

# SAM SPEAKS

Official Publication of the Society of Antique Modelers

MAY-JUNE 1980

NUMBER 37

## PRESIDENT'S CORNER



If I sound enthusiastic about the upcoming SAM Champs at Wright-Patterson AFB, August 8 thru 10th it is because Bob Larsh, the 1980 SAM Champs Contest Manager has really been doing a crackerjack job of organizing the Champs.

Just got through reading the proofs on how we are handling the Champs and have to admit Larsh has covered all bases. For those that expect to attend, pay attention to Larsh's warning about getting your dormitory reservation in early. With the FAC boys holding their Flying Scale Champs and the AMA Nats. starting on the 10th, it simply won't do to come in late and expect to be accommodated.

The Board of Directors for SAM have been real busy of late. To accommodate the English boys in O/T R/C, the Board has issued a dispensation to allow the use of diesel engines in radio control. This strange set of affairs was brought about when the 1979 O/T R/C rules were rewritten, the reference to the use of diesels was left out!! Rather than take it upon myself

presidential prerogative), I had Dave Brodsky write a rules change figuring there would be plenty of time to get the rules in by 1980. Well, you (the membership) know what happened to the SAM Speaks publication. SAM 36 (the English Chapter) has over 136 members now and in all fairness should be allowed diesels that should never have been disallowed to start with! Pre 1950 diesels will be classified as ignition and post 1950 engines will be classified with the glow engines.

We also have some new models that have been approved by the Board of Directors. These are approved old timers:

Blue Bonnet Spcl	(Stokes)
Class B (Modif Guff)	(Stokes)
Kerswap	(Morris)
Hayseed	(Hermes)
Bombshell II	(Konefes)

Only one antique was approved:

Bob-a-Link (Duchie)	(jesperson)
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Incidentally, fellows, I am not going to write you individual letters confirming your particular model. This notice here will suffice.

-John Pond

## F/F RULES COORDINATOR

The new F/F Rules Coordinator is the very capable, long time free-flyer, Abe Gallas. His address is 8362 Castillian, Huntington Beach, Ca. 92646. New rules proposals for 1981 must be in the coordinator's hands by June 30, 1981.



This month we have a number of very important happenings. So I will touch briefly on these to make sure you catch them all.

First we have the ballot for new SAM officers. The guys that you choose can make or break this organization. If you like the job they're doing, vote and let them know it, if you think it's time for a change mark up your ballot and send it in.

#### 1980 SAM CHAMPS

I have included an entry blank for the SAM CHAMPS, instructions, explanations, maps, motel and dormitory information. The entry blank lists all of the official events and the days they are being flown. The Contest Manager is Bob Larsh, the R/C Contest Director is Woody Woodman, and the F/F Contest Director is Meridith Chamberlain. These guys have years of experience in contest work and you can expect to see an absolutely first class SAM CHAMPS.

Bob cautions that if you want good dormitory or motel accommodations you should send your entry in as soon as possible. Remember the Flying Aces Club is holding their Nationals at the same place, same time and the AMA Nationals are scheduled at the same field on the following week. You can bet that accommodations will be sold out early.

Write to Bob Larsh, Contest Manager, 45 South Whitcomb Avenue, Indianapolis, Indiana 46241 for your contest package as soon as possible. The contest package contains the dormitory forms that you will need.

#### WESTERN R/C CHAMPS

The 1980 Western R/C SAM CHAMPS will be held over Memorial Day, May 24, 25 and 26. Hosted by SAM 30, the contest will be held at the Merwin Ranch on North Courthland Road approximately 2.5 miles off Jefferson Boulevard, 16 miles south of West Sacramento, California. (Maps are available upon request).

The headquarters will be at the Ambassador Inn, 1525 Merkley Avenue. The events will be:

<u>Saturday</u>		<u>Sunday</u>		<u>Monday</u>
Class A/B	Glo/Ign Pylon	Class C	Pylon	Texaco
Class C	Cabin	Class A/B	Cabin	
1/2 A	Texaco	Antique		

The contest is being held on 187 acres of dichondra grass (California domesticated weed). People with motor homes and RV's may stay at the field.

Entry is \$5.00 per event - maximum entry \$15.00.

The banquet will be held Sunday evening at Vince's Italian Restaurant, 840 Harbor Boulevard. Steak dinner or sea food combo will be \$10.00 per person.

1979 SAM R/C Rules and AMA Safety Regulations will apply.

Send your entry with remittance to Harold E. Cullens, 1360 Gray Avenue, Apt. A, Yuba City, California 95991.

# 14TH ANNUAL SAM CHAMPS

## GENERAL INFORMATION - READ CAREFULLY.

WHEN: August 8, 9, 10, 1980. WHERE: Wright Field, Area B Museum Grounds, Dayton, OH. The Field is located just south of Fairborn, OH.

SAM HDQ's: Wright State University, located just east of the flying field. See maps.

SCHEDULES: Thursday, Aug. 7. Dormitory check-in starting noon, late event entries and possible test flying Thursday afternoon. Thurs. evening: Welcoming Bean Feed and general organization 6:30 P.M. at the University Center Bldg. main cafeteria, Wright State.

Friday, Aug. 8. Flying 8:30 to 5:00 for the following events:

Class B Cabin - Class C Pylon - 30 sec. Antique - Scale  
Rubber Stick - R/C Class A Glo - R/C Class C Glo - R/C Class C Ign.

Saturday, Aug. 9. Flying 8:30 to 5:00

Class A Cabin - Class B Pylon - O20 Replica - O.T. HL Glider - Slag Engine Event  
R/C Antique Glo/Ign - R/C Class B Glo - R/C Class A-B Ign.

Saturday Evening, 7:30. SAM Business Meeting, Wright State University Center Main Cafeteria

Sunday, Aug. 10. Flying 8:00 to 4:00

Class A Pylon - Class C Cabin - Nostalgia Glo - Rubber Cabin  
R/C Texaco Glo/Ign - R/C 1/2A Texaco - R/C Electric

Sunday evening: SAM Victory Banquet. Everyone should attend the Champs Wrap-Up at the University Center, Main Cafeteria, Wright State. Doors open around 7:00 and serving approx. 7:30 buffet-style with delicious variety-type menu. A drawing for nice prizes will be conducted prior to the trophy presentations. The banquet tickets are numbered on the stub end for the drawing. They should be ordered on the advance entry blank as a maximum quantity will be printed due to advising the caterer on the estimated volume. Any tickets left over will be sold at the Field until supply is exhausted.

R/C Events: Direct all questions to R/C C.D. Woody Woodman, 389 Floral Lane, Saddle Brook, N.J. 07662. PH: (201)797-8130. NOTE: 1/2A Texaco will use SAM 21 rules found in May issue Model Builder, page 57. Due to previous accidents, any transmitter on the field not involved with the 3-day SAM Champs will be confiscated by the authorities. Advise your friends. SAM has exclusive transmitter usage.

Unofficial Events: Enter at the Field as they will be conducted by their individual sponsors. COMP AIR - Tim Banaszak, TWIN PUSHER RUBBER - Danny Shields, O2 F.F. ELECTRIC - Joe Beshar, Two Min. Precision - Gene Lapansie. Contact them for particulars.

Official Entry Blank: Avoid confusion at the field. Enter now to assure scarce dorm space if desired, as well as banquet tickets. This also lightens the load on your Champs Mgr. However, events may be entered at the field. Entry fee is \$5 first event, \$3 second, and \$2 for each additional event. Maximum fee - \$14. (Enter as many events as desired.) Refunds on "no shows", but not on food after July 23.

DORMS, Motels, Food: If dorm space is desired and you are attending the SAM Champs only, fill out the Dayton University dorm application and send with dorm remittance to Donna Meixell, 5467 Coleraine Dr., Dayton, OH 45424, PH: (513)233-4173. You will receive lodging confirmation, info and maps from her. Dayton Univ. is approx. 15 minutes from the flying field. D.U. provides linens and pillow but no blankets or towels. These are mixed facilities so families are welcome. Prices are \$7 first night and \$6.50 thereafter. Total duration can be only four nights. If you plan to attend both the SAM Champs and the AMA F.F. Nats at Wright Field and desire dorm space, obtain a dorm application and Nats entry blank from AMA Hdqs. as soon as possible and send dorm and entry fees to the AMA. You will be housed at Wright

State if you attend both the SAM and AMA Nats. Bob Larsh can also provide Wright State dorm applications, but send completed forms with remittance to the AMA. Wright State also has facilities to accommodate families. Linens are provided. The F.A.C. Rubber Powered Scale Nats are also being held at Wright Field on Aug. 8, 9 and 10 and their flyers will also use the Dayton dorms so rooms will be scarce. We have to utilize both universities. Bring your own towels and blankets.

As the AMA contestants coming in Sunday and Monday will be housed at Wright State, the confusion will be kept at a minimum by housing SAM only flyers at Dayton which can be used only until Monday as students will be moving in Tuesday. If you are flying in the AMA R/C and U/C events at Wilmington, you will move your quarters to those facilities. Many motels and camping sites are near Wright Field. Check listing provided. Wright State will provide breakfast at the University Center cafeteria for both the S.C. and Nats. We will ask them to open at 6:00 A.M. (to be confirmed). If you don't preregister for dorm space, see Bob Larsh at SAM Hdqs. at Wright State or on the field, or locate the AMA Mobile Hdqs. which will be on Wright Field starting Thursday.

There are also excellent places to eat along the highway running parallel with the Field on the south end and also in nearby Fairborn. Concession stands should be on the Field and also your handy portajohns.

Field & Flight Rules: Do NOT enter the field using the Museum main gate. Use Gate 19 which is located at the east side of the field on Old National Road which is a north-south road accessible from Col. Glenn Highway/Airway Road south of the Field, or from Old Route 4 <sup>(KAUFFMAN RD)</sup> on the north side which parallels State Rd. 444. See map. Once through the gate, clear with the guard shack and proceed west on 5th Street to Skyline Dr., turn left to 10th Street and follow it out between the hangars to the runways. Turn left and follow the runway to the activity. These runways are used for roads and some are one way so drive carefully and watch for signs.

Wright Field is near and dear to the clubs who use it throughout the summer so exercise common sense during your stay. Don't fly by parked cars, don't over-extend your fuses. Attempt to keep the models in the field - we don't want to provoke the neighbors or land on the Museum buildings. Do not run engines at the dorms or before 8:00 A.M. on the field. Vacate the field before 6:30 P.M. and no running engines after then.

Okay to chase with motorbikes on runways, but stay off grass. Cannot use walkie-talkies due to R/C. All engine runs and max's will have to be reduced. These will be posted. Models will ROG, wind permitting. If you post 4 max's in F.F. gas, the 5th flight motor run will be reduced considerably. Rubber Jobs maxing 4 flights will make a mass 5th unlimited flight one half hour before quitting time. O.T. HL Glider will total best 3 of 9 flights. Scale will be best of 3 flights with unlimited motor run, model having to land on the base to be official. All models requiring wing loadings will be weighed prior to flight. Nostalgia will be all classes combined and for models kitted or published 1943 to 1956, inclusive. All will use Glo engines, any vintage except those manufactured after 1956 to be plain brg. crankshaft and non-Schnuerle and does not have ABC piston/sleeve. No scaling up/down unless plans or article clearly states sizes. Bring documentation and plans.

If a model qualifies as Old Timer, it cannot be flown Nostalgia. Example: Banshee. Slag Engine Event has to use alum. piston/cyl, i.e., Rodgers, Thor, B-30 in O.T. model.

Awards: Beautiful trophies will be awarded to fifth place in all SAM sponsored events. High point trophies will be awarded in both the F.F. and R/C categories along with special and perpetual trophies. All this is supplemented by drawing for nice merchandise prizes. You have to be present at the banquet to qualify for the drawing. The Slag Engine Event trophies are courtesy of Mark Fechner.

First Aid: Hopefully, there will be no problems, but there always seems to be the individual who tries to prove that the hand is quicker than the prop, or that fingers are indestructible. SAM will have first aid supplies available, but it

wouldn't hurt if you also brought along your own kits. Also, any of you who have had emergency courses or experience in administering to victims of heart attack, epileptic seizures, diabetic comas, heat prostration, jet lag or whatever, please write to Bob Larsh so that we may be better prepared. Also, the M.D.'s in the ranks should write. It might be a good idea if they brought their needles and sutures. We will be checking on the nearest emergency facilities.

ManPower: We have an urgent need for additional help in running the 1980 SAM Champs. You can do a little work and have fun, too. We are asking for volunteers to help park cars, control the take-off site, tabulate times on the score boards, time official flights, help set up field operations, sign up new entries. We may have to resort to time a flight to fly a flight. We also need a good field hdq's. tent. some good tables, about four 4' x 8' take-off boards in case we cannot utilize the runway, and require stop watches.

This is your meet. We need help to make it a successful one. We expect and want all workers to enter and do some flying. Please write to Bob Larsh, SAM Champs Mgr., 45 South Whitcomb Avenue, Indianapolis, IN 46241, PH: (317)244-2354 if you would like to volunteer some useful service regardless if you want to donate a little or a lot of your time, and if you can help supply some of the above needed items. Woody Woodman has volunteered to CD the R/C assist events and Meridith Chamberlain the F.F. John Pond obtained the field through the AMA. The local Dayton AMA'ers helped us acquire the dormitory and banquet facilities.

We will be happy just to come close to putting on a meet as great as the COFFC (Central Ohio F.F. Club) boys did at the 1976 Dayton SAM Champs. See you in August!

#### MOTELS NEAR FIELD ON BROAD ST. (RT. 444)

Command Motel, Inc., 130 N. Broad St.  
Fairborn, OH 45324, Ph. (513)878-3928

York Motor Lodge, 365 N. Broad St.  
Fairborn, OH 45324, Ph. (513)878-4611

Holiday Inn, 800 N. Broad St.  
Fairborn, OH 45324, Ph. (513)879-3920

Falcon Motel, 36 N. Broad St.  
Fairborn, OH 45324, Ph. (513)879-3711

Alexander Motel, 18 S. Broad St.  
Fairborn, OH 45324, Ph. (513)878-9395

Sheridan & Sheridan Gateway  
5551-5441 Springfield Pike (Across from  
Museum main gate) Dayton, OH 45431,  
Ph. (513)253-2167

Area Hobby Shops: Fairborn Hobby Center, 1258 N. Broad St., Fairborn Plaza  
Baron VonVilles Aerodrome, 201 E. Main St., Fairborn  
Hobby Center, 1333 N. Main St., Dayton

#### MOBILE HOME PARKS & CAMPING AREAS

Enon Beach Rec. Park, Rt. 4 just north of  
Rt. 70, Exit 48 west bound or 47 east bound.  
The park is 5 mi. east of Springfield and  
approx. 10 mi. from field. Ph. (513)882-6431

Tall Timbers Camp Ground on Rt. 49 just  
north of Rt. 70 about 10 mi. west of Rt. 75.  
Camp is 25 mi. from field. Address is  
7796 Wellbaum, Brookville, OH 45309  
Ph. (513)833-3888

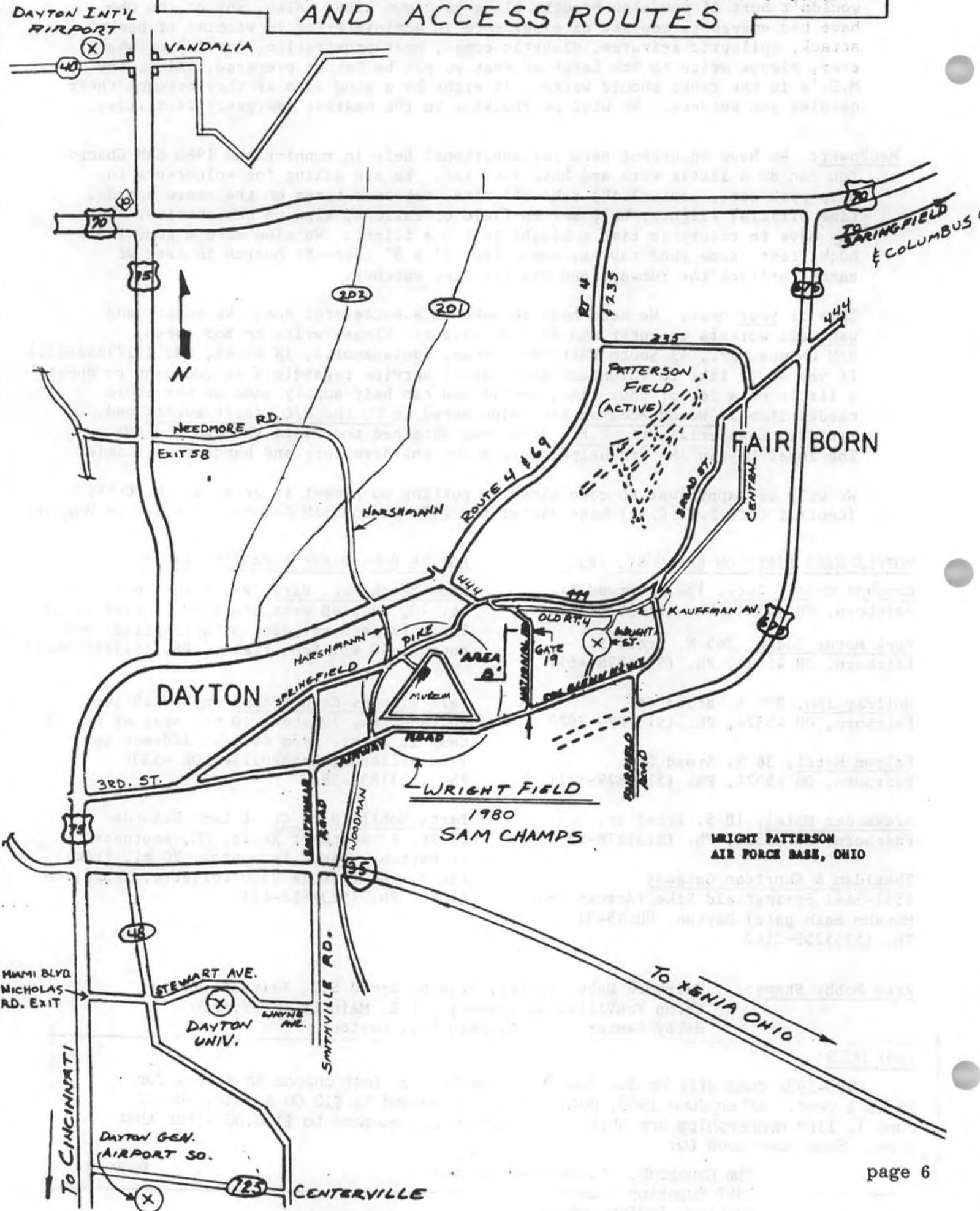
Barts Mobile Home Ct. & Camp Grounds  
on Rt. 42 south of Xenia, OH, southeast  
of Dayton. Barts is approx. 20 mi. from  
field. Address is 9500 Collette, Xenia, OH  
45068, Ph. (513)862-4510

#### 1981 DUES

1980-1981 dues will be due June 1. This is your last chance to re-new for \$5.00 a year. After June 1980, dues will be increased to \$10.00 a year. Until June 1, life memberships are still \$75.00 and will increase to \$100.00 after that time. Send your dues to:

Tim Banaszak, Secretary-Treasurer  
1947 Superior Avenue  
Whiting, Indiana 46394

# 1980 SAM CHAMPS AREA MAP AND ACCESS ROUTES



# 14TH ANNUAL S.A.M. CHAMPS

AUGUST 8, 9, 10, 1980

WRIGHT FIELD, DAYTON, OHIO

OFFICIAL ENTRY BLANK

Contestant # _____	Date _____
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Name \_\_\_\_\_ Age \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ AMA # \_\_\_\_\_

R/C Entrants Only - Frequency \_\_\_\_\_ FCC # \_\_\_\_\_

**FRIDAY, AUGUST 8th (Check events and fill out completely)**

EVENT	MODEL NAME	ENGINE	WING AREA	WT - REQ'D
Class B Cabin				
Class C Pylon				
30 Sec. Antique				
Scale				
Rubber Stick				
R/C Class A Glo				
R/C Class C Glo				
R/C Class C Ign				

**SATURDAY, AUGUST 9th**

Class A Cabin				
Class B Pylon				
.020 Replica				
O.T. HL Glider				
Mag. Eng. Event				
R/C Class B Glo				
R/C Class A-B Ign				
R/C Antique Glo/Ign				

**SUNDAY, AUGUST 10th**

Class A Pylon				
Class C Cabin				
Nostalgia Glo				
Rubber Cabin				
R/C Texaco Glo/Ign				
R/C 1/2A Texaco				
R/C Electric				

ENTRY FEE: \$5 first event, \$3,2nd, \$2 ea. additional event to \$14. max.	Total \$ _____
TRADITIONAL BEAN FEED (with potato salad) Thurs. evening, \$1.25 per person.	Total _____
AWARDS BANQUET Sunday evening \$8.00 per person. No tickets required.	Total _____
SAM BUSINESS MEETING Saturday evening -- no charge.	GRAND TOTAL \$ _____

Refund on entry fee if "no show." Can't refund on food after July 23.

Make checks payable to Society of Antique Modelers and mail entry blank with fees to Bob Larsh, SAM Champs Mgr., 45 South Whitcomb Ave., Indianapolis, IN 46241 PH:(317)244-2354

Please Complete: I need dorm applications \_\_\_ SAM Champs info. \_\_\_ Motels & Camps \_\_\_ Hand Maps \_\_\_

(NOTE: Send self-addressed, stamped envelope for above information.)

I/we will attend the SAM Champs only. Yes \_\_\_ No \_\_\_ Desire Dorms. Yes \_\_\_ No \_\_\_

I/we will attend the SAM Champs and the AMA F.F. Nats at Wright. Yes \_\_\_ No \_\_\_

NOTE: Read info sheet carefully on dorm applications.

I/we hereby release the Society of Antique Modelers, its officers, Wright Field personnel and all persons connected with the meet from any liability for any accidents incurred while attending said contest. I agree to abide by all the rules set forth governing the SAM Champs and field restrictions.

