 Texan using an OS 40 FP.



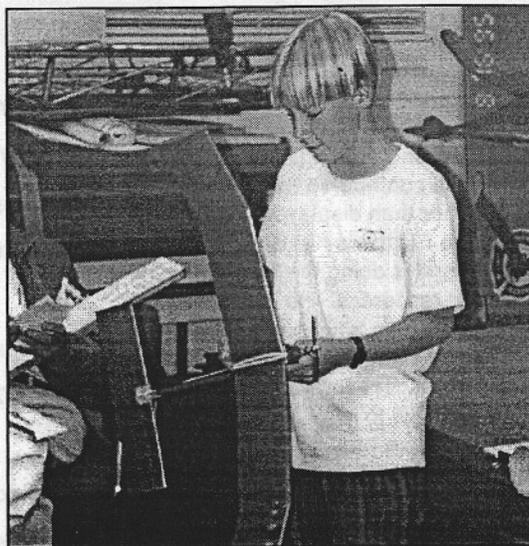
Left:
A Pair of Real Dodgers!
thats Rick Madden and
John Carlson holding their
.020 Replicas.
Lakeville Road Field

Dick O'Brien Photo



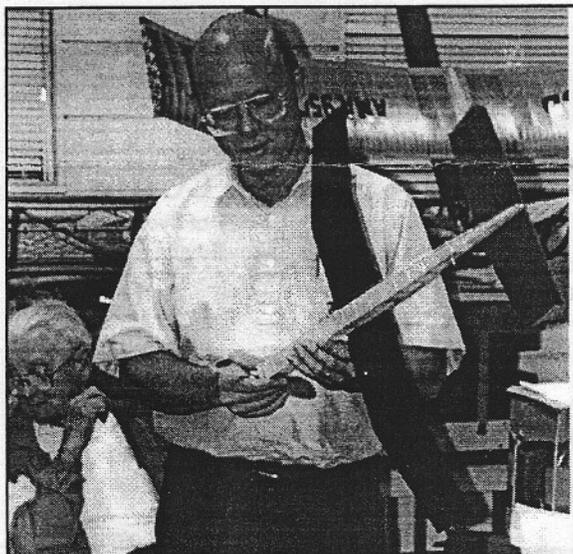
Left:
Ron St.Jean, Designed the Ramrod in the 1950's stands with Don Bekins and his R/C version. 750 sq. in. Johnson 36. Carson City, NV.

Wes Funk Photo



Right:
James Terry with an .020 powered T-Bird.

John Hlebcar Photo



Left:
Scott Seronello displays his progress with the "Hamler Joint".

John Hlebcar Photo



Right:
Pete Samuelson with a One Nite 28, Its a Peck P-30 kit.

John Hlebcar Photo

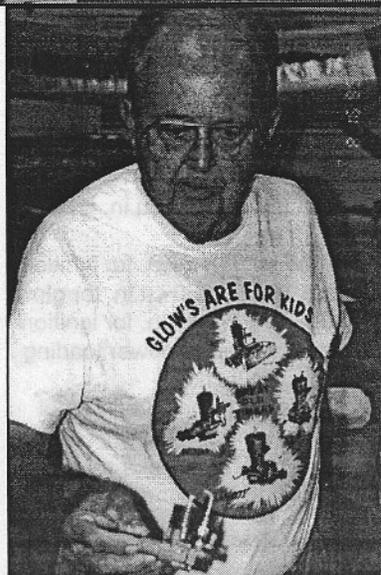


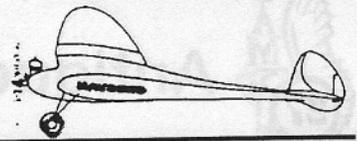
Left:
Joe Mere with his Bostonian.