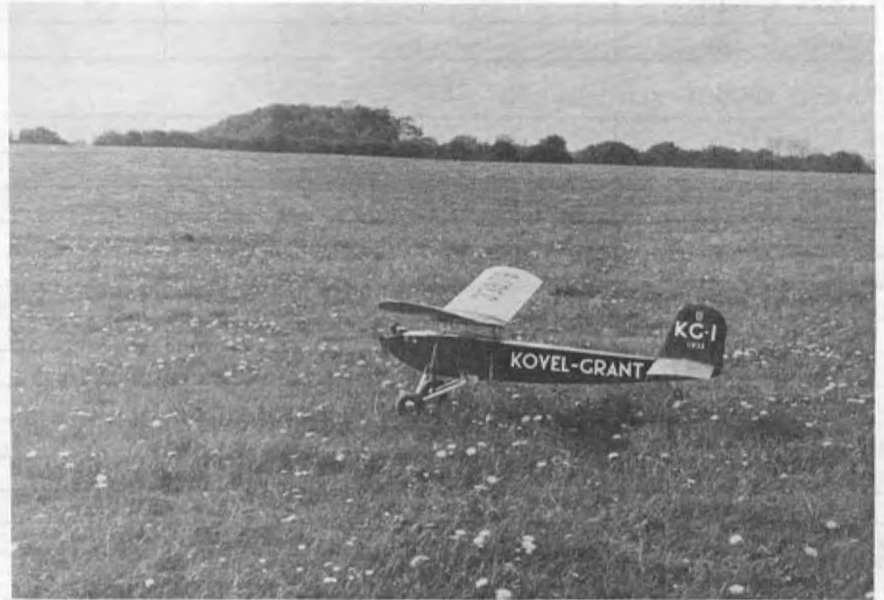
Signed \_\_\_\_\_ (Parent or guardian if under 21) Date \_\_\_\_\_

**NOTE:** Enter the unofficial events, Comp. Air, Twin Pusher Rubb., O2 F.F. Electric, and Two Min. Precision at the field. Dates not set yet. See CHAMPS Info Sheet for more details.



Lee Norcross of SAM 49 and his buzzard bombshell at Taft. Famous Kitty Litter Plant in the background.

Beautiful KG-1 taking off.  
Built by Noel Barker of Surrey,  
England.



Clarence Bull and his beautiful Quaker Flash at the '79 SAM Champs. Clarence hails from Oregon.



SAM 40 - A WILD AND CRAZY BUNCH OF GUYS

SAM #40 contest schedule dates for 1980 are May 18, June 15, July 13, August 15, September 7, and October 5. Rules are as recently printed in SAM Newsletter and Model Builder Magazine. We fly at Milan, Michigan recreation area. The BIG one with mucho prizes is July 13, with August 10 as alternate rain date. Interested in joining a fun oriented group? Contact:

Otto Gunnesch  
214 E. Henry Street  
Saline, Michigan 48176  
(313) - 429-4055

OLD TIMER MODEL WHO'S-WHO SERIES NO. 2 (Photo on the back cover)

The Kanga Kub - designed by Col. Bowden of England during the 1936-1937 period, the model appeared in Aeromodeler Magazine in an early version of a product review. The model was kitted during pre-WWII years. A slow, stable flyer the model was one of Col. Bowden's first in a long line of historic gas models. Col. Bowden was "the petrol man" in pre-war England.

The model in the picture was built by Wade Wiley of the SCIFS (SAM 3). It's powered by a Slag Engine that he finished himself (looks like Thor).

ANOTHER FLYING FIELD GOES DOWN THE DRAIN!

Lake Elsinore famous flying site of Southern California flying clubs is now just another lake. During recent rains the lake rose an unprecedented 18 feet. This was above flood levels, forcing evacuation of the airport and all recreational facilities. The picture on the back cover was taken at Elsinore in dryer times. Estimates are that the field has been lost to modelers for at least 10 years except as an R.O.W. site.

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1980 SAM ELECTION BALLOT

Here are the nominations for SAM Officers for the 1980 elections. Each man elected will serve for two years. Vote for one (1) in each position.

PRESIDENT

John Pond \_ \_ \_

Danny Sheelds \_ \_

SECRETARY-TREASURER

Tim Banaszak \_ \_ \_ \_

Harold E. (Hal) Cullens \_

EASTERN V.P.

Woody Woodman \_ \_

ROCKY MTN. V.P.

F. R. (Lin) Haslam \_ \_ \_

MID-WEST V.P.

Robert Pattison \_

Bob Larsh \_ \_ \_

WESTERN V.P.

Al Helman \_ \_ \_ \_ \_

Carl Hatrak \_ \_ \_ \_ \_

Send your ballot to Pete Vano, 8 King George Road, Warren, New Jersey 07060. Ballots must be received no later than May 15, 1980.



Col. Bowden's Kanga Kub

**SAM SPEAKS**

Official Publication of the Society of Antique Modelers

Jim Adams, Editor  
2538 N. Spurgeon  
Santa Ana, CA 92706

John Pond, President  
4269 Sayoko Circle  
San Jose, CA. 95136

Everett Woodman, Eastern VP  
389 Floral Lane  
Saddle Brook, N.J. 07662

F.R. (Lin) Haslam Rocky Mtn VP  
3792 South Bannock Street  
Hunter, Utah 84120

Woody Bartelt, Midwest VP  
3706 No. 33rd St.  
Galesburg, Mich. 49053

Jim Adams, Western VP  
2538 No. Spurgeon  
Santa Ana, CA. 92706

Tim Banaszak, Sec.-Treas.  
1947 Superior Ave.  
Whiting, Ind. 46394

Ballots Due 15 June 80

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

JULY-AUGUST 1980

NUMBER 38

## SAM PRESIDENT SPEAKS



Now that the election is officially over and the results made known, I hope to continue with the program I outlined several years ago.

The first item, the rewrite of the SAM Rules will get under way just as soon as Tim Banaszak and I can get all the revisions, changes, etc. to Pete Vano, our former SAM Speaks Editor. Pete has kindly offered to handle this thankless job that has been long overdue. Thanks from all of us Pete.

A new SAM? publicity pamphlet will have to be made up to reflect officer and Chapter changes. Editor Jim Adams will be handling this chore. These give away sheets are invaluable at the various trade shows to acquaint the newcomer to SAM. Randy Carman did such a terrific job of writeup, we have retained the original script without change.

For those who have inquired about Old Timer Events at the Nationals, there will be none because of the close proximity of the SAM Champs. Normally, the unofficial O/T Events are

run at the Nationals for the benefit of those that were unable to attend both SAM and AMA functions. This will be the second time in 17 years we will have to skip the AMA O/T Events.

One exception is to be noted; the Old Time Control Line Events will be staged at Wilmington AFB on Monday, August 11. Two events will be held; O/T Ignition Stunt and O/T Glow Stunt.

Pattern will be the 1950 AMA rules. Head stunt judge will be Carl Hatrak assisted by Bryan Wheeler and Jim Root.

Also on that same day, the MECA group will hold their National Collectogether. Be sure to make your reservations for an extra day to be able to take in the excellent function. As SAM President, I am delighted the MECA Coordinator, Gus Munich, has seen fit to hold the Grand Collectogether in the same time frame and locale as the SAM Champs. After all, isn't this model game, what it is all about . . . FUN!!!

### 1980 SAM ELECTION RESULTS

Your new officers for 1981 - 1982 are as follows. New officers will be installed at the Annual Meeting, August 9, 1980, Wright State University Center Main Cafeteria.

<u>PRESIDENT,</u> John Pond	<u>SECRETARY-TREASURER,</u> Tim Banaszak
<u>EASTERN V.P.,</u> Woody Woodman	<u>ROCKY MTN. V.P.,</u> F.R. (Lin) Haslam
<u>MID-WEST V.P.,</u> Robert K. Larsh	<u>WESTERN V.P.,</u> Al Helman



By the time that you read this the SAM Champs will be only days away. Everyone will be putting the finishing touches on that new model and packing the car for that big trip to Wright-Patterson and the Champs.

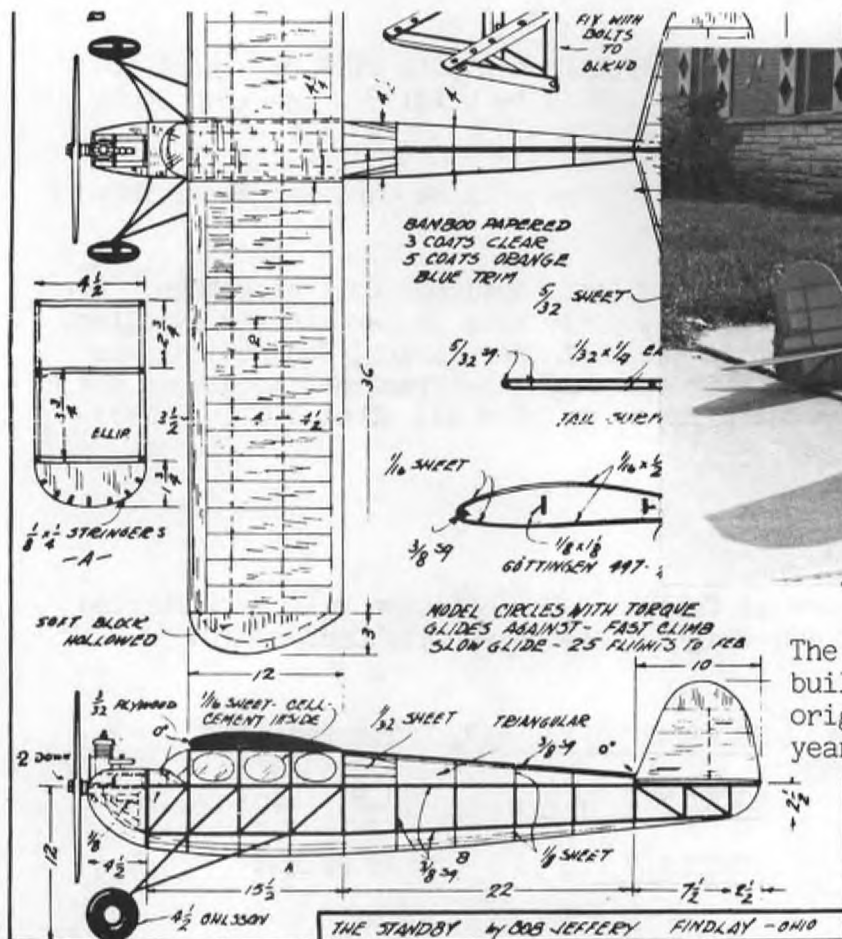
While you're there take time to see the other wonderful things the area has to offer. The Flying Aces are holding a Rubber Scale Nationals on the same field, during the same time as our Champs. The AMA Nats, of course, follows the SAM Champs on the same field.

As long as you're there be sure to see the Air Force museum. It's in the large hangar just across the runway. A beautiful collection of the famous planes of the U. S. Air Force are housed there.

Now that we have new officers and all the rules problems have been settled, we can look forward to getting some new models built and trying out some of the new events being dreamed up by the clubs around the country.

All of you would-be writers, cartoonists, or photographers are encouraged to send in contributions to SAM Speaks. If sufficient material is received we will expand SAM Speaks to be a real national newsletter.

Let's hear from all of you SAM Chapters! So far I've only heard from half a dozen.



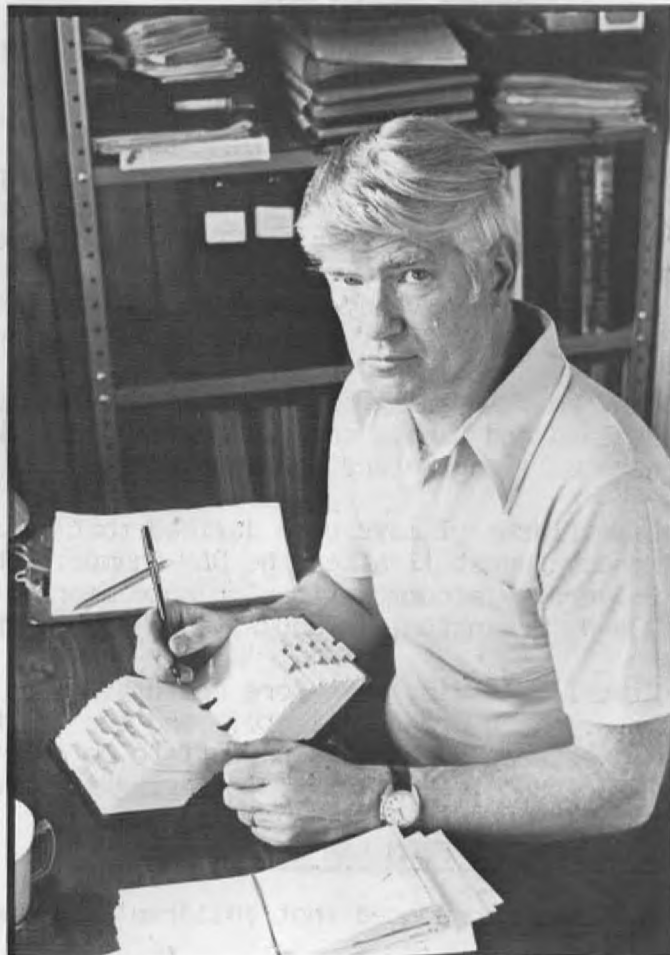
The standby designed by Bob Jeffery, and built by Larry Lehrman of Skokie, Illinois original plans were in F. Zaic's 1938 yearbook, Power Is Ohlsson 60.

C.D.'S AT THE SAM CHAMPS

Just to let you know who to look for at the field at Wright Patternso, we have included pictures of the Contest Manager, free-flight C.D. and R/C Contest Director. These three fellows certainly deserve a tremendous vote of thanks from all of us.



Woody Woodman displays his trophy from the SAM Champs.



Bob Larsh, hard at work on SAM Champs entries.



Merideth Chamberlain - long time free-flighter from the midwest area with one of his favorite models.

## SAM CHAMPS REPORT - By Bob Larsh

The SAM Champs entries are really pouring in now and looks like we are going to have a better turn out than first expected. I guess the guys feel as I do and that is we better do it as who knows what next year will bring. The gas is plentiful around here and is selling for \$1.07 in the Wright Field area. We have the green light on test flying on the base Thursday afternoon. Modelers should check at the guard shack at Gate 19 or check with us at SAM Headquarters at the Wright State College, Hamilton Hall Dormitory of the University Center Building.

One small change the Bean Fest at 6:30 p.m. will be held in the University Center Faculty Dining Room instead of the main cafeteria room as previously indicated. Otherwise everything is going smooth from this end so far. Just hope everybody that can will mail their entries early (like now) so we can make up the flight and score cards to cut down on the panic at contest time. Also need a firm banquet count.

We still need some more volunteers to help run the meet such as timers and people who have had experience at posting and adding scores. We want to rotate workers so that everybody gets to fly. We do have our tents and tables lined up.

Oh yes, does anybody have a documented list of models eligible for the 30 sec. antique event, i.e. 1938 models and earlier they can send me?

Jim, this is going to be a wild old fashion contest. We have, contestants from England and Canada entered and many well known personalities. We will also have O.T. engine and parts manufacturers.

Late flash: I have been advised that Meca will hold their National Collecto on Monday August 11 after the SAM Champs. They are checking into Wright State University accommodations or some nearby facility. Bill Hale is the organizer, 334 N. Remington, Columbus, Ohio 43209, Phone 614/237-8722.

Like I said Jim, what more could you want - The SAM Champs, The FAC Rubber Scale Nats., Meca Grand Collecto, and the AMA Nats. all in one package! When we Midwesterners get off our duff to do something, we don't horse around. Got to go, I see that the mailman is bringing in more entries. You all better come.

### LATE FLASHES FROM SAM CHAMPS

Bob Larsh announced that children's banquet tickets are only \$4.00.

Late Rule clarification in the 2 min. precision event sponsored by Gene La Pansie, indicates that entries may be F/F glider, rubber models or gas powered ships.

Test Flying will be permitted at Wright Field on Thursday, August 7. Check in at Gate 19 with military personnel.

HLG Entries Bob reports that anybody under 25 years of age will be handicapped by being required to wear handcuffs.

### 2 min. Precision Rules

1. Any official old timer including .020
2. Engine run of your choice
3. Six flights to try to approach two minutes
4. Anything over two minutes scored as "0"
5. Dethermalizer must activate after two minutes or scored as "0" (if activated before two minutes).
6. In case of tie, second best wins

# Miss SAM CHAMPS



For the many who have inquired, yes, we do have a Miss SAM Champs for the 1980 Bash. She is Miss Sheree Larsh who resides in Indianapolis. If the name rings a bell, it's because Sheree is the 24 year old daughter of our Champs manager, Bob Larsh. A 5'3", 105 lb. green-eyed blonde, Sheree is within a few months of receiving her BFA degree in visual communications from the Herron School of Art and is also working on a master of business administration degree at Indiana University. She is an accomplished artist and photographer and plans a career as commercial artist and interior designer with a long-range goal of developing her own advertising business. Her fame as portrait painter is widespread in the Indianapolis area and she has won several awards for her art which adorns her parents' home as well as her own apartment, shared with Chelsea Blue, a huge, gray Himalayan cat.

By no means an indoor gal, Sheree enjoys water skiing, swimming, canoeing, challenging the ski slopes at Vail, disco dancing and traveling. Having a characteristically Libran sense of the aesthetic, Sheree is happiest when spending time with art (or John or Jim or Ron or....).

Sheree is looking forward to her first SAM Champs and making the Awards presentations.

## OLD TIMERS GIVEN RECOGNITION

The National Free Flight Society has announced the recipients of the Free Flight Hall of Fame Award for 1980. These noted individuals have in many ways contributed to the development and continuity of free flight model airplane activities throughout the U.S.A. and the world. The Society is proud to recognize their achievements.

Louis Garami (Deceased)

Innovator of many model building techniques and designer of many small models.

Ben Shereshaw

Developer of the famous Bantam engine and designer of many esthetically pleasing model airplanes.

Henry Coel

A rubber model proponent who created designed that performed exceptionally and helped set the standard for others to follow.

James Cahill

A world renown rubber model designer/builder. 1938 Wakefield winner with his famous Cloudhopper design.

Wallace Simmers

Provided handlaunch glider and rubber model designs that are still popular today. A manufacturer of model kits/supplies to all phases of modeling.

Awards banquet will be held by NFFS at the University of Dayton Student Union Dining Hall, August 12, 1980 at 7:30 P.M.

## COUNTRY SQUIRES (SAM 22) BIG BASH

"The Country Squire Modelers" are holding their annual old timers contest in the Fall. The contest is as follows:

October 5, 1980, Sunday

9:00 A.M. to ??

SAM rules as to engine, weight, size, etc.

100' spot landing

R/C class A, B, C & Antique

Antique may use glow engine

Site: Sherwood Island State Park

Westport, Conn.

Exit 18 I-95

For further information write:

Keith R. Bergquist C.D.

45 Lakeside Drive

Fairfield, Conn. 06430

A.M.A. 442 S.A.M. 222

Old Timer Kits and Supplies: P & W Partial Kits, Midway Model Company Kits (formerly Cal-Aero Model), Tyro Models Kits, 4K Models kits, Micro Models OT R/C Kits, R/N Model Kits, Y & O Props, Trexler Wheels, Clockwork Timers, Scaled OT Plans, 60 inch Balsa and Spruce, B K Large Rubber Bands, Royal Silk, CO<sub>2</sub> engines, Rubber supplies, and much more. Send \$1.00 for Catalogue to Hobby Horn, hobby specialties, P.O. Box 3004, Seal Beach, Ca. 90740. (For phone orders, call (714) 894-6223 -- for personal contact, suggest best time is in the mornings, weekdays).



OLD TIMER MODEL WHO'S-WHO SERIES NO. 3 THE ALPHA CORSAIR - Design By Ed Beshar

The Corsair and the baby Corsair appeared in the 1938-1939 Beshar Models Catalog. The Alpha "Corsair" was priced at \$4.75 and the deluxe kit with pneumatic wheels and silk covering was \$6.50. The wing span was 5 ft. 8 in. and it weighed 2 lbs. 6 ozs. Some of it's wins were listed as; Syracuse; 3 min. 14 sec. on 30 sec. motor run, and Allentown; 4 min. 20 sec. on a 30 sec. engine run. (Not bad for those days). Ed is still an active SAM member and indoor modeler.



The model in the picture was built by Phil McCary, Reno, Nevada and flies beautifully.

Thanks for the information on the Alpha Corsair goes to Joe Beshar.

ELECTRIC O/T FF AT THE CHAMPS

The following rules are for Joe Beshar's electric O/T free flight event at the Champs.

Rules

1. Any model, full size, scaled up or down, designed, kitted or published prior to December 31, 1942, qualifies.
2. Power - .020 Astro-Flight electric motor or equal(6 volt).
3. To charge battery, equip model with 2 prong female Dean connector with positive coded red.

Source: Local Hobby Shop or Ace R/C, Inc., Box 511, Higginsville, Mo. 64037  
Product No. 19K53-C2 Dean's Two Pin Connector

Flight Procedure:

- A. Using special 6 volt charger plugged into Deam connector, contest director establishes zero condition of battery followed by a charge period of 2 minutes also done by Contest Director (charge period subject to change dependent on weather).
- B. For official flight switch on battery power, Hand Launch model free flight for motor run out, glide and landing. Official time begins at launch and ends at landing. First 3 flights over 10 seconds are official. Flights under 10 seconds will be recorded as attempts with a maximum of 6 attempts, maximum flight time-3 minutes.

Have you seen the July 1980 issue of Flying Models? One of the featured construction projects is an Old Timer, the 1938 Mickey DeAngelis "Kloud King," modified for R/C by Dee Mathews. As most of you are probably aware, Mathews writes the R/C Old Timers column for Model Aviation and has made somewhat of a reputation for himself by publishing plans for O.T. models that he has adapted to R/C and redesigned structurally to agree with his personal construction practices. All five of the major model magazines have at one time or another featured construction articles for his updated O.T.'s. On the surface this sounds fine, as the Old Timer movement gets some extra exposure that is of course always welcome.

Up till now I haven't been paying very close attention to Mathew's articles. The Kloud King,, however, caught my interest at once, because it was the first O.T. ship that really flew well for me when I got into O.T. F/F some years ago. I had no less than four of these airplanes before moving on to other designs, so am intimately familiar with the airplane and what it looks like. You can imagine my dismay, then, to find that the model, as presented in FM, is so grossly out of scale that it is almost unrecognizable as being a Kloud King, so much have the outlines been altered! Looking at the plan as I write this, I can pick out at least six separate areas that are in direct violation of Section II, Paragraph I of the SAM R/C rules, "Modifications to Old Timers," and would thus make it illegal for any O.T. competition. This, after claiming in the text that the model is an ". . . exact scale-up of the De Angelis' 1938 classic design and it is perfectly legal for S.A.M. competition." (Mathews' Kloud King was scaled up to 900 sq. in., big enough for a .40.)