John Hlebcar Photo

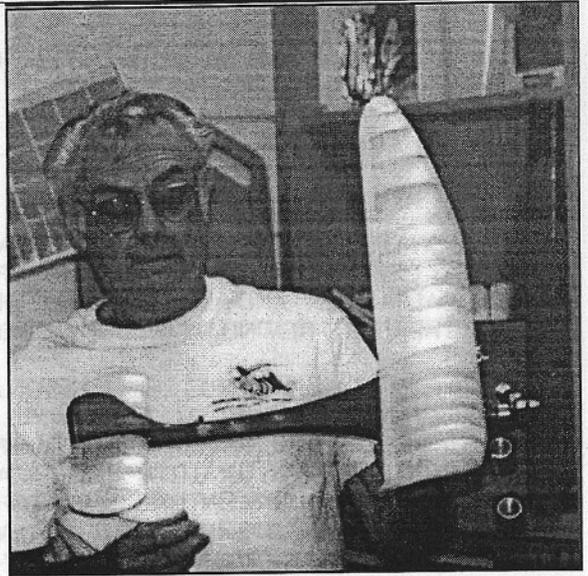
Right:
Ray McGowan with his Russian made Mk.17 Diesel Engine.

John Hlebcar Photo

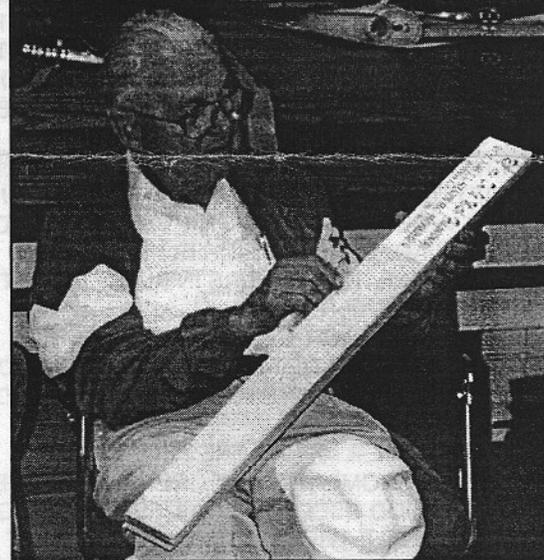




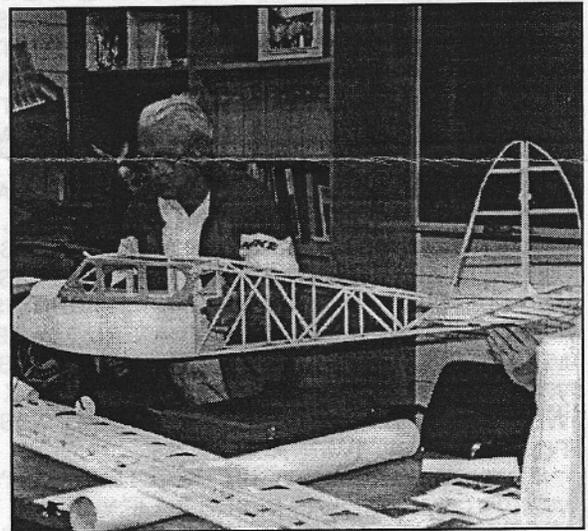
Left:
John Carlson's
Springloaded On/Off
switch mod for his Mini-
Tach, battery saver.



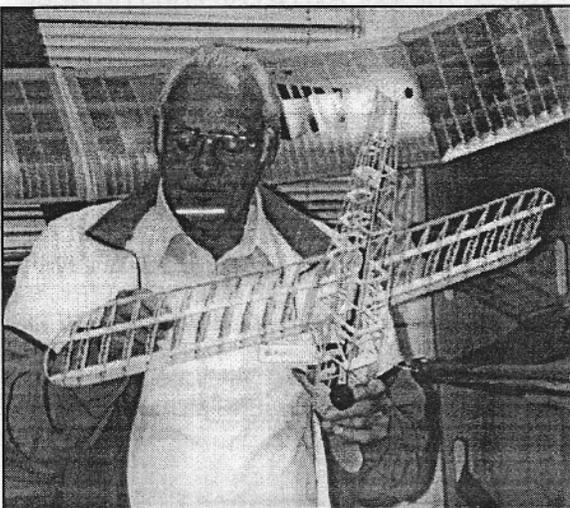
Right:
Dick O'Brien with 1/4 A
Foote Westemer.