The purpose of my taking pen in hand and setting all this down is not to accuse Dee Mathews of any wrongdoing, intentional or otherwise, or to say that he doesn't know how to use a calculator and a ruler. I'm positively certain that his intentions were good. What does concern me is that someone will build on of these things in good faith, only to be disappointed when he takes it to a contest and the C.D. tells him he can't fly it because this, that and the other thing have been changed to the point that the model no longer looks like the original. Do you think that fellow would be encourage to rush home and build a different model that meets the rulse? Or would he be more likely to get disgusted and say to heck with Old Timers altogether, probably spouting off to his friends what jerks the O.T. fliers are? The Old Timer movement doesn't need that kind of publicity!!

So what's to be done? Well, it's too late now to do anything about the FM Kloud King; all we can do is spread the word and hope that nobody builds one for anything other than Sunday sport flying, where it should be quite popular. And as a reminder to anyone considering building an Old Timer from someone else's plans (anybody's plans . . . even some of John Pond's have been known to contain a few bloopers), be sure to check them against the original old magazine plans if at all possible. It could save you a lot of grief later!

### WEST COAST R/C SAM CHAMPS

Hal Cullens reports the Memorial Day contest was a tremendous success. Also received glowing reports from James Buice & Bruce Norman who traveled from Fort Worth to Sacramento to attend. To quote. "Dear Hal, Thanks to you and your hard work, the 1980 SAM CHAMPS was an extremely smooth running meet. All of us from Texas realize how hard you and Loren worked, both before and during the contest. The organization was superb. I wish we could borrow the Merwin Ranch and bring it home with us. Thanks to SAM 30 for the invitation to participate, we thouroughly enjoyed it.

Sincerely,  
James W. Buice, M.D. (Enquote)

## CONTEST CALENDAR CHANGE

The date of the John Pond Commemorative, annually scheduled for October 11-12 has been changed to October 25-26, as the Pond's will be on vacation during the originally scheduled date. Several important changes have been announced by Contest Manager, Monti Ferrel, regarding this meet. First the 1/2A Texaco R/C event will replace the .020 replica (rules appeared in March/April issue) and, secondly Schnuerle Engines will be banned in all events. No restrictions have been placed on fuel, except that ignition engines are still limited to gasoline/oil mixtures.

The electric R/C event will be a version of the pylon race. Rules will be in the contest package. Write to the Contest Manager for more details.

Monti Ferrel  
P. O. Box 1261  
San Luis Obispo, Ca. 93406

*(Editor's Note) The growing feeling against using Schnuerle Engines in Old Timer events is making it's self felt more and more. I noted comments that appeared anti-Schnuerle in the last issue of SAM 30's Newsletter edited by Hal Cullens. Hal, incidentally is one of the Northern California sparkplugs. Hal is the fella that ran against Tim Banaszak for Secretary/Treasurer of SAM.*

## 20th ANNUAL STOCKTON OLD TIMER MEET

Jim Persson of the AMPS, Fresno, California, has announced that their annual will be bigger and better this year.

They are being joined by SAM 21 this year and will be sporting R/C events in addition to the usual free-flight events. The contest will be held at their field near Madera. The field is 8 miles east of Highway 99 on Avenue 20 1/2, turn on Stewart Road.

The R/C events will be:

### Saturday, September 27

A-B-C Limited Eng. Run  
Antique Glow & Ign.

### Sunday, September 28

Texaco  
1/2A Texaco

The F/F events will be:

.020 replica  
O/T rubber

Class A ignition  
Class B ignition  
Class C ignition

Fly any event either day. Trophies to 3rd place plus merchandise. Joint CD's are:

R/C Ted Kafer, 1468 El Oso Street, San Jose, Ca. 95129  
F/F Jim Persson, 3749 Gettysburg Ct., Pleasanton, Ca. 94566



Lee Freeman, Al Hellman and Bud McNorgan watch the "Old Master" Sal Taibi do his stuff.

Photo: R. Oslan

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**SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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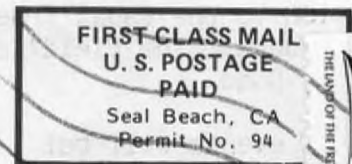
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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

SEPTEMBER-OCTOBER 1980

NUMBER 39

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## MARKIEWICZ & NORMAN 1980 GRAND CHAMPIONS

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### R/C ASSIST GRAND CHAMPION

Bruce Norman - Ft. Worth, Texas  
Hi-point trophy and K & B .40 R/C engine  
with pump

Bruce Norman, who hails from Fort Worth, Texas, easily won the R/C Grand Champion trophy. A previous Grand Champion in free flight, Bruce has turned his sights on the R/C side of the Champs as well. After a successful warm-up at the West Coast SAM Champs over Memorial Day he proceeded to cop four 1sts, two 5ths and a 4th place trophy. His nearest rivals were Rich Huang and George Haley who tied for runner-up honors. Bruce, who brought a large trailer full of beautiful new models from Texas, was assisted by his wife, Leslie, a very capable flyer in her own right.

### R/C ASSIST RUNNER UP (TIE)

Richard Huang - Dallas, Texas  
George Haley - Sommerville, N.J.  
Super Tiger Blue Hd. .25 R/C engine won by  
R. Huang on coin toss.



### FREE FLIGHT GRAND CHAMPION

Bruno Markiewicz - Detroit, Mich.  
Hi-point trophy and Wahl-Brown .60 engine

Bruno Markiewicz, from Detroit, Michigan, swept the F/F SAM Champs. Winning two 4ths, two 5ths, a 2nd and a 1st, Bruno easily walked off with top honors proving again that consistency and patience pays off. His score of 17 points was 3 points better than his nearest competitor, Larry Boyer of San Diego. F/F Grand Champion was determined by the most points scored in the SAM Basic events, which are A-B-C cabin and Pylon, Antique, Rubber Stick and Cabin. Bruno, who was running the hottest sounding engines at the meet, had little trouble producing maxes all three days of the contest.

### FREE FLIGHT RUNNER UP

Larry Boyer - San Diego, Calif.  
OS .25 conv. engine by Otto Bernhardt

## PRESIDENT'S CORNER

Just received the official results of the 14th National SAM Champs from Bob Larsh and am I impressed! Robert K. modestly states the meet wasn't the largest but this writer thinks it was the best yet! Larsh's attention to detail was the thing that made this Champs so outstanding.

The most outstanding feature of this meet was the scoreboards which were kept constantly updated by Larsh and his assistants. Any contestants could readily see how he stood within ten minutes after his flight. This made for some keen competition.

Also particularly outstanding was the business meeting and banquet room facilities. I understand we accommodated over 265 people for the Victory Banquet. Whew! What dedication to work. We simply can't give enough kudos to Robert Keith Larsh!

Before wrapping up this column, I want to personally thank Tom Sutor for all his unselfish work and dedication to the SAM cause. He not only provides the trophies at nearly cost, but brings them to the Champs, assembles them, and then arranges them for presentation. No wonder Tom received an AMA award for outstanding contributions to model aviation!

Make your plans now to attend the SAM Champs at Taft, California in 1981. Al Hellman, West Coast Vice President, will issue the dates by the first of the year. See you there!

### SAM EDITOR SPEAKS by Jim Adams

How do you put down in words the experience at the greatest SAM Champs ever? This Champs was the most enjoyable one that I have attended, of course, I say that after each great contest, but this one gave me memories that will last for a long long time.

The weather was in the nineties, temperature wise and humidity wise, but when your having fun who cares? I had the pleasure of traveling around at the contest with Sal Taibi. He's a great competitor and makes sure that you're the first flyers on the flight line each day. We both had engine troubles the first day, probably attributable to the high humidity. Our engines just didn't put out the RPM's like they do at home. The weather didn't seem to bother Bruno Marqiewicz, his engines were screaming at top rpms all three days and it paid off with him being rewarded with the F/F Grand Champion.

They had large boards set up at the flying sites that gave your time and place at a glance and these were posted after each flight was completed. There were even bicycles provided for chasing if your ship strayed very far from launch site.

Long flights were pretty well curtailed by the special rules for this contest that shortened engine runs to 16 sec R.O.G. and limited maxes to 2 minutes. Likewise .020 replica engine runs were shortened to 12 sec. hand launched.

These times seemed ideal for Wright Patterson and were really very fair. I didn't hear anyone complain about the reductions.

The dorms provided by AMA at Wright State turned out to be great and air-conditioned. Those staying at Dayton University (the Flying Aces Group) soon found that they were without air-conditioning and were anxious to switch. Facilities for breakfast were great, opening at 7 am providing food for those were anxious to be on the field testing by 8 am.

The breeze that came up each day was not bad for flying, but did cause the launch site (F/F) to be shifted once or twice each day. The R/C boys were pretty lucky and didn't have to relocate at all. I saw one or two cases of radio problems on Sunday. Either interference or radio malfunction got Bruce Norman after about 6 1/2 minutes in 1/2 A Texaco. This still didn't stop him from taking the Grand R/C Championship.

I got a kick out of watching Chet Lanzo flying his later model, Diamond Bodied, "record breaker" in R/C. The ship complete with a "pylon" was approved for competition by the Executive Committee at the Champs. The ship was a very hot performer.

A real thrill for me was meeting the legendary Wally Simmers and Bill Brown. Simmers has been a hero of mine ever since seeing his rubber jobs perform at the 1940 Nationals in Chicago. Wally was at the 1980 Nationals to receive honors bestowed upon him by the NFFS organization. Bill Brown, maker of the famous Brown Jr., of course, needs no introduction. Any kid lucky enough to have owned one was just that; lucky! Bill gave me a lot of articles about his years in the engine business that I will publish in future issues.

The Champs wouldn't be complete without a spectacular crash by John Pond. John obliged us by folding the wing on his Texaco job in mid-air. He says it was C.A.T. (clear air turbulence) - I've heard everything now.

I was helping J. Tom Laurie the designer of the "experimental" (that's the one I fly in Texaco) Tom hails from Ft. Wayne originally, he's been a Californian since going to work at Northrop Aircraft many years back. Tom was rewarded with a third place in 1/2 A Texaco, flying a scaled down "twin cyclone" one of his designs from the '38 Zaic yearbook.

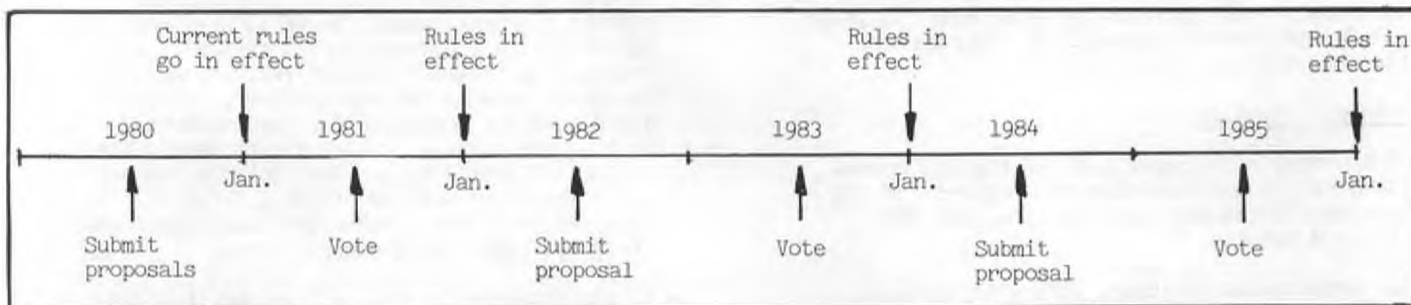
### A New Rule Proposal Cycle

One of the major pieces of business passed at this years annual meeting was a change in the schedule for submitting and voting on rule changes.

Your Editor of SAM Speaks was the initiator of this constitutional procedure change. I have long felt that the one year cycle gave insufficient time to introduce proposals, and to conduct discussions on the merits of new rules, in your local newsletters, and SAM Speaks before the vote on the proposals was taken. There was insufficient time to print the results and distribute them 6 months prior to the Champs.

The majority of the members at the Annual Meeting agreed, thus a new procedure was adopted that specifies that rules shall be proposed prior to July 1st on the even years, voted on during the odd year and printed no later than January of the following even year. This new two year cycle should provide plenty of time to hold orderly rule discussions and allow time to distribute new rule books prior to the coming years flying and contests.

To clarify the new rule cycle the new rules calendar would look like this:



### New Engine Questions

The question of diesels and how to classify the post 1950 engines was brought up at the annual meeting by Contest Manager, Bob Larsh. The question was shelved by President, John Pond, for the time being because of the complexity of the discussion.

The question of how to classify the Davis Diesel conversions must be resolved before the next Champs. This decision, of course, can be voted on by the Executive Board and published prior to next summers contest season as a special ruling to apply at the SAM Champs only.

For the benefit of those not attending the annual meeting, the point brought up by Bob Larsh is as follows in the F/F Rules:

Section III, Rule 1, states; "except as provided elsewhere, old timer models may be flown with either ignition or diesel engines."

Section III, Rule 2, states; "for basic SAM events, ignition engines shall be limited to original ignition engines, manufactured prior to 1950 or approved glow engine conversions to spark ignition."

Then Section III, Rule 9, states; "diesel engines manufactured prior to 1950 shall be termed as original spark ignition engines for classification purposes."

Now the questions are:

1. Where does the post 1950 diesel engine fit? (It does seem to be allowed by Rule 1 above).
2. Rule 1 states: Basic events shall be limited to ignition engines, either pre-1950 original ignition or approved glow engine conversions to ignition. By rule 9; pre-1950 diesels are classified as ignition engines! So the question remains is there a place for post -1950 diesels?

It does appear that there is good reason to question the real meaning of the rule book.

### Speaking of Engines

I noted that only (4) four of the highly touted glow ignition conversions made it into the top five places in the F/F basic gas events. That's 4 places out of 30, a very poor showing for anybody's money, and only one (1) was in a first place.

What's the reason? Both original and converted engine have the same engine runs, they will climb higher in the same time, and they are heavier. Maybe old time modelers just prefer old time engines when they have a choice and it appears that those at this year's Champs had their choice.

### 1980 SAM CHAMPS REPORT by Bob Larsh

The 1980 SAM Champs is now history. We had 168 contestants which isn't a record, but it made for a sizable crowd. Of the 168, 131 signed up for F.F. events and 76 for R/C assist, which indicates quite a few flyers crossed over. Wright State University turned out to be a very nice facility for our headquarters, dormitories, banquet, etc. Unfortunately, the contestants which I directed to the University of Dayton dormitories did not fare as well -- they had no air-conditioning at all for which I humbly apologize. The locals said the week of the SAM Champs was the hottest of the summer so sleeping was a chore unless you had a fan or cool air.

And, as you might know, the air-conditioning system in the University Center Building where the banquet was held broke down Sunday and made things a little uncomfortable during the dinner and victory awards. However, the glitter from Tom Sutor's beautiful trophies along with the perpetual awards and merchandise took our minds off the heat for awhile.

Top contenders for F.F. Grand Champion were Bruno Markiewicz, Detroit; Larry Boyer, San Diego; and local lad Larry Willis, St. Louisville, Ohio. When the smoke cleared, Bruno was the champ. Along with the trophy, he won the Wahl-Brown Jr. donated by Herb Wahl. Boyer topped Willis by one point to garner the F.F. runner-up spot. Boyer took home the OS .25 conversion F.F. engine donated by Otto Bernhardt of 77 Products.

On the R/C Assist side of the ledger, the Texas Tornado known as Bruce Norman topped all comers and in addition to his grand champ trophy, received a K&B .40 Full House R/C engine with pump donated by Johnny Brodbeck of K&B. There was a dead heat tie for runner-up honors between George Haley of Somerville, N.J. and Richard Huang of Dallas with Richard taking the S.T. 25 Blue Head R/C engine, courtesy of SAM, on the flip of a coin.

The event trophies, along with merchandise donated by the industry and individuals were dispensed to their deserving winners and Miss SAM Champs, Sheree Larsh of Indianapolis, presented the highly coveted Grand Champion and perpetual trophies. Many of the 225 banquet attendees came out as winners. The evening was topped off by the drawing for nice door prizes provided by the donors itemized later. The lead-off goodies was an OS .25 Schnuerle R/C engine provided by SAM. As the guests left, they were handed Satellite City 50% discount merchandise vouchers, courtesy of Bill and Bob Hunter.

You simply could not lose by attending the 1980 SAM Champs Victory Banquet. We even agreed that the food was excellent.

#### Contest Operation

We had many nice comments on our contest operation, but it was the volunteer workers and the modelers themselves that made the 1980 SAM Champs a success.

The problems we did have, were with the heat, humidity, and constant wind shift. The wind shift was our biggest headache as we moved four times one day in an effort to maximize the field area and keep the models within the fence. Our food caterer had his problems the first day and couldn't set up until later afternoon. The porta-potties were on the field but seemingly never where we established a launch site. The Red Cross volunteers did not show up the first day, but we were ready with our first aid kit patched up eight contestants. All these were minor inconveniences as the flying and the fun went on.

The scores will appear low to those that were not there but that was because we flew two minute-maxes in gas and three in rubber. The flight line was a little hairy at times when a number of flyers would try to R.O.G. at the same time. We should have had more regulation at the take off site. The next SAM Champs Manager should keep this in mind if he goes R.O.G. only. Also, I highly recommend that he stress the pre-entry route as it consumes a lot of time to properly sign up a contestant for a SAM Champs. We handled about 35 on Friday and about ten more during the Champs. No way could we have signed up more without taking time away from the bean feed or the flying time.

Although the method for choosing the grand champions is not spelled out in our rule book, I felt that for F.F., we should consider the basic events only as this is where our original old timer concepts lie. I also feel that nothing should ever be categorized a basic event unless it was flown that way in the old days. For instance, although .020 replica is a very popular event and draws high entries, it's because many of the .020 flyers consider it another F/F glow event and never actually build real old timers. I'm not knocking .020's as they help pay the trophy bill, I'm just saying that we should never include that type in the basic event structure.

#### Special Recognition

I would like to give some thanks and acknowledgements to the deserving:

- To Meridith Chamberlain for being our F.F. CD and staying put in one spot longer than any time I can ever remember which goes back some 20 years.
- To our assistant F.F. CD's, Don Kegg and Bob Laybourne who faithfully labored all four days doing the tasks assigned them. Don is the fellow who signed up contestants at the field, sold banquet tickets, pulled flight cards, brought his tent canopy for us to use, and then assisted with the trophy presentations. Bob provided us with his pick-up truck to move our headquarters when the wind shifter, brought 4 x 8 take off boards in case we couldn't utilize the runways, pulled flight cards, timed and helped post scores. Incidentally, these two fellows are members of the C.O.F.F.C. (Central Ohio Free Flight Club) and helped stage the great 1976 SAM Champs at Dayton.
- To Tim Banaszak for his help in scoring, use of his tent canopy, timing, setting up headquarters.
- To Don Jenkins, Marion Lee, Joe Guylas, Marvin Mayo, Jim Andres, Bill Baker, Bob Edelson, Carl Hatrack, Ray Ponder, Terry Rimert, W. L. Strittmater, Gmanuale Vlattas, Larry Fry and just all the guys who rolled up their sleeves to make the old timer free flight contest humm.
- To the incomparable Woody Woodman for taking on R/C assist CD job for the fifth time and coming up with a workable frequency control plan.
- To Woody's able assistant, Mike Granieri, and the girls who helped them keep score, Bobby Haley, Dot Granieri, and Evelyn Woodman.
- And to all the fellows who help time those long R/C flights.
- To Mark Fechner who could not attend at the last minute, so he shipped a Thor Engine as a prize in the slag engine event. Unfortunately, Uncle Sam fouled up and the package didn't arrive in time for the presentation. Mark put an unusual requirement on the award, it was to go to the contestant who placed last in the slag event. As only three modelers saw fit to put in official flights, the engine has been sent to Jim Root of Kansas who placed third and last place!

It is our fond hope that the old timer interest has been rekindled with this meet and that more and more clubs will catch the old timer fever.

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Plan Packets send S.A.S.E. to Paul Plecan, 3023 Saratoga St., Riverside, Ca. 92503. A few old timer plans and many scale goodies. \$2.00 will get you a sample packet. Offer good, only until November 30, 1980. Offer is limited to U.S.A., Hawaii & Alaska. Tell him SAM speaks told you.



MINUTES OF THE ANNUAL SAM BUSINESS MEETING  
AUGUST 9, 1980, DAYTON, OHIO

The meeting was called to order by the President, John Pond. Other SAM officers in attendance were Bob Larsh, Midwest VP, Al Helman, Western VP, and Tim Banaszak, Secretary/Treasurer. Forty-eight regular members were also present.

After the President's opening remarks the minutes of the 1979 Annual Meeting were read by the Secretary/Treasurer. Carl Hatrak moved to approve the last year's minutes as read and Andy Anderson seconded the motion. The members present approved the motion by voice vote.

Tim Banaszak gave a short report on SAM's current financial position and stated that on August 6, 1980 SAM's Treasury totaled \$9,959.74. The Secretary/Treasurer also commented that although a final accounting of the 1980 SAM Champs could not yet be made it appeared the Champs would "break even". It was also announced by the Secretary/Treasurer that SAM has eight-two paid life members as of this time.

14th Annual Sam Champs Manager, Bob Larsh gave a short report about the Champs, then in their second day and said 163 persons had entered the Champs to that time (several more individuals entered the next day to put the final count over 170).

Jim Adams, SAM Speaks Editor, was next to speak and he commented on the status of our newsletter and gave a brief outline of the editorial direction he was working toward.

There being no old business needing the attention of this business meeting, the President opened the floor for new business.

Jim Adams presented a motion to change the procedure used for revising SAM flying rules from a one year to a two year cycle. The two year cycle to begin during even-numbered years. The motion reads:

1. All rules change proposals must be received by the Contest Rules Coordinator no later than July 31 of an even numbered calendar year.
2. All rules change proposals will be published for consideration and a write in vote taken by July 31 of the odd numbered year following the year of submission of the change proposal.
3. Any rule changes accepted by membership vote will become effective on January 1st of the even numbered year following their acceptance.
4. Example, a rule change proposal submitted to the Rules Coordinator by July 31 of 1980 would be published and voted on by July 31 of 1981 and if accepted would become effective on January 1, 1982.

After a lengthy floor discussion the motion was seconded by Carl Hatrak and approved by vote of the members present to begin with the 1980 rules cycle.