Left:
Nick Sanford with Prize
and "Do It" bumper
sticker.

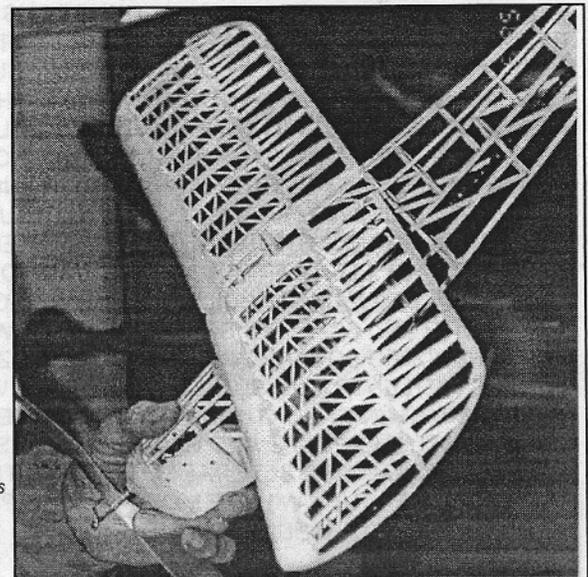


Right:
Nick Sanford with a big
project.

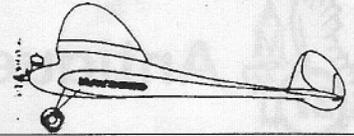


Left:
Bill Kast with Herr Engi-
neering Piper Cub.

Right:
Lots of detail in Bill
Kast's Piper Cub, note
laser-cut ribs.



John Hlebcar Photos



The following ideas were taken from the San Diego Aeronauts, Aero News. (Jim Alaback, Editor)

ELECTRIFYING!

By Harold F. Reed

IT'S ALWAYS GRATIFYING TO SEE A TRUE ANTIQUE ON DISPLAY OR IN FLIGHT. THEY ARE MUSEUM PIECES MADE OF Balsa, silk, and Amberoid. MAY THEY ALWAYS BE THERE, TO REMIND US OF OUR MODELING ROOTS.

AT THE SAME TIME WE MUST BE TO LOOK AHEAD, AND BE PREPARED TO ADJUST TO THE FUTURE AND REALITY. ENTER THE ELECTRIC POWERED OLD TIMER. WITH THE CONTINUED AND UNSTOPPABLE GROWTH OF POPULATION AND IT'S UNRELENTING DEMAND FOR MORE AND MORE FREE SPACE, IT'S INEVITABLE THAT WE WILL BE FORCED TO MAKE A NUMBER OF UNSAVORY COMPROMISES IN THE NOT TOO DISTANT FUTURE. THE SWITCH TO SILENT, NON POLLUTING ELECTRIC POWER HAS ALREADY PROVEN ITSELF TO BE MORE ACCEPTABLE TO THE NON MODELING COMMUNITY. THE RAPIDLY IMPROVING PERFORMANCE OF AVAILABLE EQUIPMENT MAY IN TURN MAKE ELECTRIC POWER MORE PALATABLE TO MANY MODELERS

THE FOLLOWING IS NOT INTENDED TO BE A TECHNICAL ESSAY ON HOW TO START INTO ELECTRIC, BUT A SIMPLE OUTLINE OF SOME BENEFITS AND PITFALLS. WE CAN IGNORE THE OBVIOUS FACTS THAT ELECTRIC IS CLEANER AND QUIETER. WHAT IS LESS THAN APPARENT IS THE SIMPLE FACT THAT THE ELECTRIC FRATERNITY FLIES FAR MORE OFTEN THAN THE GAS GROUP. OUR CLUB MEMBERS WHO ARE FLYING E-PLANES FLY TWICE A WEEK, WEATHER PERMITTING, THAT MEANS THAT MOST OF THEM FLY AT LEAST 80 TIMES A YEAR!