West Coast Vice-President, All Hellman, presented a bid from his region to host the 1981 SAM Champs with a tentative location of Taft, California. As the normal rotation of the SAM Champs is to the Western region for 1981 the members present accepted this bid.

A discussion of the acceptability of diesel engines under the current SAM rules was initiated by Bob Larsh. However, after some floor discussion no motion resulted.

There being no further business to bring before this annual meeting the President entered a motion to adjourn which was made by Don Kegg, seconded by Al Hellman and approved by the members present.

Tim Banaszak  
Secretary/Treasurer  
The Society of Antique Modelers

LETTERS TO THE EDITOR

Dear Jim:

I was interested to see the request for "...a picture of Col. Bowden's "Blue Whatchamacallit" ..." in the Mar/April SAM Speaks, and gratified to see a picture of the Kanga Kub in the latest edition.

Without wishing to turn SAM Speaks into a Bowden-benefit, I thought you'd be interested to see the picture of my "Bowden Mouse" enclosed, also the reprint of the article I wrote for "Aeromodeller" magazine about it. Plans can not be obtained from them - I had to scale mine up from a 1930's book!

Incidentally, I know Col. Bowden personally (he lives close to my parent's home in England), and he still builds very Bowden-ish models today - large fins, lots of dihedral, etc. A very nice chap he is too.

Keep up the good work with SAM Speaks!!

Sincerely,

Peter Scott  
Switzerland



"BOWDEN MOUSE"

1980 SAM CHAMPS WINNERS  
FREE FLIGHT

Class "A" Pylon (43 entries)

1. Larry Willis	Kerswap	Ohlsson 19	480
2. Sal Taibi	Out of Sight	Ohlsson 19	340
3. Harry Murphy	Banshee	Arden 19	337
4. Charley Bokros	Playboy Jr.	Arden 19	331
5. Bill Hale	Ranger	Arden 19	328

Class "B" Pylon (43 entries)

1. Jerry Fowler	Zipper	Torp 29	558
2. Harry Murphy	Zipper	Torp 29	534
3. Jim Robinson	Playboy Jr.	Ohlsson 23	340
4. Jim Adams	Zipper	Forster 29	329
5. Bruno Markiewicz	Alert	O.S. 25	324

Class "C" Pylon (37 entries)

1. Bruno Markiewicz	Sailplane	Ohlsson 60	675
2. Woody Bartelt	Zipper	Torp 32	590
3. Bill Hale	Playboy	Ohlsson 60	491
4. Harry Murphy	Zipper	Torp 32	472
5. Bruce Norman	Zipper	O.S. 35	352

Class "A" Cabin (21 entries)

1. Larry Boyer	Rocketeer "A"	O.S. 15	303
2. Jim Robinson	So-long	Bantam 19	282
3. Larry Willis	So-long	Arden 19	272
4. Woody Bartelt	Cleveland	Arden 19	252
5. Bruno Markiewicz	Viking Cabin Ruler	Arden 19	239

Class "B" Cabin (25 entries)

1. Larry Boyer	Clipper	Torp 29	346
2. Mike Poorman	Brooklyn Dodger	Forster 29	329
3. Bill Hale	Brooklyn Dodger	Forster 29	325
4. Bruno Markiewicz	Boomerang	O.S. 20	308
5. Sal Taibi	Brooklyn	Ohlsson 29	296

Class "C" Cabin (34 entries)

1. Larry Willis	Playboy Cabin	Super Cycle	358
2. Bruno Markiewicz	Playboy Cabin	Ohlsson 60	354
3. Bill Hale	Brooklyn	Forster 305	300
4. Larry Boyer	CLIPPER		
	Dodger		
4. Larry Boyer	Clipper	Bunch Tiger	274
5. Ted Dock	Gladiator	Ohlsson 60	246

Antique (30 entries)

1. Herb Wahl	Clipper MK I	Hurleman .48	360
2. Bruno Markiewicz	Gas Bird	Torp 29	326
3. Bob Bisset	Rambler	Ohlsson 60	319
4. Larry Boyer	Clipper MK I	Bunch Tiger	304
5. Tim Banaszak	Powerhouse	O.K. Twin	283

Rubber Stick (25 entries)

1. Bill Baker	1940 Lanzo	730
2. G. R. Nolin	1936 Lanzo	515
3. Geo. Perryman	1940 Lanzo	509
4. Jim Witte	Lanzo	432
5. Frank Heeb	Hi-Ho	360
Geo. Batiuk	Lamb Climber	Tie 360

Rubber Cabin (39 entries)

1. G.R. Nolin	1936 Lanzo	485
2. Otto Curth	Super Stuff	472
3. Paul Nelson	Cleveland Gull	461
4. Geo. Perryman	Calif. Champ	439
5. Ken Groves	Nelder Moffett	424

Twin Pusher Rubber (11 entries, mass launch)

1. Bill Baker	Burnham	last one down
2. Joe Scuro	Scuro Original	
3. John Stott	Schmaedig	
4. Larry Fair	Burnham	
5. Otto Curth	Simmers	

Scale (16 entries)

1. Bill Baker	Puss Moth	Cox Baby	167
		Bee	
2. Bill Bell	Interstate	T-0 .020	132
	Cadet		
3. Curt Sanford	Cub	.020	130
4. Charley Roth	Rearwin	Rubber	60
	Sky Ranger	(Tie, Coin Flip)	
5. John Martin	Cub	Rubber	60

.020 Replica (72 entries)

1. Frank Heeb	Comet Mercury	T-D .020	578
2. Sal Taibi	Playboy Jr.	T-D .020	471
3. Howard Hill	Comet Inter-cepter	T-D .020	453
4. Elmer Jordan	So Long	T-D .020	434
5. Wayne Cain	Comet Inter-cepter	T-D .020	358

O.T. H L Glider (31 entries)

1. Bill Abbot	Cleveland Javelin	232
2. Bob Boyer	1936 Hervat	221
3. Terry Rimert	1938 Hervat	214
4. Bill Baker	Zoomer	206
5. Rudy Kluber	Huggelet	204

Compressed Air (7 entries)

1. Danny Sheelds	King Burd	Whirlwind	187
2. John Stott	Original	Whirlwind	168
3. Tony Italiano	Original	Whirlwind	125
4. Karl Spielmaker	Hobart Cabin	Whirlwind	123
5. Tim Banaszak	Hobart Cabin	Whirlwind	121

Nostalgia Glow

1. Rudy Kluber	Ram Rod 250	T.D. .049	540
2. Bill Reuter	Ram Rod 250	T.D. .049	349
3. Elmer Jordan	Ram Rod 600	Fox .25	338
4. Bob Edelstein	Spacer 600	Fox .35	322
5. Jerry Kaye	Zeek	OS .15	319

F/F WINNERS (CONT.)

Slag Engine Event (14 entries)

1.	Art Suhr	Ranger	Buzz	156
2.	Tim Banaszak	Twin Cyclone	Thor	142
3.	Jim Root	Comet Mercury	Genie	135
4.	-----	No Flights	-----	
5.	-----	No Flights	-----	

Two Minute Precision (20 entries)

1.	Jim Adams	Twin Pusher Rubber		119.6
2.	Ed Ronefes	Cloud Snooper Class "C"		118 &
		Gas Cabin		115
3.	John Kaiser	Strato Streak 020		118 &
		Replica		84
4.	Bob Boyer	'36 Hervat H.L. Glider		115 &
				88
5.	Ted Katsanis	Struck Boomer Bus "A"		115 &
		Gas		82

Electric Free Flight (7 entries)

1.	Arne Hernandez	Bombshell		335
2.	Bob Edelstein	Strato Streak		318
3.	Fred Koval	Bombshell		249
4.	Tom Wroblecky	Bombshell		200
5.	Larry Fair	Albatross		195

1980 PERPETUAL TROPHY WINNERS

- Jerry Fowler, Reynoldsburg, Ohio  
Ernie Shailor Class B Pylon Memorial
- Larry Willis, St. Louisville, Ohio  
Richard White Class C Cabin Memorial
- Danny Sheelds, Randallstown, Maryland  
Compressed Air Trophy - Tim Banaszak, Donor
- Bill Baker, Norman, Oklahoma  
Twin Pusher Trophy - Danny Sheelds, Donor

R/C WINNERS (CONT.)

1/2 A Texaco

1.	Andy Anderson	Lanzo Record Brkr	800
2.	Mike Lachowski	MG 2	700
3.	J. Tom Laurie	Laurie Twin Cyc	566
4.	Larry Fair	Coronet	528
5.	Edgar Smith	Playboy Jr.	522

Texaco

1.	T. Iven Tarbert	PB 2	1188
2.	Mike Granieri	MG 2	1132
3.	George Haley	MG 2	1052
4.	Chet Lanzo	Lanzo Stick	1041
5.	Bruce Norman	Dallaire	1038

John Pond Electric

1.	Bruce Norman	Playboy Sr.
2.	John Pond	Playboy Sr.
3.	Fred Koval	Playboy

REPORT OF R/C CONTEST DIRECTOR - SAM CHAMPS 1980

We had 76 contestants - the most ever in the R/C portion of the SAM Champs. In the 3 days of the meet we had 566 flights which includes both attempts and officials. Due to the large number of contestants, engine runs had to be shortened and penalties imposed on over-flights in order to expedite the meet and give all contestants a chance to fly.

I feel pre-registration is a must for future SAM Champs to assist directors of the meet. This saves unnecessary work on the field.

I would like to thank Mike Granieri, my assistant, who worked continuously throughout the meet. Also thanks to the girls keeping score, Bobby Haley, Dot Granieri and my wife, Evelyn. Thanks to all the men who volunteered as timers. Without them the meet would not have been a success.

Woody Woodman

1980 SAM CHAMPS WINNERS

RADIO CONTROL

Class C Glow

1.	Rich Huang	Playboy	1260
2.	Jack Ross	Buzzard Bsh.	1096
3.	Ralph Turner		1072
4.	J. H. Percy	Playboy	1053
5.	Mike Lachowski	MG 2	1050

Class A Glow

1.	George Haley	MG 2	1125
2.	J. H. Percy	Playboy	1046
3.	Tom Acciavatti	Playboy	982
4.	Mark Patroliia	Sailplane	980
5.	Bruce Norman	Challenger	813

Class C Ignition

1.	T. Katsanis	Playboy	1025
2.	Bruce Norman	Playboy Cabin	970
3.	J. Pond	Swoose	878
4.	Arnie Hernandez	Playboy	722
5.	Art White	Spook C	703

Class B Glow

1.	Rich Huang	Playboy Sr.	1025
2.	George Haley	MG2	963
3.	Mike Lachowski	MG2	862
4.	Bruce Norman	Playboy Sr.	832
5.	Mark Patroliia	Playboy Sr.	789

Antique

1.	Bruce Norman	Cumulus	1798.6
2.	J. H. Percy	Riser Rider	1789.3
3.	Ray Swain	Buccaneer	1763
4.	Rich Huang	Cumulus	1744.72
5.	Mike Lachowski	MG 2	1694.03

A/B Ignition

1.	Bruce Norman	Playboy Cabin	572
2.	Larry Fair	Playboy	431
3.	Ken Hinton	Zipper	391
4.	Edgar Smith	Simplex	347
5.	Tom Acciavatti	Playboy	335



C.D. WOODY WOODMAN WEIGHS IN H. CARMAN'S POWERHOUSE



THE "NEW" SKINNY JOHN POND AT THE SAM CHAMPS



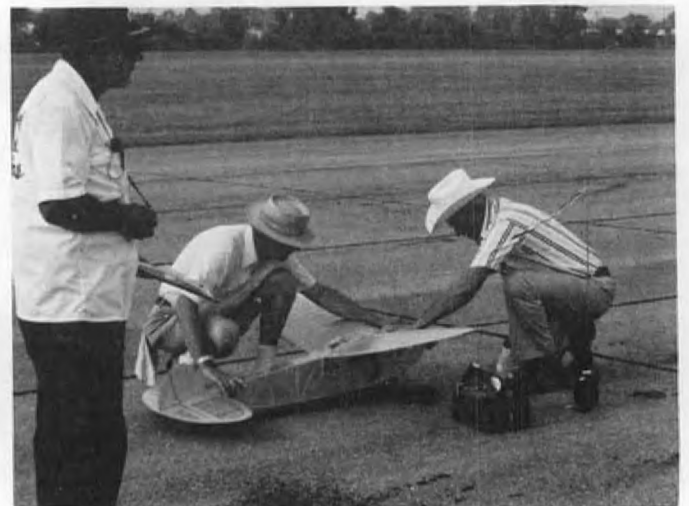
CHET LANZO (FACING CAMERA) AND HIS "NEW" RECORD BREAKER IN THE FOREGROUND



JOE PERRY, FORT WORTH, TEXAS, WEIGHT-IN HIS OVERSIZE RISER RIDER, ROSSI 60 POWER



EVELYN WOODMAN AND REAR VIEW OF HUBBY WOODY



HOWARD CARMAN HOLDS WHILE ANDY ANDERSON FIRES UP HIS RISER RIDER, MIKE GRANIERI TIMES



LARRY BOYER - PREVIOUS GRAND CHAMPION  
AND HIS EVERLASTING RANGER



HARRY MURPHY (CIA EDITOR)  
BROOKLYN DODGER FORSTER 29



JOHN ROBINSON AND HIS DISTINCTIVE SO-LONG



BILL HALE (1976 CONTEST MANAGER)  
COMET INTERCEPTOR



BRUNO MARKIEWICZ  
EHLING "BOOMERANG"



HAROLD JOHNSON  
COMET MERCURY O&R 23



ANDY ANDERSON, HOWARD CARMAN, PREPARE TO LAUNCH HOWARDS POWERHOUSE

#### JOHN POND COMMEMORATIVE MEET

Just a reminder! The Pond Commemorative R/C Old Timer Contest is scheduled for October 25-26, 1980 at Cal-Poly Airport, San Luis Obispo, California. The meet sponsored by SAM 26 actually starts on Friday the 24th with nothing formal planned except checking in at the motel. Flying starts Saturday at 9am - a banquet is planned for Saturday nite. Saturday's events are Class A/B glow/ignition, Class C glow/ignition, antique, and special electric event. Sunday's events will be Texaco and 1/2 A Texaco. NOTE! No Schneurle Engines Will Be Allowed. For entry blanks write to Contest Manager, Monti Farrell, P. O. Box 1261, San Luis Obispo, Ca. 93406



DANNY SHEELDS - KING BURD

Many unusual designs were seen at the Champs. A rundown of the winners list shows the following, Spook, Swoose, Cumulus, Simplex, Coronet, Twin Cyclone, Riser Rider, Challenger, MG2, Kerswap, Out-of-sight, Alert, Boomerang, Gladiator, Viking, Cabruler, Banshee and Rockteer "A". These were just a few of the different designs seen among the winners. Of course, the rest were Zippers, Clippers, Playboys, Brooklyn Dodgers, Rangers, and Powerhouses. Well that's a sure sign of success when designs show up in the winner's circle year after year.

#### 1980 SAM CHAMPS PRIZE DONORS

- Johnny Brodbeck of K & B, Downey, Calif.:  
.40 R/C Engine with pump & two dozen glow plugs
- Herb Wahl of Herb's Model Motors, Forksville, Pa.: Wahl-Brown 60 engine
- Otto Bernhart of 77 Products, Gardena, Calif.:  
OS .25 converted engine
- Mark Fechner Model Engines, Salt Lake City, Utah: Thor engine & five trophies
- Model Airplane News:  
Six subscriptions
- Joe Guylass of 4J's Hobby Shop, Van Wert, Ohio:  
Eight cartons of qt. cans of dope
- John Wormley of J. W. Hobbies, Hinesville, Geo.: One case of 70 wt. oil
- Peck-Polymer, La Mesa, Calif.:  
Six peanut kits of catalogs
- Midwest Products of Hobart, Ind.:  
One packet of balsa sheet wood
- SIG Mfg. Co. of Montezuma, Iowa:  
Two pairs of flight jackets and caps
- Stan Nadler of Model Electric Co.:  
Coil
- Duke Fox Mfg. Co., Fort Smith, Ark.:  
Merchandise
- John Tatone Products, San Francisco, Calif.:  
Merchandise
- Don Jenkins, Indianapolis, Ind.:  
Decorative Art Sculptures
- Bob & Bill Hunter of Satellite City of Simi, Calif.: 200 Merchandise discount vouchers
- Schmidt Custom Kits of Elk Grove, Calif.:  
Six kit discount vouchers
- Coverite Co. of Horsham, Pa.:  
Six discount vouchers
- Jim Crocket Replicas of Fresno, Calif.:  
Six merchandise discount vouchers
- Sterling Models Inc., Philadelphia, Pa.:  
Kit
- Gene Lapansie, Grosse Pt. Woods, Mich.:  
Trophies for the Precision event
- Bob Boucher of Astro Flite:  
Trophies for the Electric events
- Tim Banaszak, Whiting, Inc.:  
Trophies for Compressed Air event
- Danny Sheelds, Randallstown, Maryland:  
Trophies for Twin Pusher event
- The 1980 trophies were supplied by the Tom Sutor Trophy Co. of Avon Park, Florida.



LESLIE NORMAN WITH A FEW OF HUSBAND BRUCE'S MODELS



OLD TIMER MODEL WHO'S-WHO SERIES NO. 4 THE THOR  
Design By Ivor Magnusson

The Thor appeared in January 1939 issue of model airplane news. Magnusson hailed from the New York area and with the Thor was a forerunner in the limited engine run events. The Thor qualifies as an "antique" by virtue of the fact that pictures of the model appeared in a special story on modeling in the September 1938 issue of Life Magazine.

The original ship was powered by a Brown Jr. Engine, as is the replica, built by Bob Ferguson of San Diego, California. (Background information courtesy of J. Pond - Photo by R. Oslan).

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RICH HUANG GIVING HIS CUMULUS A TRANSFUSION

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Wing Span	48.5 in.
Wing Chord	7.0 in.
Wing Area	318 sq. in.
Over All Length	33 in.
Min. Req. Wgt.	17.8 oz.
Engine Size	.049-.09



CONTENTS

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**SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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# SAM SPEAKS

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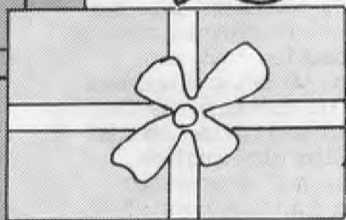
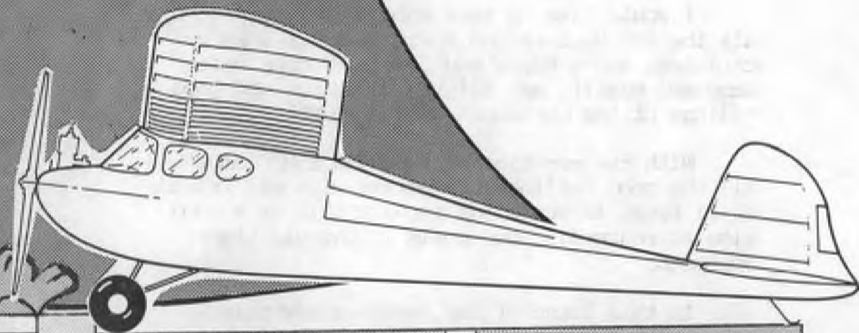
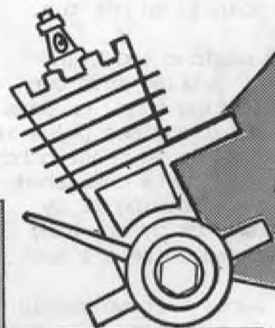
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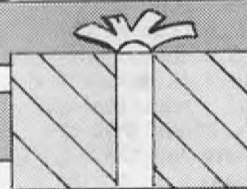
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**Christmas**



**1980**



*ED MIX*



Wright-Patterson 1980

SAM EDITOR SPEAKS

By, Jim Adams

This issue marks the completion of my first year as Editor of SAM Speaks. Like someone said, "Time sure flies when your having fun!" Speaking frankly, I'll say that I have enjoyed this past year immensely. It has been a real pleasure doing the newsletter and I want you all to know that I appreciate your letters, articles and the photos. Keep them coming! This is your newsletter and it's going to be just as good as you make it. Please be patient if you have sent something in and it hasn't been used, in time, I'll use it all. With our expanded format, initiated in our last issue, we are going to be able to print most all of the news and views that's fit to print.

I'll also admit that since taking on this little job, that my modeling time at ye old building board is suffering somewhat - oh well! As long as some of my old standby's keep on flying you will be seeing me at the contest sites.

I would like to take this opportunity to wish all the SAM Members and their families a Merry Christmas and a Happy New Year. From my wife, June and myself, may all the blessings and good tidings of the Christmas season be yours.

With the memories of the 1980 SAM Champs and all the good feelings of meeting with old friends still fresh in our minds perhaps this is a good time to reappraise our goals in the old timer movement.

In this issue of SAM Speaks a new rule proposal has been submitted by John Pond that could have a far reaching affect on free flight competition within S.A.M. This rule change was submitted with the intent of making it easier for newcomers to get into old timers. Specifically, he cites the high prices of old engines that are the heart of the old timer movement and the difficulty that new comers experience in trying to obtain an old engine at a price that they can afford.

Basically, as I see it, this proposal asks us to decide what SAM is all about. Are we banded together for the benefit of old time modelers or are we trying to perpetuate old timer flying for the next generation? There are merits in both of these goals. When the old timer movement started several years ago, we were very intent on re-establishing a form of flying that we all remembered. For many it was a chance to build that first model again, to recreate those fond memories and good times. To others it was a way to escape the pressures of modern model competition. On the other hand to some old timers it presented a chance to show the young guys what fun modeling was in the good old days.

For all of us the deep throated cackle of an old ignition engine has no peer among today's modern glow engines. The beautiful sight of a model of yesteryear rising gracefully from the ground has no equal in the hearts and minds of old timer modelers. Our desire to bring these joys to the young guys of today is commendable but can they relate to the things we remember?

When we started the old timer events, glow engines were accepted for use in old timer events along with ignition engines. They were, of course, handicapped by the application of shorter engine runs because of their increased power. With the advent of converted glow engines a new controversy arose as to the proper handicapping of these engines. Out of this controversy came the current set of rules we fly by. This set of rules were the result of two years of hammering by two committees. Despite the almost nationwide acceptance of these rules the question of glow engines and the newcomer keeps coming back.

Have we turned our backs on the newcomer? Is the price of old ignition engines and converted glow engines keeping guys from joining the old timer ranks? Are we unknowingly cutting off the expansion of old timer activities by our short sighted outlook at newcomers and their attempts to enter out type of flying. Have we grown so preoccupied with "our thing", just as other types of modeling have within AMA, that we no longer have a place for the newcomer, or is this cry of "remember the beginners" just a wistful wish that more guys would join in on our fun.