IF YOU DO PLAN TO GIVE ELECTRICS A TRY, A FEW WORDS OF ADVICE ARE IN ORDER. IF YOU ARE THINKING OF USING THAT OLD DOG THAT IS OIL SOAKED AND LADEN WITH SPLICES AND PATCHES, PLUS NUMEROUS DOLLOPS OF EPOXY, FORGET IT, STOP RIGHT THERE! BUILD AN AIRCRAFT RIGHT FROM SCRATCH FOR E-FLIGHT. CUT DOWN ON WOOD SIZES AND WEIGHT. THROW AWAY THAT 1/4" PLYWOOD FIRE WALL 1/8" IS ENOUGH. AFTER ALL YOU WON'T HAVE THAT VIBRATOR UP FRONT ANY MORE. NO MORE DOUBLE COAT OF EPOXY AROUND THE NOSE TO PROTECT IT FROM HOT FUEL AND OIL. YOU COULD COVER THE ENTIRE PLANE WITH TISSUE IF YOU WANTED! NO OIL, NO NITRO, JUST CLEAN FRESH AIR WILL PASS OVER IT. MAKE YOUR LIFE EASY BY BUILDING A PLANE YOU ARE FAMILIAR WITH AND SCALE TO SOME WHERE BETWEEN FIVE AN SIX HUNDRED SQUARE INCHES. THIS IS A SIZE COMPATIBLE WITH ENTRY LEVEL EQUIPMENT, AND WILL GIVE YOU A NO STRAIN OPPORTUNITY TO GET INTO ELECTRIC WITH AS LITTLE EXPENSE AND HASSLE AS POSSIBLE. WITHIN OUR CLUB ARE SEVERAL MEMBERS WITH LOTS OF E-EXPERIENCE. THEY WILL BE MORE THAN HAPPY TO HELP YOU GET STARTED.

APPLES AND ORANGES

By Harold Reed

GAS OLD TIMERS AND ELECTRIC OLD TIMERS, YES THEY ARE ALIKE, AND YET DIFFERENT. LETS TALK ABOUT BUILDING YOUR FIRST ELECTRICOLDIE: BECAUSE WE ARE DEALING WITH EXPERIENCED BUILDERS OF OLD TIMERS,IT'S POINTLESS TO GO INTO BUILDING TECHNIQUES OR TOOLS. INSTEAD WE'LL DEAL WITH THE DIFFERENCES YOU WILL NEED TO CONSIDER WHEN YOU BUILD FOR ELECTRIC.

FIRST A REMINDER ABOUT THAT OLD GASSIE HANGING UP IN THE GARAGE, DON'T PLAN ON STICKING AN ELECTRIC MOTOR INTO AND EXPECT SUCCESS. IT AIN'T GOING TO HAPPEN!

WE'LL START AT THE NOSE AND TAKE IT STEP BY STEP TO THE TAIL. FIRST, FORGET ABOUT 1/4" PLYWOOD FOR THE FIREWALL AND YOU'LL NOT NEED ANY HARDWOOD MOTOR RAILS. 1/8" PLY WILL BE QUITE ENOUGH FOR MOTOR SUPPORT. ALL THAT PLANKING THAT OFTEN APPEARS IN THE FIRST TWO OR THREE BAYS CAN BE REPLACED WITH LIGHTER THINNER Balsa OR WITH GUSSETS OF SOFT YOU WILL NOT BE THRASHING AWAY AT THE NOSE TRYING START A GAS ENGINE!