Are the prices of old engines too high? When you compare the cost of getting into our hobby with the cost of collecting guns, or cars or coins, the cost of old model engines pales in comparison to them, of course, in no other hobby does the owner pay a big price for a cherished collector's item and then risk loosing it by trusting it to go flying away or by crashing into the ground. I'm convinced we're all nuts.

I think you will all agree that we should provide some way of inviting newcomers into our hobby or else we are going to face extinction one of these years. The question that we must answer is "how best can we bring newcomers into old timer flying without spoiling the fun for the rest of us?" Should we provide special events for newcomers, utilizing glow engines, until he develops the skills and interest to warrant his moving into the ignition events?

(SAM Editor Speaks Cont.)

Should this be done at the national level (SAM Champs) or be provided at the regional level (local contests)? Is there sufficient interest in old timer free flight to establish this kind of event. Where are these newcomers likely to come from? From the ranks of modern free-flighters or from the large group of old free-flighters that have been out of modeling for many years? Is there a better chance that a guy returning to modeling after many years absence will go into R/C flying? Or should we, as John has proposed, change our rules book to allow the use of glow engines in free-flight as we have in R/C events.

I invite all of you who have an opinion on this subject to write to SAM Speaks and express your thoughts on this subject. We will reserve space in the next couple of issues for your letters.



Who say's youthful ingenuity is gone! This is the way one youngster is beating the high cost of going flying. The picture was taken at mile square in Southern California and he even has shade during the trip to the field.

CONTEST REPORT - JOHN POND COMMEMORATIVE

The contest, this year, was another tremendous fun affair, due to the efforts of, contest manager, Monti Farrell. His attention to details resulted in a contest without any hitches. The field at San Luis Obispo is excellent, sometimes used as a landing strip for the college there.

Monti's planning even included a banquet on Saturday night where the trophy winners from Saturday's contest received their awards. Awards this year were plaques made by Monti and members of SAM 26 featuring a color picture of the winner and his plane mounted on the plaque.

Cont. on Page 9



A "Record Breaker" designed by Hall of Famer' Chet Lanzo. The builder and flyer applying the body english is Bud McNorgan, the scene is the last Los Alamitos California NATS.

1981 SAM CHAMPS

Al Hellman, West Coast SAM Vice President, sends us advance information of the SAM Champs for next year.

Taft, California, the free flight capitol of the world, has been chosen as the place where the SAM Champs will be held in 1981. The dates selected are June 30, July 1 and July 2. These dates are Tuesday, Wednesday, and Thursday, traditional SAM Champs selections. These days permit driving to the contest if you start on Friday night from anywhere in the U.S. Al also reminds us that you will have an extra day when returning home because of the 4th of July holiday. The bean feed will be held Monday night June 29th.

Accommodations will be announced later, but current plans call for making use of the dorms at Taft Junior College. Camping on the field will be permissible. A list of available motels will be published later.

Hellman has announced that he will be assisted by Larry Clark with the contest managers duties and that Bruce Chandler of the (SCIFS) will be free flight C.D. and John Targos of SAM 49 will be R/C Contest Director.

Flight rules will be current SAM rules as applicable. Engine runs will be per SAM rule book and maxes will be 5 min. or as defined in the rule book in the case of R/C events.

CHANGE OF ADDRESS

Have you or a friend moved? If so please notify either Tim Banaszak, Secretary, 1947 Superior Ave., Whiting, Indiana 46394 or SAM Speaks, Editor, 2538 N. Spurgeon St., Santa Ana, Ca. 92706.

Each month we receive at least 50 undelivered copies of SAM Speaks in the return mail.

HANDICAPPING OLD TIMER ENGINES By, Don Bekins

Following the R/C rules changes in 1978, there followed a necessary period of testing to see if the changes were good and adequate under contest conditions. This writer has competed in most of the old timer events since 1978 in both national and regional championship meets and would like to preface my remarks by saying that I was one of the most adamant supporters of having pressurization (which thus allowed schneurle engines) and the rear rotor engine. In addition, I was one of the first on the West Coast to use the hot schneurle engines in the limited engine run events, as well as unshielded converted ignition engines. The former power plants proved nearly unbeatable with the current handicap accorded them of 20 second engine runs. The latter, with a 30 second engine run, almost matched the schneurle, but not quite, and the trouble potential of ignition engines made them rare birds at contests.

With this background, it was decided to make up a test bed to see if a better handicapping system could be devised. That test bed is a Playboy Cabin, built from the original Cleveland plans supplied by John Pond. The model was built lightly and came in just under 8.3 ounces per square foot wing loading, or about 48 ounces. It was made convertible for the following engines:

- K&B 4.9 (.29) schneurle
- OS.30 Max converted to ignition by 77 Products
- Torpedo .29
- McCoy .29

The latter two engines ran well, but nothing exceptional. The propellor used in all cases was a Rev-Up 10-4. The ignition fuel used was a combination Blendzoil-synthetic with regular gas at an 8 to 1 mixture. Twenty-five and forty percent nitro fuels were used in the schneurle.

A range finder made by one of the SAM 27 members who is a professional surveyor was used to determine altitude. Observing and checking engine runs and altitudes were Bill Hooks, President of SAM 27, and Ed Solenberger, recipient of the SAM 21 Limited Engine Run Perpetual Trophy for the year 1979.

The test was run in Napa, California, early in the morning, with zero wind and lift conditions. The results were as follows:

<u>Flight</u>	<u>Engine</u>	<u>Time</u>	<u>Altitude</u>
1.	OS .30 Ign.	30 sec.	1,000 ft.
2.	Torp .29	40 sec.	875
3.	Torp .29	50 sec.	950
4.	K&B 4.9 25%	20 sec.	1,100
5.	K&B 4.9 40%	20 sec.	1,300

As you can see from the test, even under the most ideal conditions, the antique engine with its much greater engine run time is still as a great disadvantage. From the figures above, it would appear that a better handicapping system would be:

Schneurle	20 sec.
(side port)Converted Ignition	35 sec.
Antique Ignition	55 sec.

The purpose here is have all engines carry the model to the same altitude with the same airframe, then let the pilot take over and prove his worth by catching the most thermals.

We could, of course, cut the schneurle engine down to 15 seconds, leave the converted engine at 30 seconds, and give the antique engine 50 seconds. My real aim here is to encourage the use of the antique engines, and, if possible, give them a slight advantage over the other engines. This can be done only by trial and error over a period of time. But, at least, this test is a start. And, I am sure, many in the old timer movement would like to see the antique engines have a clear advantage over the other engines. This would make all the problems of ignition and obtaining antique engines worth the effort.

There will be the inevitable problem in the class C category where there is a large spread in engine sizes --- .35 to .65. The antique engine would have a large advantage in class C if these suggestions are adopted. For example, using a Playboy, the largest schneurle or converted ignition engine would be a .36, whereas one could put an Anderson Spitfire .65 in the same plane and be legal. It is my feeling that we would let this disparity exist for at least a year to see what happens under contest conditions. If these big antiques consistently win, then the rules can be looked at again the following year. I, for one, would like to see such a clear advantage exist and continue to exist so that the true old timer movement can be kept alive and well.

There is the well worn argument that antique engines are not obtainable. This is not entirely true, for with diligence these engines can be obtained through MECA and other sources. This writer will be more than happy to provide sources for "running" antique engines (vis-a-vis collector's engines).

I am therefore putting forth the following resolution to be voted upon by SAM members for a change in the 1981 rules. (see page 5)



W. W. Wilson of M.S.C./R.C.C. Club, Houston, Texas shows off his very pretty Bay Ridge "thermal magnet" O.S. 30 power, Futaba 3-channel radio.

## 1981 F/F AND R/C RULE PROPOSALS

Under the new two year rule procedures, adopted at Wright-Patterson, the new rule proposals are published herewith for your consideration.

Readers are urged to discuss these issues at your club meetings and to write to SAM Speaks with comments, pro and con, on the proposed rule changes. This year there are three new rule change proposals; two for free flight and one for R/C.

Included with each is a description of the proposed change and a justification. Also included in this issue is an article, written by Don Bekins describing the testing that was performed by himself, Bill Hooks and Ed Solenberger, that is the basis for the new R/C rule proposal.

Again, I urge you to discuss these changes with your fellow SAM members, and speak out if you agree or disagree with them. We are reserving space in the next issue for your comments. The ballot for these changes will be published in the Spring-Summer issue of SAM Speaks.

### R/C RULE CHANGE PROPOSAL

The following proposal was received from Tom Activatti, R/C Rules Coordinator.

#### Proposal

Section IV., Paragraph 4

Engine run time will be 15 sec. for Schneurle type glo engines, 20 sec. for cross-scavenged type glow engines, 35 sec. for converted ignition engines and 55 sec. for antique engines. (Those in production prior to 1950). This rule will apply unless reduced by the contest director for field conditions. This rule does not apply to antique, Texaco, 1/2A Texaco or .020 replica classes.

#### Justification

It is hoped that these engine times will more equally handicap the various engines now in use in the limited engine run events, giving the older engines a better chance to compete with the newer more powerful engines.



Vince Costanzo's gorgeous rubber powered California Champ. The Champ designed by Tom Engleman first appeared at the 1939 New York World's Fair, Wakefield contest.

### FREE FLIGHT RULE PROPOSAL

The following rules proposals have been sent in by Abe Gallas, Free Flight Rules Coordinator.

#### Proposal

We the undersigned members of the Southern California SAM chapters request that a moratorium on rule changes be instituted, to freeze the current SAM Free Flight Rules for a period of three (3) years. This change would be retroactive to the 1980 SAM Rules.

#### Justification

With constant requests for changes to the SAM Free Flight Rules, and without updated published rule books to refer to, members remain confused as to what the competition rules are for SAM sponsored model contests.



Karl Spielmackers compressed air powered Hobart cabin. Picture taken by John Morrill at 1979 Champs.



Al Hellman, West Coast Vice President, launches his F/F Comet Clipper at Taft - K&B 29 power.

Dear SAM Member

Enclosed please find a proposal to again restore the use of glow plug engines to Free Flight. There is no question about being able to introduce the newcomer to the intricacies of ignition by easy stages. To insist on the immediate use of the ignition engines not only discourages the beginner but with the present prices of ignition motors, the flying of old timers is becoming truly a luxury.

Whether you agree or not, I would appreciate if you would contact interested parties for possible signatures. If unable to obtain a signature (due to distance, time, etc.) simply enter his name on the listed (signed by proxy).

To put this proposal up for vote, we need your immediate attention. Please try to return the signed application by July 15 as the deadline for submittal is July 30. This is a must if we are to change the rules by 1981.

If you are truly interested in putting old timers on a fun basis and to avoid the ever increasing costs and demands for ignition engines, please expedite this paper and return.

Sincerely yours,

John Pond

#### FREE FLIGHT

PROPOSAL: To reintroduce the use of glow engines in Old Timer Events.

#### Justification

Under the present rules, the newcomer is immediately discouraged from entering and flying free flight events. Many times, this writer has encouraged people to build and fly old timers only to have the newcomer find that only ignition engines are acceptable.

Of course, the immediate next question is: where do I obtain these ignition engines? When informed he must pay in the neighborhood of \$130.00 for a Super Cyclone that originally sold for less than \$20.00, the end result is obvious. Then too, the average beginner only knows about glow engines; these engines have been in total use since 1950. As noted before, "You can lead them to water but you can't make them drink."

Under this proposal to restore the use of glow engines, the beginner can be introduced to old time flying in easy stages. After a period of time, it has been found that all eventually drift to the use of ignition engines. Isn't this what we want to build in the SAM organization?

This proposal also eliminates the confusing set of engine displacements rules, etc. In its stead we classify all engines the same regardless of type (ignition, glow, etc.) and simply replace this with a handicap system of motor runtimes. Under this system, the C.D. is only concerned with the type of engine, not in make, vintage, conversion, size, etc. to determine which class it belongs to. In short, what this proposal does is to restore the use of glow engines (the very item that has made .020 Replica and R/C Assist so popular).

To obtain the use of glow motors we propose to handicap the motor runs as follows:

Type	Motor Run
1. Original ignition (100%)	25 sec.
2. Converted ignition (80%)	20 sec.
3. Glow powered (60%)	15 sec.

The same percentages can be applied to hand launched procedures, windy days, and flyoffs. To reintroduce the use of glow motors in Old Timers, the following changes to the present rules are required: (to read as follows)

#### (1) Section III Power and Classes

- Except as provided elsewhere, Old Timer models shall be flown on either ignition, converted glow ignition engines, diesels, or glow engines.
- All approved glow engine conversions (and glow motors) shall be limited to conventional ported, loop scavenged types only.
- Classes of Old Timers shall be established by engine displacement (in.3) as follows:

Class A	.000 to .200
Class B	.201 to .300
Class C	.301 to .61*/1.20

\* .61 shall represent the largest available glow engine that can be used in Class C.

- Where practical, engine runs for Old Timer Category shall be:

Rise Off Ground:	Original Ignition	25 sec.
	Conv. Ignition	20 sec.
	Glow	15 sec.

Hand Launched:	Original Ignition	20 sec.
	Conv. Ignition	16 sec.
	Glow	12 sec.

Any other time combinations shall be based on original ignition as a base (100%) with converted ignition at 80% of base and glow engines at 60% of base.



The Smoothie, designed by Hank Cole here reproduced by the SCIFS, Phil McCarey.

WHO TAUGHT PHINEAS PINKHAM TO RUN A LATHE?

OR

THE SAGA OF THE BLACK KNIGHT

By, Bruce Chandler

Over the last four years, a significant controversy appears to be ongoing over the type and use of various engines for vintage model applications. Whether this situation is truly broad based among SAM free-flight members or a tempest in a teapot is not a subject for much further discussion in this minor epistle. What is the subject is an attempt to paint some background into why some of the engines presently available came on the scene. It is hoped that these facts may be considered when the next group gathers to generate the salvation of mankind according to St. Engineerule as directed by SAM Pres. or spiritual vision. Whatever.

Since speaking for others without their blessing is a personal no-no, not to mention a potential subject for libel laws, I will keep this thing first person singular and play it safe.

I have been a power modeleer since 1940 with a strong bias toward the small "A" size models. This doesn't mean I don't build large models, it only means that I do so only after the memory of struggling with barndoor size structures and apartment size lumber becomes dim and my willpower weakens. As I gaze over at my 1937 PB-2 and realize that I need my truck to haul it around with its 8 mpg at \$1.35/per gallon, I think my "won't" power will win out next time hands down! I depress.

Skipping quickly over some exciting events, complete with a couple of ocean cruises, I got back to flying what was now called Old Timers in 1960 with a Yogi. Serious competition started in about 1964 (this means I screwed up enough courage to enter a contest again!)

At this point, I had acquired two Bantam 19's and built up a Forster 29 out of scrounged parts. One Bantam was new. It was built by OK and when running vibrated like a pneumatic dirt tamper at a skyscraper building site. The other Bantam was so tired that the piston could be mated to the cylinder by dropping it from 20,000 feet, eight or ten tries without using a Norden bomb sight! Back to scrounging. Fifteen letters, a dozen phone calls, 300 miles of driving and three months later, I had a good original Bantam piston and cylinder, a new original lightweight Bantam piston and some gaskets. After some honing and lapping, fitting and cussing, I had two good running Bantams. Good running that is except for the typical Bantam over-heat sag-out fifteen seconds into the climb. Over a period of a year, some mor lapping and oil gamesmanship, I finally cured this problem. At last, it's a full go right? Wrong! The last I saw of the Forster it was in a Demon at 5,000 feet heading northeast over McClellan Air Force Base in Sacramento, second official - Damn, the D.T. hung! The same day, saw one Bantam dig its grave into some hard rocks - exit complete mag case, back plate, cylinder and crank plus one badly bent timer assembly. Back to the pen, phone and car! Buy and scrounge.

Two cycles of this type nonsense took me to late 1967 and a decision either to fly glow engines or quit. I wrestled around with these alternatives because the spark ignition engine availability for A and B size models, especially A size, just was impossible from a serious type flyers point of view. Man, you just cannot be hasseling tired engine problems when you're trying to do some creditable flying at a contest! Also, basic requirement, you must have an engine to fly these power events! Ah yes, mystic insight, no?

I decided against glow engines because they just were not in keeping with the basic concept of vintage models. If you went to full allowable displacement, they over-powered the poor things to a point of requiring a genius to trim a model of this type and get three flights back to back. The chemical horsepower problem with high nitro fuels made this even a worse situation because some guys are trimming geniuses, run time constraints, and all! After watching what happened to every type event where badly overpowered models were allowed or the genius factor dominated, they all sifted down to a few people flying. That wasn't what Old Timers was all about to me, so exit stage left glow engines.

To quit - no way, I liked this type low pressure, fun, flying. So what to do? I couldn't afford to buy new engines from collectors for flying use and to see them fly away or dork without available spares was no longer a feasible consideration. At this point, my eye fell on a McCoy 19 FR red head, \$7.95. What if? Hum!! Could I? Yep, do it, I did. I put a set of points on the thing, filed up a housing and cam, assembled it, put it on the bench and Wah-lah, it ran! In fact, it ran very well, 9 x 4 prop at 13,000 on 3 and 1. Wow, bit heavy though, what the hell - fly it!

I built a Coronet A Cabin and stuffed in the McCoy. A number of midpower trim flights at the Basin looked okay, so off to the 1968 Sacramento OT Annual! After some beady-eyed looks by J. Pond, C.D., I entered and flew. Winner? Nope, advanced the timer beyond trim power and buried the whole thing to the wing trailing edges after a spectacular 1/2 climb and over the top!



The author and his Black Knight powered American Ace covered in orange and black monokote.

After extracting the engine from the mess, cleaning it off and quick trip to the local hobby shop for some new parts, the engine was on the bench running well again. Ha! The answer was now apparent. Use commercially available parts and build my own engines.

This neat idea had a few flaws. Since Class A models were scarce, everyone must be experiencing similar problems to mine. What good would it do to build my own engines if I had no one to fly against and there were no class A events because of insufficient entries? Ha, another neat idea, become a big time, high roller, engine manufacturer and sell these to all and sundry, fly to the meets in a DC-3 and wear a tie! The world awaits. What do you mean, Henry and Irwin don't do this type thing anymore, obviously lacking business acumen! I "Von" Chandler will save the Old Timer world with my tutonic skill and torriean stubbornness.

Sally forth, buy a lathe - tool it. Buy a big drill press with rotary table - tool it. Buy a commercial grinder and belt grinder. Make jigs and fixtures, fight with wife - what's this jazz about the kids needing shoes - go, to, go! Work twenty hours a day, make drawings, redesign for simplicity and reliability, cut chips. Develop sources of coil, condensers and spark plugs. Ah, there, ten engines sitting on the shelf! Now all I gotta do is sell them, right? Wrong! Enter stage right the "Govament"! Oh, you want to sell these toys? Ya need a Business License, more bucks. Ya gotta collect sales tax - go see the State Franchise Tax Board, make out fourteen yards of paper and con six servants of the people (God - sure don't want to meet the people these guys serve!) ad nauseum. Wah-Lah, March, 1969, and I'm formally in business.

1970, make a pitch at the Annual SAM meeting and obtain acceptance of the "converted" engine by vote. Now I'm really in business. Write an article on conversion for "American Modeler" at their request, wait a year plus for them to publish it (wonder if this type thing caused their demise?) Advertise and sell some products. I did.

At this point, a serious review was in order. For one thing, I wasn't getting in any building and flying time and the basic McCoy engine was just overpowering and too big and heavy for Class A use. The 29 and 35s were fine. So came the real R&D time. Forty-two configurations were build and tested. Some were real winners, but most just unsuitable. All had to be modified to properly run on gas and oil. Learned a great deal, but the kids needing shoes business was a plaguing problem. Coxes, Foxes, Fujis and Etas, I tried them all. The real objective by this time was to develop a quality spark engine from commercial components to perform well without overpowering each respective SAM size classification and stay within reasonable cost, size and weight limitations. The design ground rule was to provide engines that would run with the best of the various original small class engines, such as Arden, Bantam, Torpedo and Forster, but be no better, just available and parts supportable. And, lastly, to be buildable with the equipment on hand, I just had to buy the kids some shoes!

By 1972, the "Black Knight" series of engines .15, .25 and .36 evolved that met all of the criteria. The detail improved versions available today still do.



A lovely "alert" design by Michael La Torre. Ship was built by Tom Heiser. Power is a "77" products O.S. 25 conversion.

So how did I make out? The primary personal objective of flying Class A on a regular basis has been met and is still growing. I often get beat by Arden flyers and Ohlsson flyers and Bantam flyers, but at least I don't have engine problems and I like to think my product drove many of the engines out of the woodwork and into the air. They also tend to keep original "used" engines within some reasonable price limit.

As a business, I almost broke even in 1976! This is working out okay as most of the kids have moved out and now buy their own shoes!

However, the constant rules hassles has caused many potential buyers to hold off as prudent choice might well dictate. I sometimes wonder about all this because eleven more years of prangs, wearouts and fly-aways must have taken their toll on a potential supply of Class A and B engines that was small to begin with. Add the growth of the engine collecting movement and the supply decreases further.

So what of the future? If the rulemakers will leave the 1978 engine rules alone, then perhaps the reasonably priced derivative spark engine (conversion to the unknowing) will stay in the picture and allow us all to fly for many more years. If not, then it will be up to the Replica builders at two to five times the present price, or glow. Since I view glow and vintage models in the same context as two guys getting married, I guess if this happens, the Black Knight program will be back to the problem shoes again only this time, they would be cement.

A parting thought. Any labor of love type effort by anyone requires a two-way demonstration of affection or it will not be sustained over a long period. If it is the true intent of the membership of SAM to recreate and enjoy the modeling era prior to 1942, then the constant harrassment and torquing around of those who are attempting to help do so as suppliers of equipment should end. Otherwise, change the name of the organization to SONM, Society of Nostalgic Modelers, and at least be honest with yourself.



J. Pond Commemorative Cont. From Page 3

Don Bekins (SAM 21) gathered enough points to claim Grand Champion award which consisted of the huge Perpetual Trophy plus a R/C electric chipmunk donated by Kraft. Don was 1st in antique, 2nd in A/B limited engine, 1st in electric and 3rd in Texaco.

John Pond captured 3rd in antique with a HP61 glo equipped Dallaire, 4th in A/B limited engine, and 4th in electric. No too shabby a performance for the namesake.