STAY WITH THE DESIGNED WIRE GAUGE FOR THE LANDING GEAR, BETTER TO LEARN TO LAND SMOOTHLY AND SAVE AN OUNCE OF WIRE UP FRONT. DON'T USE WHEEL COLLARS, MOST OF THEM ARE BRASS WHICH IS NEARLY AS HEAVY AS LEAD, SOLDER LITE WASHERS IN PLACE TO RETAIN THE WHEELS.

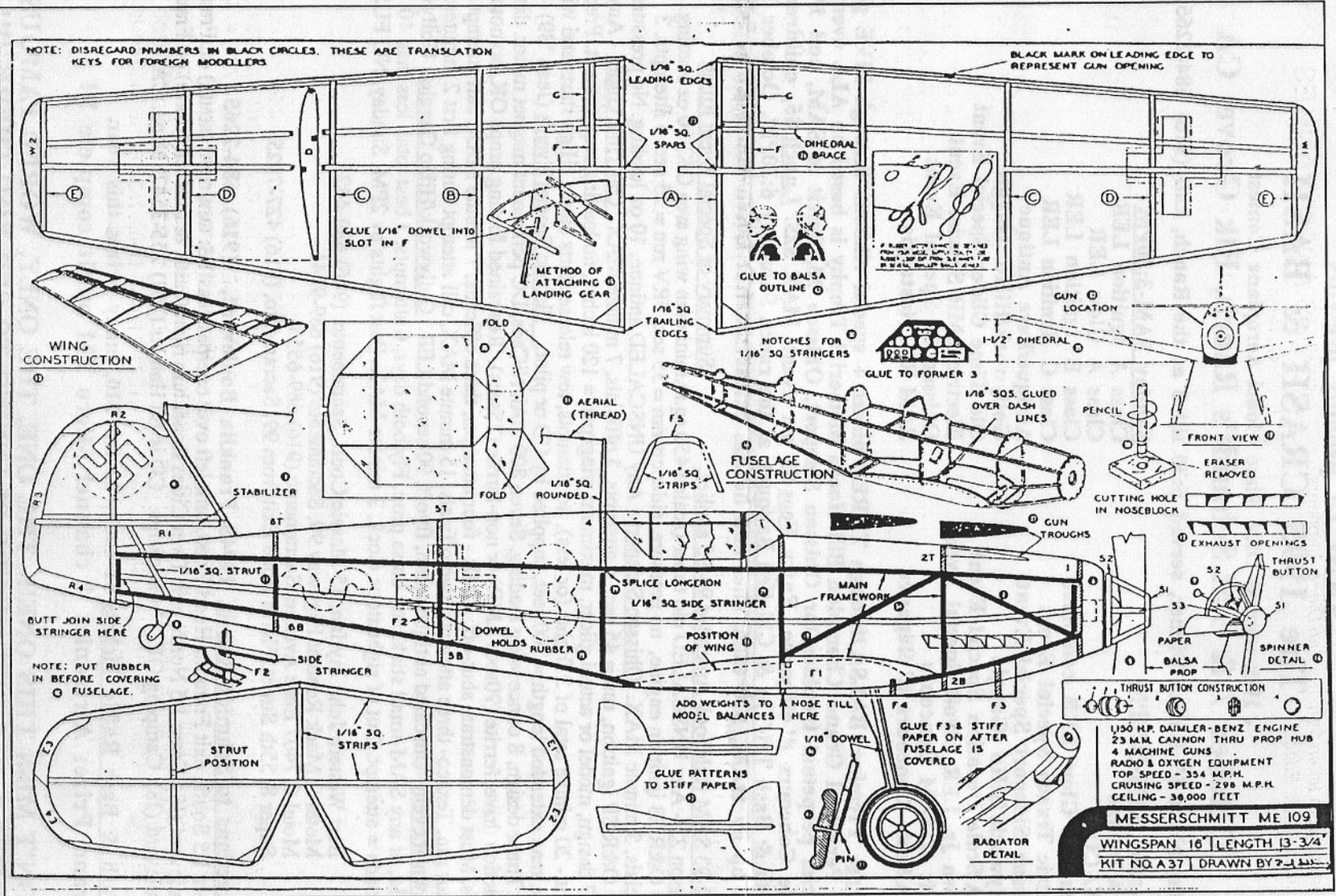
BATTERY HATCHES DO NOT HAVE TO BE PLYWOOD, USE Balsa WITH THINS STRIPS OF PLYWOOD GLUED ACROSS THE ENDS. DON'T MAKE ELABORATE HOLD DOWNS FOR YOUR MOTOR BATTERY, USE VELCRO.