Jim Kyncy (SAM 30) was the recipient of the best crash award. Jim had radio failure right after take-off and his ship performed several high powered loops ending up at the bottom of a near by pond which took the run-off from the nearby hog pens. The engine and radio are still at the bottom of the pond. The place was renamed John's Pond by some smartalec at the banquet.

Bob Sliff (SAM 49) posted high time (26:59) Sunday's Texaco meet. This was no mean feat considering the very windy conditions (gusting to 30 mph) and no thermal lift on Sunday. San Luis area often has a "standing wave" on the west side of the valley for those knowledgeable enough to find it. Hi-point of the meet was an exciting fly-off between Don Bekins (SAM 21) and Jack Albrecht (SAM 49) for first place in antique. Each had a perfect 30 minute score. The fly-off pitted Don's gas bird (over-size 37 Zipper) against Jack's Anderson pylon. Engine runs were shortened and ships took-off together. It was quickly evident that the gas-bird out-glides the Anderson pylon. Don Bekins was the final winner.

Featured speakers at the banquet were Al Hellman, West Coast SAM Vice President, and Jim Scarborough, AMA District X Vice President.

Al Hellman recounted the beginnings of the John Pond commemorative event that is now six years old. Mr. Scarborough showed the new film on scale models produced by AMA and gave a short talk on activities at headquarters.

The results are included for you guy's that like to see what the competition are flying.

ANTIQUUE

1- Don Bekins	37:50
Merco 61 ign/Gas Bird	
2- Jack Albrecht	37:10
Anderson Spitfire/Pylon	
3- John Pond	28:10
HB 61 glo/Dallaire	
4- Ross Thomas	26:59
McCoy 60 glo/Eaglet	
5- Karl Tulp	22:04
Dallaire/Merco 61 ign	

A/B Limited Eng.

1- Jack Albrecht	19:43
scaled Playboy Sr/Veco	
2- Don Bekins	18:15
OS 30 ign/Playboy	
3- Ross Thomas	17:48
scaled Playboy Sr/Johnson 29	
4- John Pond	14:39
Playboy Sr/Torpedo 29	
5- Bob Angel	13:53
Cox .049/Playboy Jr.	

C Limited Eng

1- Jack Alten	20:42
Super Cyke 60/Playboy Sr.	
2- Jim Kyncy	20:35
Playboy Sr.	
3- Don Bekins	18:18
Playboy Sr./Super Cyke	
4- Bob Sliff	17:59
Playboy Sr./Supertiger 29	
5- Ed Solenberger	17:21
Playboy Sr.	

Texaco

1- Bob Sliff	26:59
Lanzo R.B./Olsen 60(?)	
2- Jack Alten	20:54
Scram/Saito 30 4ST	
3- Don Bekins	17:05
Gas Bird/OS 60 4ST	
4- Jim Kyncy	16:41
Gas Bird/OS 60 4ST	
5- Bob Oslan	15:19
Comadore/OS 35 ign	

1/2 Texaco

1- Bob Angel	13:38
Playboy Jr/Cox Black Widow	
2- Jim Kyncy	11:21
Playboy Jr/Cox Black Widow	
3- Jack Alten	10:30
Playboy Jr./Cox Black Widow	
4- Ted Kafer	09:12
Challenger/Cox Black Widow	
5- Dave Brunner	08:08
Westerner (Foote)/Cox Black Widow	

ELECTRIC

1st - Don Bekins
2nd - Bob Sliff
3rd - Karl Tulp
4th - John Pond



No that's not Santa Claus - it's Bill Cohen with his so-long and the Ohlsson 23 perpetual trophy sponsored by the SCAMPS.

## LETTERS TO THE EDITOR

Gentlemen:

I gather from the Jan./Feb. 1980 issue of SAM Speaks that distinction between Cabin and Pylon models remains as it was some years ago - a Cabin model is one having the wing mounted upon a cabin enclosure similar to that of a full-scale aircraft.

I'd like to build my own Cloud-Chopper design for OT competition, but as I would interpret your rule, I'd have to fly it in Pylon class. The fuselage was just a box with cowl cheeks attached to the engine rails, and the wing is strapped to the top. Unfortunately, I didn't have the foresight to cut a couple of holes in the sheetwood and cover them with celluloid.

There was some discussion of the inequity of the rule a few years back, but I haven't heard anything about it since. I'd suggest that the following might take care of it: "A model having the bottom of the wing within 3" of the engine thrustline may be flown in the Cabin events."

If I must fly the thing in Pylon classes, can I add a pylon? Your answer is bound to be "no!", and I think that makes my point.

Sincerely,

Bob Meuser

The Question: What's a cabin and what's a pylon is not a new one, it comes up every time a new "old timer" is introduced. At first glance, it would appear that we were hasty in choosing the two class distinctions when the rules were written. However, economics was the driver when we elected to have two classes instead of three.

There have been several proposals made to change the definition of the classes in which we fly old timers. One proposed by Jim Dean, Editor of "Hot Leads", would break them down into pylon and non-pylon classes. This is a good description of the classes. The problem here is that there are "cheater" models that just won't conform. Some models are thinly disguised pylon models that are passed as cabin models. The term "cheater" models is not meant to reflect on the designers integrity in any way. After all there were no such class distinctions as cabin and pylon in the pre-war days. The designers were experimenting, trying to build a model that would handle a lot of power and it didn't take too long to find that raising the wing and giving the model some forward side area improved the flying qualities under power.

When the first SAM "old timer" rules were drawn up there was an attempt to separate the high performance models from the ships of lesser performance, this then resulted in the cabin and pylon distinction. Unfortunately, this left shoulder wings, gull wings, and low cabane supports in limbo with no positive identification as to class.



Ivan Tarbert, R/C Texaco winner at the SAM Champs, sits in the middle of J. Pond's covey' of R/C gas jobs.

During the time period when these models were designed there was no restriction as to the configuration of the plane you could fly in competition, in fact you were encouraged to try "different" designs.

Bob's suggestion to use the 3" dimension locating the wing is another way of defining the classes but it's just too simplistic. For instance, a modelcraft spook that has a cabin also has the wing mounted on the cabin and the rest of the wing more than 3" above the thrust line. The real analysis of the spook, as a result of flying one for a season tells you that the spook is not a high performance model, and should be classes as a cabin model.

So in the final analysis what we're saying is that there are some models that can handle high power, I call these "high performance" models, and there are some that can't, these fall in the lower performance classification. Now what we need is one guy with infinite wisdom, or a really good committee (is there such a group?) that could pass on all the designs and correctly categorize them into 2 classes? I don't think there is such a person or persons who wouldn't get an argument from many folks on his selections. (ed.)



Otto Bernhardt, of 77 Products, proudly holds his Taibi powerhouse (F/F that is).

OLD TIMER MODEL WHO'S-WHO SERIES NO. 5 "THE TAMBE"

Design by Leon Shulman, Brooklyn, New York

The model appeared in Model Airplane News under the name the "Skyscraper". Plans showed a slightly revised airfoil chosen by Charles Grant, Editor of M.A.N. The design also appeared in the 1938 Frank Zaic's Year Book listed as the "Single Wheel Trojan" and showed the original McBride B-7 airfoil. Because the name of Shulman's model club "Tambe" appeared on the plans adjacent to the title block on both sets of plans the name was mistaken for the name of the model and it has stuck.

The model spans 54", the area is 424 square inches, the weight is 30 oz. The power is Forster 29 and the builder and photographer is Tom Heiser, Goodyear, Arizona.

CORRECTION on last month's Who's-Who model identification..... (is our face red!) ..... The model showed was the "Thor" the designer was listed as Ivor Magnusson. The correct identification of the designer is Magnus Anderson.... boy did we blow it!

CLASSIFIED ADVERTISEMENTS

A new book "antique and old timer model aircraft" is now available. Written and published by Danny Sheelds, active SAM member. The book contains hundreds of "gas jobs" pictured in ads, pictures and layouts. The 80 page book, over 2 years in the making, contains all the information you've been looking for, and conveniently between 2 covers. Now you can see what many of the "gassies" in Pond's list look like, price is \$10.00 postage paid, England 5 pounds postage paid, other overseas orders \$10.00 plus postage. Send orders to: Danny Sheelds, 3 Cinnamon Circle, Apt. 1-C, Randallstown, MD. 21133.

PLAN PACKETS send S.A.S.E. to Paul Plecan, 3023 Saratoga St., Riverside, Ca. 92503. A few old timer plans and many scale goodies. \$2.00 will get you a sample packet. Offer good, only until November 30, 1980. Offer is limited to U.S.A., Hawaii & Alaska. Tell him SAM Speaks told you.

HAND LAUNCH GLIDER PLANS - \$1.00 Each

R. Larsh, 45 South Whitcomb Avenue, Indianapolis, Indiana 46241 S.A.S.E. for complete list.

TROPHIES

Tom Sutor Trophies, 2315 U.S. 27 North, Avon Park, Fla. 33825 (813) 453-3470. 3 color SAM Medalion included on trophies, 50% discount to SAM members, U.P.S. paid on orders over \$100.00.

TYRO'S BAY RIDGE MIKE

Last chance to get tyro model's "Bay Ridge Mike" 1/2A Texaco model at the introductory price, for 10 more days, your price is \$21.50. After this the price goes up to \$28.95. Tyro model supply P.O. Box 11511, Palo Alto, Calif. 94306 Telephone 415/856-7781

LIFETIME MEMBERSHIP

Joe Beshar has been made an honorary lifetime member of the Society of Antique Modelers of England (SAME) in recognition of his service to old timer modeling. The life time membership was presented to Beshar by David Baker on behalf of SAME.

LETTERS TO THE EDITOR

Dear SAM Editor:

Re: Your "New Engine Questions"

Please read SAM Speaks #33 Nov./Dec. 78. It is self-explanatory -- page 3 and, tho' I can't find my copy, I believe it was passed.

As gene says, it was the only proposal he received that was objective not subjective - meant to get people out on the flying field, not rule them off.

In essence it says that any modern diesel is acceptable if it does not exceed 1951 performance levels of 1.733 BHP/IN<sup>3</sup> or 1.08 BHO/LB.

As in any other game, proof - (published magazine engine review) (or factory specs, etc.) would be the responsibility of the modeler. As your 3 views, etc. are your responsibility in "scale" talk to Gene Wallock, he'll square you away.

Now, if the Cox/Davis conversions fall into the specs, let them fly!

Sincerely,

Phil Mahoy

P.S. Lordy - I hope it was passed, maybe it just wasn't published, maybe you've got an old rule book - lots of maybe's.

*Lordy! is right. The rule proposal that you speak of was published in SAM Speaks but a ballot for voting on that particular proposal was not included in that issue of SAM Speaks nor in any succeeding issue. Consequently, that rule on diesels was never voted on. (ED.)*



Bruce "Von" Chandler presents the SCIF Texaco trophy to Bill Northrop, Editor of Model Builder. The model is a Powerhouse. This was the only time an R/C model won the SCIFs Texaco.

## **SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

January-February 1981

Dedicated to Old Time Modelers Everywhere

Number 41

## SAM EDITOR SPEAKS By Jim Adams

With the holidays now just a memory, a new season is upon us. Some of you have already started building new models for the 1981 flying season. Those guys planning on attending the 1981 SAM Champs are already hard at work building or planning new ships. In case you haven't heard it's Taft, California June 29 thru July 2 for the 1981 SAM Champs.

### RULES & REGULATIONS

For those planning on attending the SAM Champs in 1981 it might be well for us to mention that the rules for this year will be the same as last year plus, of course, the rules that were passed in January 1980. (See Jan-Feb issue of SAM SPEAKS). The rules changes currently being discussed will not be effective (if passed) until January 1982.

### NEW FEATURES

In-line with our continuing efforts to make SAM SPEAKS more interesting and enjoyable, we have added several new features this month. For the first time we have added cartoons by Will Nakashima.

Will is a very popular cartoonist in the Contemporary Model Press. I wrote to Will asking if he would be interested in drawing cartoons about Old Timer activities for SAM SPEAKS. He was somewhat doubtful, not being involved in Old Time activities, but agreed to approach the subject from the neophytes point of view. His first efforts are very humorous and I think you'll enjoy his stuff.

### SAM SPEAKS SCOOP

We're very happy to rerun the story on Ed Packard, the man who started the CLEVELAND MODEL AIRPLANE COMPANY. The story was printed in NAVAL AVIATION NEWS and I don't think that this story has ever appeared in the Model Press. It was felt that many of you could relate to the story since many of us got our start building Cleveland kits or used to dream over the advertisements. That one group shot is right out of a pre-war M.A.N. centerfold advertisement.

### RUBBER-RUBBER-RUBBER

We've included an article this month on Rubber Motors by Ed Wallenhorst, one of our local experts. It's very informative and should start the juices flowing in all you old rubber flyers.

### HELP!

I'm trying my best to get a spark going among you guys out there. I know that there's a wealth of information and things going on in the SAM groups around the country but so far YOUR keeping it to yourself.

I'm somewhat jealous of the info that you've sent John Pond for his column but at the same time contest winners names and places are not exactly what I'm looking for. Articles of interest about gas models, rubber models, free flight and R/C, special club activities, in other words things of national or international interest are what I would like to see. Please send me something besides RULES PROPOSALS. Ugh!

### NEW MODELS

Several additional old models have been submitted for approval as Old Timers. The Historian's Committee is still reviewing these but John has promised that as soon as they are okayed we'll be publishing the names and spec's. One ship is Lanzo's "Bomber" and another is a classy ship by Joe Konefes that's never been published.

### ANYBODY WANT A BROWN JR?

The SCAMPS Brown Jr. contest this year will feature a perpetual trophy that sports a beautiful new Brown Jr. donated by Herb Wahl. The engine is not to be kept by the holder of trophy when he moves it on to successive winners, but will be encased in a plastic cover and be permanently mounted to the trophy. (This should test our honesty). The Brown Jr. event to be held at Taft on April 10 is similar to the Texaco event except that a Brown Jr. must power your model, 1/8 oz. of fuel/pound is allowed and winning time is determined from a 3 flight total. The timer is determined from a 3 flight total. The timer does not follow the model as in Texaco.

Well now that we have 1/2 size Texaco events, how long will it be before we have a 1/2 size Brown Jr. event. Who's got a 1/2 size Brown Jr.? Come to think of it that's what the Brown "E" was, at .299 displacement, it was a 1/2 size Brown Jr.

For the second month I have not received a column from our President, John Pond. I know he says he's run out of things to say, but knowing John as well as I do, I know he'll be back with us next month with a few hundred words of wisdom, and a fresh batch of enthusiasm about the SAM Champs coming to California in '81.

1981 SAM CHAMPS

The 1981 SAM Champs will be held at Taft, California June 29 thru July 2. The bean feed will be Monday night, June 29 and the contest flying will be held Tuesday, Wednesday and Thursday (June 30, July 1 and July 2).

The banquet will be held Thursday night after the contest flying is over.

Contest Manager, Al Hellman has promised that entry blanks and complete contest info will be mailed to each of you with your Mar-April SAM SPEAKS. Any of you overseas guys wishing earlier info may write directly to Hellman. Al's address is on the SAM SPEAKS mast head. Note SAM SPEAKS will be mailed overseas via air-mail. Events will be the same as previous California Champs. We do not have a space problem. Additional special events will be announced as soon as we hear about them.

COVER CREDIT

Last month's Christmas cover was created by Ed Mix and executed by ye old Editor. Credit should have also been given to Paul Plecan. The model under the tree was a buzzard bomb-shell that was clipped out of Paul's old timer models wall charts.

If you haven't seen these, you need a set of these for the wall of your den.

SAM SUPPLIERS DIRECTORY

We plan to reprint the list of Old Timer Model suppliers next month. If you run a cottage industry that supplies stuff to old time builders, please write and help us bring our listing up-to-date.

ANOTHER OLD TIMER HEARD FROM

SAM Speaks received a flyer from a new plan service that is offering older Berkeley model plans. The outfit is called:

W. E. Technical Services  
P. O. Box 76889  
Atlanta, Georgia 30328

The W. E. stands for Bill Effinger, the guy that started Berkeley Models back in 1933. Included in his first offering is the Super Buccaneer, Super Brigadier, Astro Hog 20 and a 1/4 scale SE-5A, wow!

Plans are updated to show R/C installations and include pattern sheets and "shop drawings". Many more designs are scheduled for release in the future. Write W.E. for more details.

CHANGE OF ADDRESS

Have you or a friend moved? If so please notify either Tim Banaszak, Secretary, 1947 Superior Ave., Whiting, Indiana 46394 or SAM Speaks, Editor, 2538 N. Spurgeon St., Santa Ana, Ca. 92706.

Each month we receive at least 25 undelivered copies of SAM Speaks in the return mail.

LETTERS TO THE EDITOR

Dear Jim,

Surprised to get a SAM Speaks as I dropped out of SAM 3 or 4 years ago because of the rule change that barred glo motors from SAM FF and also allowed conversions. This rule change resulted in the entire membership of SAM 6 leaving the organization.

Now all of a sudden there is a proposal to restore glo with a handicap or motor runs. The proposed rules are those which have been used in this area for several years and will continue to be used no matter what decision SAM makes. If they are approved SAM 6 will undoubtedly rejoin. By the way, where do diesel engines fall in the handicap list?

Speaking of SAM rules, isn't there a wing loading rule in FF? Nothing was weighed at the SAM Champs in Dayton 1980. Also, why shouldn't entry at the SAM Champs require SAM membership?

For more flying, more fun, and less nonsense.

John Peck  
SAM 250 (formerly)

*John the diesels have been overlooked again!! Sorry about that, I just print what I receive from the coordinators. (Ed.)*



"If I'm going to join the Old Timer movement, I want to start gradually. I wonder if they have an Old Timer HLG event?"

## LETTERS TO THE EDITOR

Dear Jim,

OT activity of any sort is at an all-time low here, with this 'chapter' consisting of just myself and at best perhaps one or two others. This inactivity started several years ago with a general dissatisfaction with the rules, and was helped along by the loss of every decent field that had been available. I would have to say that the rules were the first and foremost killer of interest, and the decline of interest was polished off by the loss of fields. I understand this is not and has not been an unusual attitude in SAM chapters whose first interest is (was) FF. No one here, including myself, has been moved to renew SAM membership for several year years, as it was felt that by contributing to SAM we were encouraging the kind of rules-making and other activity contrary to our interests.

I had hoped that eventually leadership of SAM would see the great damage done to the movement, as well as dissention, by rules changes and modifications which started at the ill-fated meeting at Springfield in 1976. So far, I have not seen much to alleviate this nonsense in recent editions of SAM Speaks, which has been continually sent to me even though I am no longer an active dues-paying member of SAM. I don't know who is responsible for seeing to it that I have gotten these publications, but I thank whoever it has been.

There is some hope in this bleak picture I have painted, as we have very recently been allowed the use of a fairly large field, suitable certainly for test flying if not contest use, and I have seen again a glimmer of interest in those whose past activity included OT/FF. This seems centered at first in the rubber powered and .020 events, but time will tell just how active these few people may again become. In the interim, I trust that whoever has caused SAM Speaks to be sent to me will continue this largesse, as at least it keeps us informed of what is going on with the OT movement.

Sincerely, Victor G. Didelot  
SAM Chapter 2



Dear Jim:

Well, here we go again. Five years ago, SAM was literally torn apart with the controversy over the use of Glow engines and Glow engine conversions. The first committee appointed by President Joe Beshar to formulate a viable set of governing rules collapsed after a full year of strife.

The second committee, with me as the chairman appointed by Joe Beshar, successfully completed a comprehensive set of rules governing Glow engine conversions, ratified by SAM membership vote in 1977.

The committee was comprised of the following members: Gene Wallock, Larry Boyer, Bob Oslan, Jim Adams, Wayne Cain, Ed Goretzka, Phil McCary, Larry Clark, Dee Mathews, Danny Sheelds, Bob Hunter, R. G. Schmitt, Howard Carman, Bruce Norman, Tom Bristol and myself. That's 16 members, 13 of whom are active free flight competitors.

At the same time, Gene Wallock proposed the abolishing of Glow and diesel engines for official SAM free flight events. As a result, Glow engines were outlawed and diesel engines (early versions) were retained, by SAM membership vote.

History has shown that these rules were acceptable and fair. The downgrading of Glow engine conversions by class was a proper equalizer as the contest results will show for the past three years.

In the 1980 SAM Champs, for the six official events where conversions could be used, with five trophies per event, there was one first, one fourth and 2 fifth place trophies won with conversions. That's four out of 30. Or, by conventional standards where trophies are given to third place, there would have been only one out of 18 awards won. A dismal showing for conversions and certainly not a threat against the vintage engines.

Contest rules are simple; same engine run for everyone. Easier to monitor and administer with non-professional timers.

Without Glow engines, all the airplanes sounded and flew like "gas jobs". No overpowered Glow engine screamers attempting to fly an airplane that was designed for large prop, low RPM engines.

Isn't that really the essence of SAM and why we persist in perpetuating the marvelous golden years of gas modeling. Isn't it the ignition engines that represent the wide separation between modern and old time?

After all, isn't the Sailplane, Ranger, Playboy, Zipper and Alert only one generation removed from modern Glow engined Pylon birds?

See Pg. 4

A super clodhopper, of course. This one flown by Andy Faykun one of the leading rubber enthusiasts in Southern California. That's "dry" lake Elsinore in the background.

Cont. From Pg. 3

So now, here comes John Pond, our President, committee of one, who no longer has any competitive interest in free flight, with a proposal to scuttle the entire set of current free flight engine conversion rules in addition to bringing back Glow engines for official events.

Coupled with a complex schedule of engine runs, all engines, whether vintage, conversions or Glow, could be of maximum class size previously limited to vintage engines, with exception of Class "C", where Glow is limited to .61.

Shucks, I was thinking of using an OS 80 in a Playboy. Wouldn't that be great? Is that old time flying? You tell me.

I realize as a SAM Vice-President, I should avoid getting involved in controversy. I expressed verbally and in writing to John Pond that his role in this matter is completely inappropriate as President.

His letters sent out on SAM stationery requesting support signatures for his proposal is a flagrant abuse of official power. Most of the support signatures are SAM members that do not compete in free flight events. They have no personal interest in this proposal.

Therefore, I earnestly urge you to consider carefully the implications of this proposal and vote. There are over 1500 SAM members on the rolls but history has shown that only about 300 will vote.

Knowing this, John Pond will no doubt use his official position to influence the large group of non free-flight modelers to vote for his proposal.