AS YOU BUILD FARTHER AFT OF THE WING TRAILING EDGE AND THE BATTERY COMPARTMENT, REDUCE THE IZE AND WEIGHT OF THE WOOD USED. CUT TAIL FEATHER PROFILE PIECES TO ABOUT HALF THEIR WIDTH, SELECT LIGHT WOOD. AND DON'T USE EPOXY (ANYWHERE). EVERY EXTRA OUNCE YOU ADD TO THE TAIL CALLS FOR FOUR OR MORE OUNCES UP FRONT FOR BALANCE!

IN MOST CASES THE WING AS DESIGNED IS REASONABLY LIGHT ENOUGH BUT AGAIN CAREFUL WOOD SELECTION AND THE SUBSTITUTION OF Balsa FOR SPRUCE OR PLY IS IN ORDER. BY ALL MEANS COVER THE WING WITH ONE OF TODAY'S LITE STYLE COVERING MATERIALS.

FINALLY SELECT A MODEL YOU ARE FAMILIAR WITH, ONE YOU HAVE BUILT BEFORE. NO SENSE COMPLICATING THINGS. CHECK WITH ELECTRIC FLYERS IN THE CLUB ABOUT WHAT FLIES GOOD AND WHAT DOESN'T. BUY GOOD ELECTRIC EQUIPMENT THE FIRST TIME, NO SENSE IN BUYING TWICE BESIDES IT'S NOT ALL THAT COSTLY.

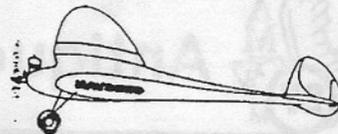
AGAIN, THIS IS NOT A "HOW TO" ARTICLE, BUT A GUIDE TO AID EXPERIENCED BUILDERS MOVE INTO ELECTRIC FLIGHT.





Antique Flyer

September 1995



SAM 27 proudly presents

The 1995 CRASH & BASH

19th annual Olde Time Model Aeroplane Contest
October 7 & 8 at Schmidt's Ranch, Elk Grove, CA

Friday Night \$5 Italian Dinner, served 6:30 till 8 at the Ranch, call (916) 684-2265.

Saturday 8AM-5:30PM

1/2 A Texaco
TEXACO
Class B/C Glow LER combined
Electric Texaco Special Event
Ohlsson Sideport Special Event
Gollywock/HiHo Gaggle
1/2A Scale Duration Special Event
Brown Jr. LER Flyoff Special Event
Spirit of SAM Concours
1/2A Scale Concours d'élégance

Sunday 8AM-3:30PM

Class A Ignition LER
Class A Glow LER
Class B Ignition LER
Class C Ignition LER
Antique/Pure Antique
Gollywock/HiHo Gaggle
Old Time Glider Special Event
Electric LMR Special Event
Ohlsson 23 Special Event
SAM R/C Nostalgia

Prizes: Premium Balsa through THREE places + special ribbons through FIVE places. The Perpetual Grand Champion Bill Hooks Memorial Trophy is based on ALL events. Special perpetual trophies for Ohlsson Sideport, Ohlsson 23, Spirit of SAM, and 1/2A Scale Concours d'élégance. Entry Fees \$5 per event, MAX \$25. Lunch \$5, children \$3. Crash & Bash Tri-Tip & Chicken Banquet at the ranch Saturday 6:30PM, October 7, sign up by 11AM, \$10 each, chef and hostess extraordinaire: Loren and Miriam Schmidt.