There has been many times in the past when voting was important for crucial issues but none in my opinion, as important as this one.

Preserve the loved and venerable "gas jobs" and vote NO.

Sincerely,

Al Hellman  
SAM 411

Editor,

As a recent arrival in the ranks of SAM (although I remember Rosecrans and Western I'll take this opportunity to "speak my piece" regarding "to glow, or not-to-glow" in F.F.-O.T.

Having continuously chastised myself for shortsidedly given away (!) the engines and accessories of my youth-ohlssons, Ardens, Bunches, et al - lo these many years ago, and, now, finding that I want to recapture some of those bygone joys, I discover that I am barred from flying power F.F. because, so far, I've not found a source of vintage engines. (I suspect that when I do, the prices will discourage my further pursuit.)

I am certainly in agreement with the SAM philosophy of preserving antique modelling (being somewhat of a relic myself.) And, while its unlikely that I'll find myself on the competitive flight line, I would like my O.T.'s to be built and flown according to the book. But does this mean that I cannot use adhesives, covering material, wheels, and engine-run-limiting devices invented since 1943?

Certainly, those with the easiest access to the "goodies" always prevail - it's Nature's Way - and so will those who "pay their dues" at the work bench and on the field.

(Mumble, mumble, ramble, ramble.)

Anyway, I'd like to go on record as favoring John Pond's proposal of the last issue (Nov/Dec/80). In the meantime, I'll use the mails to check out sources for vintage mills and conversions, and wait for some decent weather to try out my pet .099 powered Spook 48 with 2 channel COX/SANWA.

Thanks for a very informative and mouth-watering, adrenalin-producing publication.

Ray Newman  
SAM 0988



Some like 'em big! Boehle Giant built by "Nick" Nicholau of SAM 30.

#### PROS & CONS ON THE RULES PROPOSALS

Dear Jim,

I read with interest John Pond's proposal to allow glow engines to be used in some of the old timer free flight events in the current issue of SAM Speaks. I am in favor with John's proposal since I think it handicaps the glow engines enough so that the old ignition engine powered models have as good a chance to win as those powered by glow engines. By allowing glow engines, other modelers who do not own ignition engines or do will be attracted to SAM and old timer flying in general; face it; without new people entering into the old timer flying, SAM and old timer activity is doomed to die.

I met John Pond when I accompanied him up to Sacramento from San Francisco to attend the 4th Annual Stockton Old Timers Meet. As a result of that lovely Sunday in October, I decided to join MECA just to obtain a few ignition engines to use in Old Timers.



## CONT. FROM PG. 4

## LETTERS TO THE EDITOR

Unfortunately, I got carried away being an engine collector and stopped being a modeler. Now that I am back being a modeler, I want to participate in fun activities and do not care what one they are as long as the cost is not exorbitant. I certainly do not plan to use extremely expensive rare engines in any free flight models. If an engine will cost over \$100 to replace I will not replace when it is gone - due to crashes or O.O.S. models. After the few inexpensive ignition engines I obtained for old timer use are no longer available to me, I will be out of the powered free flight portion of the old timer movement unless glow engines are allowed.

Sincerely,

Martin H. Schindler  
SAM #017



The original buzzard bombshell and the designer and builder, Joe Konefes, that looks like the '66 Nats at Chicago in the background.

PROS & CONS ON THE RULES PROPOSALS

Dear Jim,

It was a pleasure to meet you at the Dayton SAM Champs and I hope to see you again at the next SAM Champs at Taft.

I am responding to your request for comments on rule changes in the November-December 1980 issue of SAM Speaks (No. 40). Since I only fly R/C assist, I will not comment on free-flight issues.

Handicapping Old Timer Engines - by, Don Bekins

Firstly, I oppose this proposed rule change to Section IV, paragraph 4 without also changing the events that are actually flown in competition. Since R/C assist is actually flown at contests by Class A, B, and C Glow O/T Class A-B & C Ignition O/T, Antique and Texaco; I fail to see why there should be any changes to the current handicapping system because there is no head-to-head competition between Glow Ignition engines in the O/T events. As Don Bekins correctly identified in Class "C" Ignition, an Anderson Spitfire @ 0.65 in<sup>3</sup> displacement on a regular Playboy SR (i.e. 800 in<sup>2</sup> wing area) and a 40 second engine run is going to outclimb any loop-scav. 0.36 in<sup>3</sup> converted ignition engine.

In other words, the advantage is already with the Antique Ignition Engine for two reasons: (1) the longer engine run and (2) the lower power loading for the Antique Ignition Engine; i.e., the 2250 in<sup>2</sup>/in<sup>3</sup> rule does not apply to Antique Ignition engines. If Don is saying lets get rid of the various events based on engine type (i.e. Glow vs Ignition) and just fly Class A, B and C O/T, then the proposed handicapping makes more sense; however, the 2250 in<sup>2</sup> wing area per in<sup>3</sup> engine displacement rule will also require revision for Antique Ignition Engines unless we want to see the pendulum swing the other direction where everyone is flying Playboys with Anderson Spitfires and the game is to find Spitfires. This would generally be true for Class A-B Antique Ignition Engines.

There is head-to-head competition between Glow and Ignition in the Antique event where Glow and Converted Ignition are allowed seven (7) seconds of engine run per pound of airplane and Antique Ignition engines are given then (10) seconds per pound. As we all know, the advantage here goes to the big airplane (i.e. 6 to 7 lbs category) regardless of engine used. I have flown a 7 lb. Dallaire with Antique Ignition, Converted Ignition, as well as Glow and have consistently achieved 600 seconds or greater flight times using 70 seconds, 59 seconds, and 49 seconds engine runs times respectively. There probably would be an advantage for the Schneurle Glow engine over the Converted and Antique Ignition engines in a fly-off situation with the Converted Ignition coming in last.

With regard to the Abe Gallas' proposal, I would like to add, ... to freeze the current SAM Free Flight and R/C assist rules for a period of three (3) years, ... I agree with Abe's justification and would also like to include R/C assist.

To be more positive about published rules, I have included a marked up copy of the 1979 R/C Assist Rules as well as a typed copy of the marked-up copy. My intent here is to correct typo's and to define more clearly the R/C Assist Rules without changing their original intent. If this will help clear-up the confusion, I recommend that copies be sent to the AMA and all SAM members through SAM Speaks.

Don Bekins and his group should be commended for their test work on the various engines. I have utilized the data to verify some climb performance calculations. On flight #2 however, I believe it should be the McCoy 29 rather than the Torp 29. Additionally, I believe that 48 oz. (3 lbs.) gross weight for the K&B 4.9 cc Glow engine, but would like to know the gross weights for the Ignition Engine versions (Torp 29, McCoy 29 and Converted OS.30). In other words, how much did the coil, cond, and ignition flight battery add to the weight? This is important because the rate of climb is strongly influenced by not only the engine power output but also by the models gross weight.

Wishing you a Merry Christmas and Happy New Year.

Very truly yours,

Dick Huang  
SAM 1477

*Dick, I have forwarded your rewritten rules to John Pond for consideration. John has accepted responsibility for publishing the new rule books. Your point about revising the AMA rule book is well taken. I also noticed how out-of-date the AMA's copy of the SAM rules are. (Ed.)*

# MODEL MASTER

In 1918, 12-year-old Eddie Pachasa, formerly of Newark, N.J., watched his new friends in Cleveland, Ohio, build an Ideal flying model – a 36-inch *Military Tractor* – wind it up and then watch it crash.

Later that year, Pachasa began to construct a seven-foot hook and ladder truck for a younger brother. It took him a year and he did it without drawings. He just haunted a fire station and took measurements.

Years later, Edward T. Packard (he changed his name to avoid the problems of spelling and pronunciation) founded the Cleveland Model and Supply Co.

Ed Packard grew up during the exciting days of barnstormers – those daring young men in their flying machines who flew by the seat of their pants and used any level pasture as an airport. When he saw his first airplane, a Handley-Paige bomber, he decided he would have to learn about those things.

In 1919, 13-year-old Packard designed and built a twin pusher-type plane of white pine and sheet metal. He made eight *Skylarks* and sold them wholesale to three different dealers for \$1.75 each.

“It was tough dealing with those people,” he recalls. “I was just a kid, and it was hard for them to take me seriously.” But he plodded on. Two years later, he designed the *Moth*. He sold 250 of those.

Packard worked for several aircraft companies during the next 10 years, and also got deeper into the modeling business. While working at the Martin Aircraft Factory in Cleveland, he borrowed a set of plans for the Donald Douglas-designed MB-1 passenger transport conversion. From this plan he drew a set of 3/4-inch scale plans for both the MS-1 and MB-1. He and his family turned out model kits as the need arose.

In 1927, he ran his first ad in *Popular Aviation*. That was the year

Lindbergh made his Atlantic flight and, in the airplane mania that followed, Packard received an order for 360 *Moth* kits at \$1.25 each. Two years later, he incorporated as the Cleveland Model and Supply Co.

In 1930, Packard made model history when he introduced the Great Lakes *Sport Trainer*. By standards

then, it was far ahead of the industry. Detail for the tiny model was impressive. (Packard had access to the full-scale drawings of the prototype.) There were 16 step-by-step views for finishing and assembly of the nose to reproduce the engine and cowl. The nose detached with women’s dress snaps and there was a motor spar for each winding of the rubber motor. All wood parts were balsa instead of bamboo or pine – an innovation.

On June 8 that year, Joe E. Powalski of Cleveland sailed his Cleveland-designed 2T-1 3,608 feet, taking off from the ground. It was a world’s record.

The Thompson Trophy races start-

A few years ago, Packard posed with his Travel Air and a Republic Amphibian.



ed in 1929 and became immensely popular. Packard hung around the hangars and scaled measurements of the planes to put out models. His *Travel Air Mystery Ship* model of the first race winner was one of the first low-wing flying models ever produced.

Cleveland Models (CD – Cleveland-Designed, as they came to be known) rapidly became the hottest items in the modeling world during the Thirties and Forties. Packard sold over 50 million kits during those years, and the price was right, even for those times.

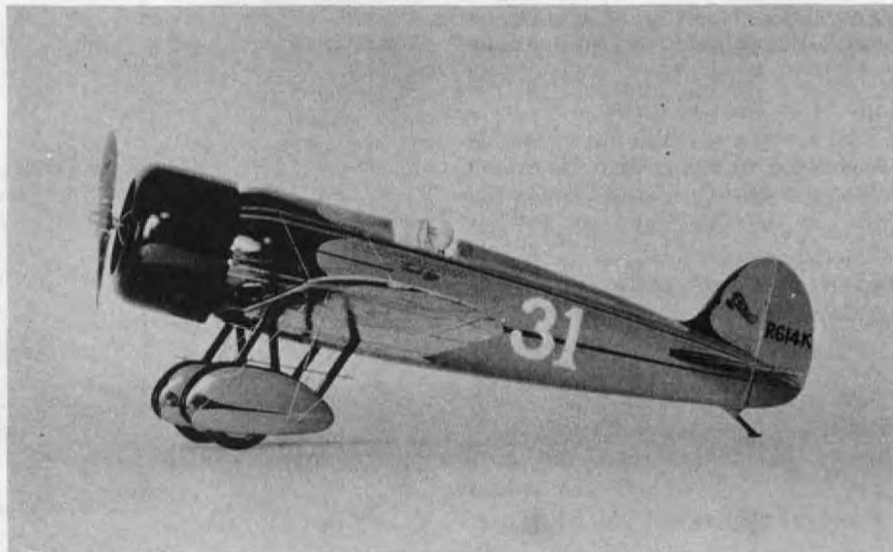
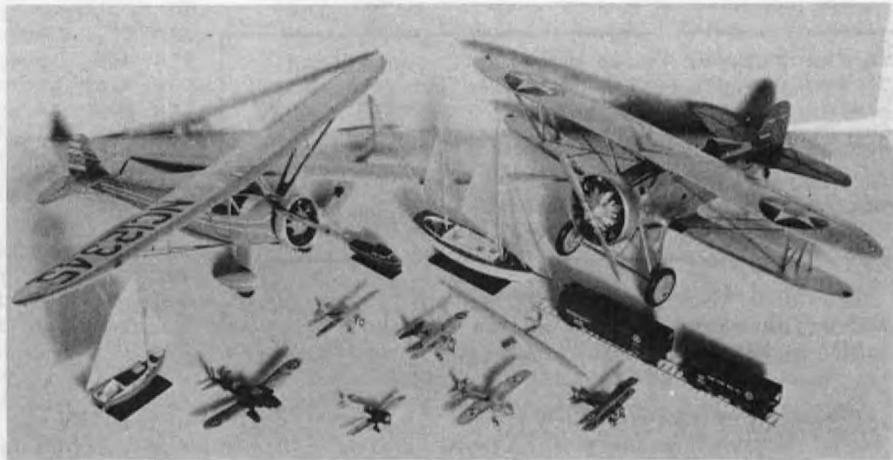
"We purposely kept the price down," he says, "because we were selling mostly to kids and kids just didn't have money. I remember kids who would ride 10 or 12 miles on a bicycle to spend a dime or a quarter for a small bottle of glue and a few strips of balsa wood."

During the peak years, Packard employed over 100 people, including six full-time draftsmen. "It just seemed like we never had enough time," he recalls. "We did everything – buying, selling, advertising, putting kits together, making new plans."

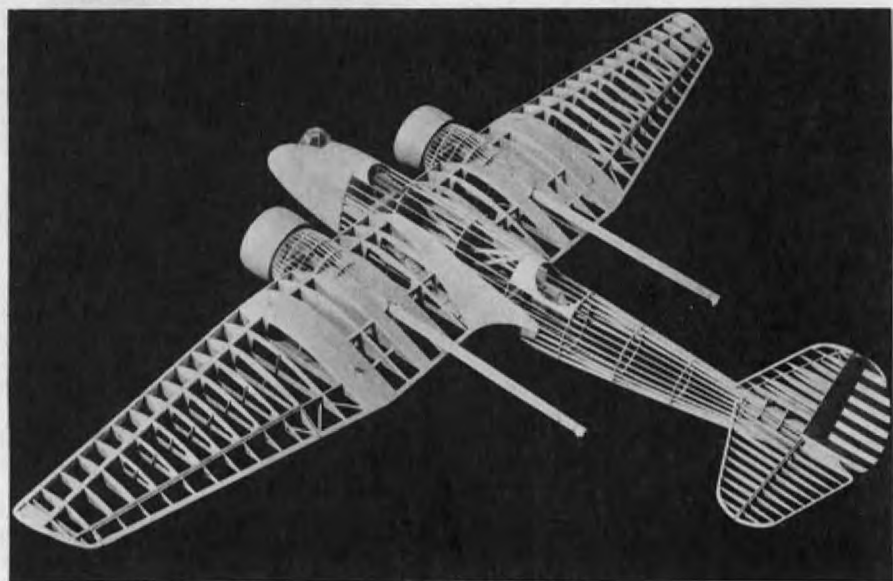
In spite of his total involvement and dedication to aviation, Packard never learned to fly. He laughs about that now. "You know," he says, "I always wanted to fly my own plane. In fact, during the early Thirties, there was a man who was going to teach me. I knew he used his plane to smuggle rum into the States from Canada but that didn't bother me. I was just a kid, and I had a chance to learn. But the police found out about him and he just disappeared. And my chance was gone, too. Then, the business started picking up, and I just never had the time after that."

Business declined after WW II. Plastics hit the market, and people seemed to lose the patience needed to construct a CD Model.

"Kids today are in a hurry," he says. "They want something they can put together and fly right now and, in a way, I think that is sad. But, when a youngster built a CD Model he knew something about airplanes when he finished. He had a basic knowledge of aircraft construction and he knew something about aerodynamics."



Top, on display are a variety of smaller Packard creations with larger Monocoupe, circa 1930, left, and Navy F4B, right. Above is a Travel Air and, below, a finely detailed Martin Bomber in the making.

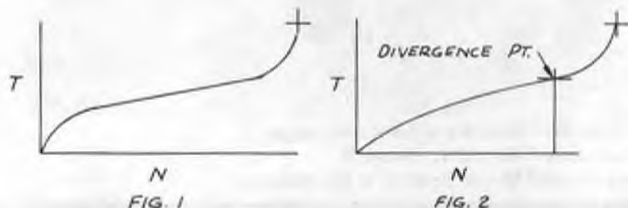


## TESTING RUBBER MOTORS By Ed Wallenhorst

About the author; Ed is a very active rubber flyer and member of the Thermal Thumbers Club in Southern California. Ed is the man to beat in the "Commerical Rubber" events held by the SCIFS and SCAMPS. He introduced the 1936 Gordon Light Wakefield to the competition almost a year before R/C model builder ran the plans. His super light ship is a real winner. (Ed.)

The diagramed Torque Meter is an easily built, unsophisticated measuring device which produces surprisingly accurate and repeatable data. Its usable range extends from Commercial Rubber motors (25 - 40 in oz.) to modern Wakefield (80 - 100 in oz.).

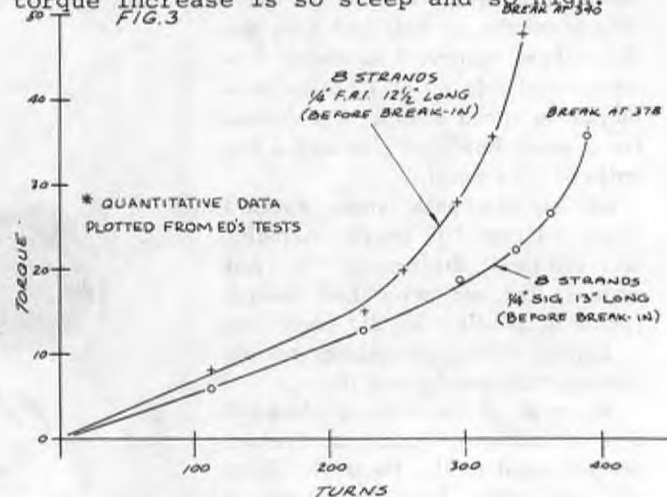
Using the meter, nearly 20 rubber motors representing 3 makes of rubber and a wide range of motor lengths and number of strands were tested with some surprising results. First, most of the published data indicate an energy storage curve (turns vs torque) which looks like Figure 1. The data developed here looks like Figure 2 and is consistant for all brands of rubber. Torque was nearly linear with turns to approx. 75% max winds. Breaking torque varied considerably with rubber brand from about 150% to 200% of the divergence point torque. Poorest performer was 1979 Parelli.



Second, it makes almost no difference in torque what the installed length of a rubber motor is relative to its unwound length. A rubber motor installed tightly between hooks, as opposed to lots of slack, buys you nothing in torque. Third, the new 6 mm Parelli rubber is virtually identical to some 1/4 in. 1979 FAL rubber (mine was .037 thick) on a strand for strand basis as far as both torque and breaking turns are concerned. The Parelli gives far less warning of approaching the breaking point so that users had better use a winding tube also. Incidentally, Parelli rubber, although much softer than FAL or SIG, is virtually identical in weight. FAL rubber is about 2% heavier than either of the others. Carefully preserved 1972 Parelli (sealed in glass, cool, no light) is comparable to the modern product except that it seems to have become more brittle with age. An 8 strand, 40 inch long motor carefully lubed and wound to the divergence point disintegrated into 6 separate pieces on the second winding. It did not break as a motor however (as modern Parelli nearly always does), instead individual strands kept popping during both winding and unwinding.

SIG rubber has been considerably maligned in most published data. Although I do not use it, a substantial case can be made for its use. Wound to 90% of its breaking turns, the area under the torque/turns curve is about the same as either FAL or Parelli. It does put out less torque, but takes more turns. For comparable results, use 10-15% more strands and reduce motor length proportionately.

Flight results should be very similar. SIG rubber does give a much more easily noted approach to breaking by sharply increased torque than does Parelli, but not as good as FAL. It is virtually impossible to break a motor of 12 or 14 strands of 1/4 in. FAL rubber well lubed and in good condition unless it is done deliberately, since the torque increase is so steep and so high.



## LETTERS TO THE EDITOR

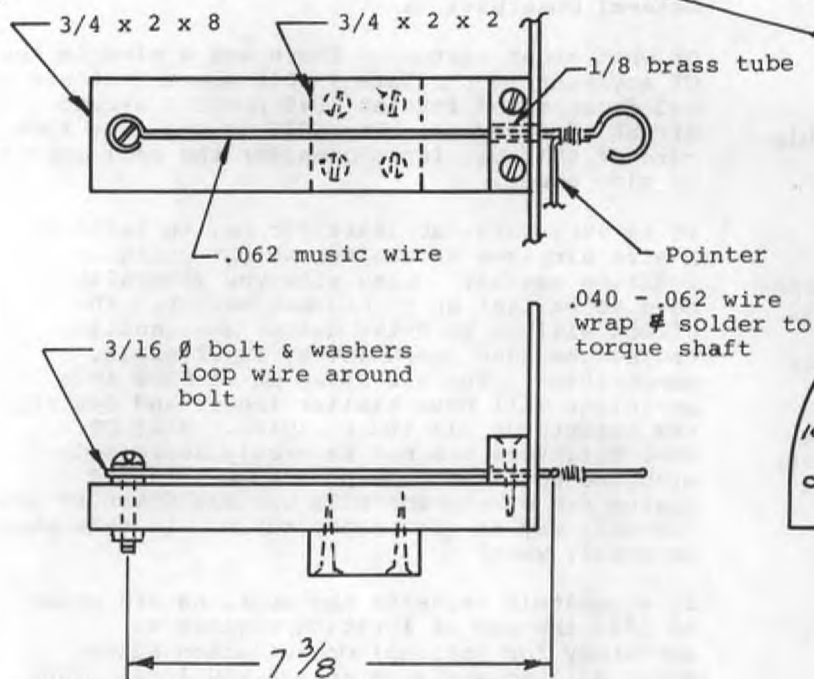
Jim, I think your doing a fine job. Keep up the excellent work.

My personal opinion about putting glo engines in the free flight events is yes I think they should. It has taken me 5 years to get a good competative running original itnition engine, and I know a lot of people. What is a young beginner going to do. An original can be had, but to get a good runner is going to cost. I've been to a couple of these MECA things and from what I've seen, most of then want to trade rather than sell, and when they do sell, Wow, out of sight. I say let the youngster in with his glo engine, reduce the engine time as previously described, but let him fly and help him. You've got to get him thoroughly interested first and then he'll start looking for that ignition engine, because then he'll want to be like the rest. If it becomes necessary, break it down to two classes ("C Pylon, Glo" and "C Pylon, Ign."), but I don't think that that will be needed with the engines runs broken down to 100% Ign., 80% Conv. Glo to Ign. and 60% for glo.