1992-93 SAM Rulebook Amended 94-95 applies.

Summary of Special Event Rules:

Ohlsson 23 - Any UNSCALED old timer (scaled 450 sq.in.minimum wing area OK) 10 oz loading. Any O&R 23 ignition engine, no pressure, sideport run = 35 sec, FRV run = 25 sec. 4 attempts, 3 officials, 5 minute MAX. Ohlsson Sideport - Any UNSCALED antique, 10 oz loading. No pressure. Any O&R SP ignition, run = 45 sec. 4 attempts, 3 officials, 7 minute MAX. Old Time Glider - Any pre-1947 design, model or actual glider, maximum wingspan = 120 inches, no loading requirement. Precision event - 20 minute total of 3 flights (or less), no attempts, tow release starts clock. High starts and winches only, max extended length = 700 feet, supplied by CD or pilot. Electric Special Events (Jean '89) - Any Old Timer design, 8 ounce wing loading. Seven 800 mAh NiCads, DC permanent magnet motor, direct or reduction drive, ferrite (90secs LMR) or non-ferrite (75secs). Restrained folding props OK, no notched hubs. Must demonstrate shut-off. LMR - four attempts, three officials, 7 minute MAX, call attempt during motor run. Texaco - three attempts, two officials, 15 minute MAX, call attempt during first 2 minutes. Brown Jr.event - Unscaled antique cabin, flyoff, 90 second LER. Gollywock/HiHo Gaggle - Gollywock, HiHo, or any SAM small stick, any balsa prop. Fly both days, 6 attempts, 3 best total, less than 40 seconds = attempt. Out of sight stops clock, 2 minute MAX. Post flights by 2PM, Sunday. NO FUSES.

Best Western John Jay Inn, 15 Massie Court, Sacramento, (916) 689-4425

Motel 6, Mack Road at Highway 99, Sacramento (916) 689-9141

Motel 6, 7407 Elsie Avenue, Sacramento (916) 689-6555

Super 8, 55th Street, Florin Road Exit from 99, Sacramento, (916) 427-7925

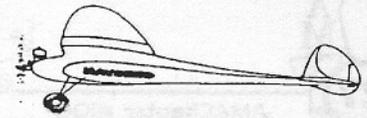
Directions to Schmidt Ranch, 11948 Franklin Boulevard, (916) 684-2265

From I-5 South, exit Franklin Hood Road, turn left over overpass(east) & turn right (south) on Franklin Boulevard (J8). From I-5 North, exit Twin Cities Road, turn right (east), & turn left (north) on Franklin Boulevard (J8). Camping OK. No hookups. CD is Ed Hamler (707) 255-3547, Napa, CA.

Crash & Bash Raffle Tickets \$1 each, 12 for \$10, many prizes this year.

Grand Prize: Airtronics 4 channel Micro FM outfit complete !!!

DON'T MISS THIS ONE!! THE ONE, THE ONLY, WORLD FAMOUS CRASH & BASH!!!! WE'RE PLANNING TO SEE YOU THERE !!!!



1995 CONTEST SCHEDULE

SEP 2-3-4 U.S.F.F.C.	LOST HILLS
SEP 10-15 SAM CHAMPS	COLORADO SPRINGS, COLORADO
SEP 23-24 FRESNO ANNUAL & STOCKTON AMPS	LOST HILLS
SEP 30 1/4 A NOSTALGIA (TENTATIVE)	LAKEVILLE RD.
OCT 7-8 SAM 27--CRASH & BASH ANNUAL	SCHMIDT RANCH
OCT 14-15 SIERRA CUP	WAEGELL FIELD
OCT 21-22 SAM 26--JOHN POND COMMEMORATIVE	SCHMIDT RANCH
OCT 21-22 SAN VALEERS NOSTALGIA ANNUAL	TAFT
NOV 5 NCCFFC #4	WAEGELL FIELD
NOV 11-12 SAM 49--FALL ANNUAL	TAFT
NOV 11-12 SCAMPS ANNUAL	LOST HILLS

The following is a reprint of Mel Schmidt's Shocer trimming sequence. Originally printed in Model Builder, January 1972. It would be used for any powered free flight that is flown right, right and has washin in the right main wing panel. High Thrust models and Old Time Cabin models or any model flown with a Left, Left pattern, the procedure would be reversed. WF

Stab incidence, rubber tab and left thrust are used only for power adjustments.
Weight and stab tilt are used for glide adjustment

Do not use stab incidence for adjusting the glide. Just remember to fly with caution and understand clearly the effect of an adjustment before you fly.

The following comments should be of help during trimming. Each paragraph describes a problem and its solution:

a. The ship is hand launched at a 20 to 30 degree angle with less than 3/4 power. The ship climbs straight away at a very low angle and then makes a long recovery before gliding. Increase the climb angle by raising the back of the stab (try 1/16 inch) and add a small amount of right tab (try 1/32 inch).

b. The ship is launched with less than 3/4 power on five to seven second run. It climbs straight away ending straight up or on its back when the motor cuts. It then does a quick recovery. Decrease the climb angle by raising the front of the stab (try 1/32 inch) and add a small amount of right tab (try 1/32 inch). Repeat test using a short run.

c. The ship is launched at full power on a seven second run. It turns to the right, does a dip, then pulls its nose up and climbs. Increase the amount of left thrust until the right dip is no longer noticeable.

d. The ship is launched at full power and begins a nice open spiral to the right at a steep angle. Near the end of the motor run it climbs on its back and may even start to the left. Raise the front of the stab about 1/32 inch and fly again. A slight amount (less than 1/32 inch) of right rudder tab may also be needed.

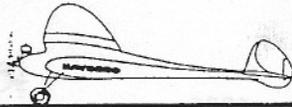
e. The ship is launched at full power. It flies straight up, ending up on its back, does a 180 degree longitudinal roll, then climbs on up in an open right spiral. Take out some left thrust (remove 2 degrees).

f. The ship climbs nicely to the right with the nose up, then after the speed builds up, the climb flattens and the right wing drops. Add more wash-in on the right panel and check the other surfaces. Too much right rudder will also add to the problem.

g. The ship is launched under full power on a 10 second motor run and climbs in a nice, open, 360 degree spiral to the right. Following engine cut the ship's momentum carries it on up until it abruptly rolls out into a flat glide without stalling or loss of altitude. Dismantle the ship, pack up, and go home. You're ready for the next contest!



AM A Chapter #108



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Membership

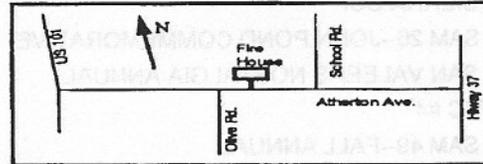
Membership is \$15 for the calendar year. After February, the dues for a new member will be prorated.

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

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

Meetings

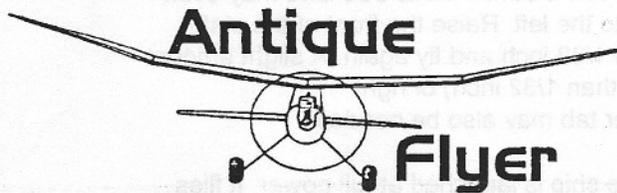
Membership meetings are held on the third Wednesday of each month at the Navato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

Next meeting Wednesday, Sept. 27, 1995
7:30 P.M. at the Novato Fire Department Training Room

P.O.Box 8241, Truckee, Ca. 96162



September 1995



Ray McGowan and Messerschmitt M17, Ray had the high time at the 1/2 A Texaco Scale Postal Meet. Lakeville Rd. site.

Dick O'Brien Photo



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