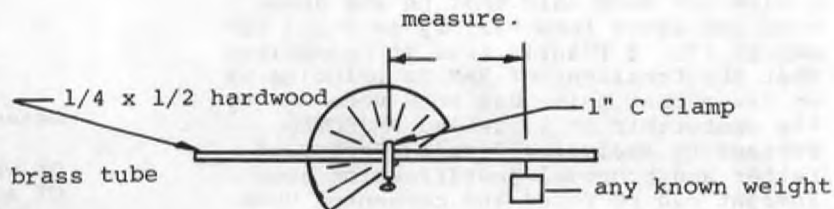
You have to hook the fish before you can land him, and if it's too small you throw him back into grow some more, then he'll be a better catch. Get the youngsters in with his glo engine, let him grow and learn, then he'll be a more avid Old Time Modeler.

Harold E. "Hal" Cullens  
SAM #993

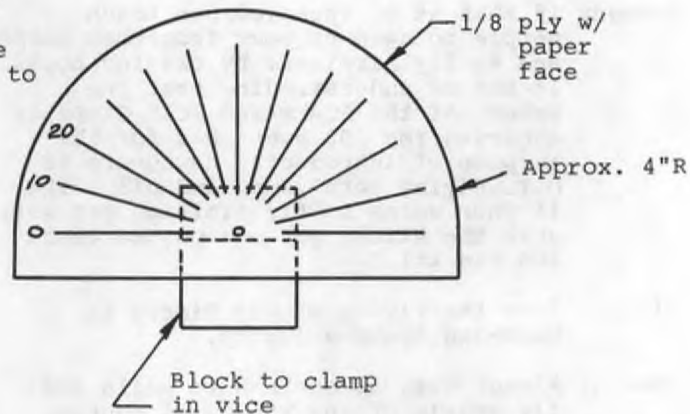
# TORQUE METER



This length gave exactly 15° pointer travel per 10 in. oz. torque on original



Calibration Technique -  
Rotate Support - Keep Beam Horiz.



Torque values as determined by calibration. After calibration bend pointer to zero (torque shaft will usually take an initial set)

## MODEL MASTER Cont. From Pg. 7

The Cleveland Model and Supply Company is still in business, although it is nowhere near what it used to be. Ed Packard runs it by himself now. He is 72 years old, but he still puts in a full day working on the top floor of a five-story warehouse on Detroit Avenue in Cleveland. You can still order a set of plans for just about any kind of airplane you want. But only the most dedicated model builders will go out and buy the necessary wood and materials to build from these plans, so business is slow.

Packard has done a couple of things, though, to ensure that the art of building classic flying models is not lost completely. He has donated three finished models, an Me 109 Messerschmitt, a Boeing B-9 bomber and an uncovered skeleton model of a Curtiss F11C-2, and one of his kits to the Air Force Museum at Dayton, Ohio, where they are on permanent display for future generations. His original model drawings are in the archives of the Science and Technology Department at Case Western Reserve University.

It is impossible to measure the impact that Ed Packard had on the field of aviation.

He was there at the birth of an industry that literally changed the world. He had the talent and the foresight to make the vehicles of the industry available to the youngsters of the world on a level they could understand. From there, dreams were built, and those dreams materialized with space flight and a walk on the moon.

Knowledge is an intangible thing, but that's what Ed Packard sold with his CD Models. Knowledge of how an airplane works, how it is put together, what makes it fly, and why it has to be the way it is.

Solarbo Ltd., an English distributor of balsa, paid this tribute to Mr. Packard in an ad in *Aeromodeller*.

"If we can talk of the romantic days of aeromodelling, it was when the Cleveland flying scale model kits were in their heyday - in the 1930s. There have never been models like them."

There is no telling how many people were inspired by Ed Packard models to pursue aviation careers, but the number has to be a high one indeed.

LETTERS TO THE EDITOR

A wise man once said that he who doesn't read and learn from history is bound to repeat it. I frankly find it incredible that the President of SAM is bringing up an issue that twice has been voted on by the membership at large and REJECTED. Perhaps by analyzing John's "Preamble" Letter and proposal justification some insight can be found and commented upon.

Claim "There is no question about being able to introduce the newcomer to the intricacies of ignition by easy stages."

Comment If this is so then you can teach people to swim on your frontroom carpet and to fly airplanes by reading books. It was my understanding that the intent of the SCAMP and SCIF Clubs in evolving the .02 event was for the purpose of introducing newcomers to O.T. flying both young and old alike. If your going to fly ignition get wet, grab the stick, put one on the bench and run it!

Claim "--- the flying of Old Timers is becoming truly a luxury."

Comment Always was, no one has to build and fly models of any kind. Of course, its a luxury, always will be.

Claim "--- putting Old Timers on a fun basis and avoid increasing costs and demand for ignition engines -----"

Comment Flying Old Timers with glow is the only way to have fun? Oh really John! I haven't noticed the cost of glow engines going down. Is there some quirk in our economic system that excludes glow engines? Seems to me I saw some glow fuel the other day at \$15.00 a gal.! Gas @ \$1.35 a gal. seems quite cheap by comparison! Also I haven't noticed a need for Herb Wahl, Otto Bernhardt, Mark Fetchner or me to build 200,000 ft<sup>2</sup> factories to keep up with the demand for spark ignition engines.

Claim "--- must pay \$130 for a "cyke" that originally sold for less than \$20.00--"

Comment What does this have to do with the price of rice in China? When cyke's were \$18.50 a fair weekly salary was \$25.00. Today most everyone who should be interested in OT Flying either makes or has direct access to someone who makes a hell of a lot more than \$130.00 a week. If a potential flyers total survival resources are in this income category a \$50.00 glow engine is also out of the picture.

Claim "--- eliminate the confusing set of engine displacement rules etc.  
--Replace with a handicap system of motor runs."

Comment A Class "A" engine is a Class "A" engine, whose confused? Well the timers sure as hell may get that way. Whose on first? 20 seconds? No he is on third! --- Poor trade off!

## General Observations

Ok what about history. There was a time in the OT movement in the late 1960's where contests had degenerated into an .049 powered strato streak @4 oz.event. The SCIF weight rule took care of this but let's consider the real impact of glow power.

It is very hard, at least for me, to build an 'A' size airplane at minimum weight using an ignition engine. Using glow you generally have to ballast up to minimum weight. The effect will be to drive out of use ignition engines because competition, is after all, competition. The use of an HP 61 Glow in a sailplane will have similar impact and destroy the majesty of old timer flying. Most OT Free Flighters are not favorably impressed with the hot schnurle powered RC limited engine run events but will use max power if its the only way to the trophy table. Is this what we really want?

To accurately recreate the modeling era prior to 1942 the use of ignition engines is mandatory for National Organization Rules. There is absolutely no reason why local clubs cannot do whatever they wish for their contests to fit local conditions. The SAM rules really apply only to the SAM Champs when you get right down to the facts. Since newcomers seldom compete in national events the gut premise of John's proposal has absolutely no validity. The bottom line is let's quit playing around with rules that work well and let's go flying! John, please, quit heating your shoe on the lectern - enough already!

Bruce Chandler  
SAM 059



And from our oversea's friends a Miss Philadelphia VI built by Noel Barker of Merry Olde England.



#### OLD TIMER MODEL WHO'S-WHO SERIES NO.6 "THE EHLING"

Design by Frank Ehling, Jersey City, New Jersey

The model first appeared in the September 1937 issue of Air Trails Magazine under the title "Contest Gas Model". The model has become a winning favorite among Texaco fliers, both F/F and R/C. This ship has natural inherent stability and can sniff out thermals better than most pilots.

The ship is simplicity itself, Clark Y Airfoil on the wing and zip-zip symmetrical on the rudder and stab. The fuselage profile, although ugly, is a popular semi-symmetrical foil that has been inverted.

Frank was nineteen at the time he designed the model and had been modelling for seven years. Gordon Light who wrote the description on the model, said that Frank is one of the most modest and unassuming modelers he'd ever met. At that time Frank was President of the Hudson County Chapter of the N.A.A. (predecessor of AMA).

The span of the ship is 8 ft. and the wing area is about the same. The ship in the picture was built and flown by Cliff Silva, who's won many Texaco trophies with this design. Power is provided by Mighty Midget Aero.

#### HAND LAUNCH GLIDER PLANS - \$1.00 Each

R. Larsh, 45 South Whitcomb Avenue, Indianapolis, Indiana 46241 S.A.S.E. for complete list.

PLAN PACKETS send S.A.S.E. to Paul Plecan, 3023 Saratoga St., Riverside, Ca. 92503.

A few old timer plans and many scale goodies.

#### PRODUCT REVIEW

We received our kit for Tyro's Bay Ridge Mike. All of you guy's that like to build from kits will love this one. The kit is absolutely complete, everything and I mean everything. you need except the hot stuff is in the kit. Parts are cutout and sanded and even balsa wheels are included. Construction and design look good - it should be a very good ship.

Have you seen the plans for Bob Oslan's Scientific Commodore in the February Model Aviation? This is a very slick ship. Flies beautifully, thermals very nicely, and is acrobatic enough for the average flyer.

I was out flying with Bob last week and he let me fly his 50" air trails sporster. (Now kitted by Midway Models) Boy! is this ship fun. Powered by a .15, it is the most dynamite ship you can ask for. Bob has his set-up so that it's super responsive - snap rolls and other maneuvers possible with rudder and elevator can be done with just the lightest touch. A real change of pace after a weekend of Texaco type flying.

#### CLASSIFIED ADVERTISEMENTS

A new book "antique and old timer model aircraft" is now available. Written and published by Danny Sheelds, active SAM member. The book contains hundreds of "gas jobs" pictured in ads, pictures and layouts. The 80 page book, over 2 years in the making, contains all the information you've been looking for, and conveniently between 2 covers. Now you can see what many of the "gassies" in Pond's list look like, price is \$10.00 postage paid, England 5 pounds postage paid, other overseas orders \$10.00 plus postage. Send orders to: Danny Sheelds, 3 Cinnamon Circle, Apt. 1-C, Randallstown, MD. 21133.

#### TROPHIES

Tom Sutor Trophies, 2315 U.S. 27 North, Avon Park, Fla. 33825 (813) 453-3470. 3 color SAM Medallion included on trophies, 50% discount to SAM members, U.P.S. paid on orders over \$100.00.



"In some ways the glowplug was not a step forward"



Bill Ladner, ex-SAM Prexy launches Bantam powered rocketeer. The location, Taft, California, home of the Free Flight Champs.

**SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

MARCH-APRIL 1981

Dedicated to Old Time Modelers Everywhere

NUMBER 42

## SAM EDITOR SPEAKS By, Jim Adams

This issue features the last of the letters to the Editor on the engine controversy. I started to say the rules proposals, but only one of the rule proposals has received all of the attention. The proposal to bring glow engines back into F/F, to return engine sizes to the old standard limits of .20 - .30 and .61 for glow, 1.20 for ignition, and to limit engine runs to 15 sec. for glow, 20 sec. for conversions, and 25 sec. for ignition engines has drawn all of the attention.

The proposal to freeze all rule changes in F/F for three years and the proposal to revise engine runs in R/C to 15 sec. for Schneurle, 20 sec. for cross-scavenged type glow, 35 sec. for converted ignition engines and 55 sec. for antique engines (production engines prior to 1950) have hardly drawn any comment.

Feeling runs very deep on this subject of glow versus ignition and I regret that some got carried away by the heat of the controversy. I have chosen not to edit the letters, for fear of being accused of censorship, but have instead printed the letters just as I have received them.

It is hoped that the additional time allowed between the time the proposals were submitted and the time you cast your vote has been used by all of you to discuss and investigate these new changes.

Read the proposals carefully, make sure that you are aware of the far reaching affects of some of these and that you are willing to live by the letter of the law on these new rules. Remember further rule revisions cannot be enacted till 1983.

Your ballot is included in this issue. Take the time and vote, remember you are the one that makes the rules changes.

## THE RETURN OF THE SPARKY

Ed Lidgard is staging several old timer rubber contests this year for Sparky Designs in Southern California. The Sparky is the oldest contest rubber model kit produced continuously. It is 42 years old! First of the meets will be the free flight champs at Taft over Memorial Day. The second will be at the SCAMPS twin pusher meet at Mile Square on September 13, 1981. Ed developed the Sparky while a member of the famed Chicago Aeronauts Club. The plan for his "improved" 1941 version will appear in R/C Model Builder in the May issue.

## RULE BOOKS

I have just received word from J. Pond that new rule books are in the mill. The books are being redone to simplify reading and understanding them. No changes to the rules per se are being made, only a reorganization of the current rules format.

S.A.M. Speaks will print the revised rules in the May-June issue in time for your use at the S.A.M. Champs.

## S.A.M. CHAMPS ENTRY FORMS

Included with issue you will find entry blanks and info pack for the 1981 California S.A.M. Champs.

## FRANK ZAIC YEAR BOOKS

Frank has just released a reprint of the 1934 year book. The book is big and fat and also includes reprints of his old catalogs, has new plans that were never published and includes reprints of model aviation and model aeronautics.

The book is a terrific bargain and I know you will want to own one. Send \$5.00 to Frank Zaic, Box 135, Northridge, Ca. 91328.

Frank's story about the early days of Jasco during the depression are worth the price alone. If you don't have a full set of books ask about them! --- your missing the best part of being an old timer.

## THERMAL SOARING

An excellent article on the secrets of thermal soaring your old time R/C co-authored by Mark Smith, past National R/C Soaring Champ, and Don Bekins is included in this issue on page 6 and 7. It's all here, read this and you will become an instant winner (at least you'll understand how they do it).

DONALD J. DODD  
1925 - 1981

Northwest modeling suffered a real loss when Don Dodd passed away on 20 January 1981, after a losing battle with cancer.

Our heartfelt sympathy goes out to Don's wife, Carol, and the children. And also a special thanks for having shared him with us. A perpetual Old Timer trophy is being built to honor Don and recognise his contributions to our hobby. By awarding this trophy each year we will keep alive the memory of a real modeler and true friend, the the kind that only comes along once in a lifetime.

## PYLON TURNS

*This article is reprinted from the SCIFS "flight plug", Ken Sykora, Editor.*

In the current (Feb) issue of MAN, Bob Larsh is presenting Part I of his story on the history of the Comet Zipper. \*

This first part contains interesting 3-views not only of the prototype Zippers and Mercury developed in 1938, but also the famous Valkyrie and the recently "discovered" Anderson Pylon, which preceded the Zipper in 1936 and 1937 respectively.

This article should be of interest to the modeling readers in general, and in particular to those interested in Old Timer'ing. No where else in modeling's relatively short history has one design concept made such a break-through ... and done it so quickly.

Well known author of practical technical articles, Richard Miller, has called the Zipper the second Giant Step in gas model development. (Step one was the first successful series of giants by Kovel, Bassett, Beehle, etc. The third step was the HiThrustLine; Starduster, et al. The fourth step was the Very Hi Thrust designs, and the fifth step seems to be the FAI variable incidence approach ... which seems to make all design layouts possible! ... except that the low pylon still seems to be the most common choice!)

To really appreciate the impact the first Zippers made back in the summer of '38, like they say, you just had to be there. The contest ship of that time was a more or less realistic looking giant of from 7 to 15 ft. span. With a Brown or Baby Cyke grinding away up front, these monsters chugged along, and if they got high enough, frequently were lazily long gone in a thermal. If things went wrong (as they frequently did!) you could go over to the pits and have a beer while waiting for the slow motion crash. A few brave men did try to change things ...by scaling these ships to 3 or 4 ft sizes (for Browns!). A few of them even lasted past the power run...but you had better be under cover when the "glide" started! Talk about V-Bombs!

Then came the Zipper. It was like you'd been flying a SPAD, and suddenly there was a P-51 on the field! A lot of the old hands got cricks in their necks trying to watch that corkscrew climb...and plenty of rest lying on the grass watching that beautiful ballooning glide...to the trophies.

And, of course, as with any new breakthrough, there was resistance. Some thought Goldberg must have a secret control device...others doggedly insisted the pylon wasn't "real airplane like" and should be outlawed...or the rules changed to handicap it out of competition. But the enlightened and dedicated contest flyers had smelled blood...the old Texaco ships were in the arena...and Carl had let loose the lions.

But the most fascinating thing about the Zipper is that this concept was proven in the '38 state-of-the-art time frame..and that, fundamentally, it has not changed in 43 years! And this fact was the key thing we looked for in Larsh's story. How did all these design factors come together so well? Goldberg was certainly clever...but, we wonder, did even he understand why this layout worked the way it did? The article says it was, "the high wing". But it was much more than that. We even went back to Carl's original article on the Zipper in July '39 AT; and he didn't provide a real analysis either.

Perhaps only now, after years of technical "field" research by Zaic, Miller and others are we ready to "take apart" this wonderful airplane and see what make it tick...so far ahead of its time.

It should be fun...any takers????

King Sugar

### CHANGE OF ADDRESS

Have you or a friend moved? If so please notify either Tim Banaszak, Secretary, 1947 Superior Ave., Whiting, Indiana 46394 or SAM Speaks, Editor, 2538 N. Spurgeon St., Santa Ana, Ca. 92706.

Each month we receive at least 25 undelivered copies of SAM Speaks in the return mail.



Tom Rice active old timer flyer in Southern California and his nice flying Diamond Demon powered by a C.I.E. diesel. They really run! I thought that they were a myth. \*

MINI SAM CHAMPS

A mini S.A.M. Champs sponsored by Michigan Antique Modelers is to be held at Three Rivers, Michigan on May 30-31. This is for the benefit of all those in the mid-West that don't plan to make the trek to the West Coast for the BIG one

Karl Spielmaker has announced that plans are in full swing for this gala event. A bean feed and engine collecto will be held at the new Holiday Inn on Saturday night, May 30.

The events are as follows:

<u>Saturday, May 30</u>	<u>Sunday, May 31</u>
A&B Cabin	A&B Pylon
C Pylon	C Cabin
Stick Engine	Cabin Rubber
Compressed Air	.020 Replica
Slag Engine	Nostalgia 1/2A up to .09
Nostalgia A,B,C	Hand Launch Glider

Special Kids Events

P-30  
H/L Glider  
Sig R.O.G. Models  
H/L Glider

Trophies will be to third place with the exception of kids events, compressed air and slag, trophies will be thru two places.

FRINGE BENEFITS BIG FOR SMALL SHOP OWNERS

*(Reprinted from the "Orbiteers" Newsletter El Torbellino San Diego, Ca.)*

Leroy Brooks, owner of Hillcrest Hobby Craft at 3967 Fifth Ave. - billed as San Diego's oldest hobby shop - recalled catching a 9-year-old boy who tried to shoplift a model plane a year or so ago.

The hobby shop owner and the youngster have since become fast friends.

"I remember I walked over to him and said, 'Here, if you're going to take it and build it, you'll need some glue' -- then I put the glue and model in a sack for him," said Brooks, 49, who bought the shop five years ago. He and his wife, Joyce, have three grown children and three grand children of their own.

"The whole thing came to something like a dollar," he continued. "I told him, 'Now I want you to pay me back in 30 days.' Well, sure enough, he came back with 100 pennies for me that he had raised by collecting things to be recycled.

"His mother came in an asked if he'd taken something. I told her what the deal was. She came back later laughed and said I'd created a monster. He collects all kinds of tin cans and things to pay for his model s He's in here all the time -- that's the kind of thing that make a business like this worthwhile -- getting to know the people."

EAST COAST CONTEST DATES

*(As reported in SAM 7's "Yankee Flyer")*

All events for the 1981 season are scheduled for Westover A.F.B. Dates are as follows:

Spring Meet	May 31
Summer Outing	July 5
East Coast Champs	Sept. 5&6
Fall Rally	Oct. 4

Events for each contest will be same as the past year. Special events will be scheduled, mass launch, under 20" wingspan, stick R.O.G. will be one of the speical events again. Jack Whittles has volunteered to sponsor a nostalgia event. More info will be forthcoming.

MODEL PLANE TERMINOLOGY

*Reprinted from M.A.N. April 1935. Now we know where they got the name for the "Commercial Rubber Event".*

In the rather distant days when models were first coming into prominence, it was customary to call built-up fuselage models "Commercials". This is still the case in some quarters and it leads to some confusion on the part of the casual reader of model airplane news items, causing the reader to think that the term means the model was purchased commercially. This is so far from the true meaning of the term that it has been considered much more meaningful to call such models "Cabin Fuselage Models" or just "Fuselage Models." Since the model enthusiast should desire the general public to appreciate more fully the real status of these models, let's all get the habit of calling them by an intelligent term.

Along the same line, it used to be customary to call stick models by the name "Endurance" or "Duration". Nowadays, the cabin fuselage models have come to be such good duration flyers, it hardly seems fair to take away from them the right to be called true duration models. The easy way to differentiate is to speak of models as "Stick Models" or "Cabin Fuselage Models."

There also used to be a term "Scientific" applied to stick models. It seems perfectly evident that any good model that flies well, is a completely scientific creation and should be considered in that light. *(How about that 45 years ago!)*

PICTURES-MORE PICTURES

S.A.M. Speaks is still on the lookout for photographers that like to see their pictures appear in print. We have contacted fellows in the mid-west, south and east coast and hope to have new material from them soon. Meanwhile don't be bashful step forward and do the old time modelers a service. Send in good black & white photos. You overseas guys are welcome too!

Dear Jim:

LETTERS TO THE EDITOR

I have been meaning to drop you a few lines again regarding rules proposals since receiving the last issue of S.A.M. Speaks. You know, I often wonder if printing the letters that you receive regarding the pros and cons of a proposal is such a good idea. The intent, of course, is to "air" all sides of an issue, but it seems that the issue gets overexaggerated by the intensity of the testimony each writer submits as he attempts to stress support for his theories. Oft-times personalities get involved, then people take sides, and animosities are born, etc. maybe our "family" would be better off if we resorted to a more formal system of 1) printing the proposals, 2) permitting counter-proposals, 3) and then staging the actual vote. ---- Thereby eliminating all this "nasty editorial business" that has continually plagued S.A.M. Surely most of us are self-asserting adults at our stations in life - at least most of us are over 45 and should be equipped to think for ourselves without having someone to do our thinking for us. I am not too sure that the majority are either "super-liberal" or "super-conservative" anyway as most of your letter-writing contributors can usually be aligned to one faction or the other. What I do know is that the present system sure does raise the boiling point of a lot of the silent majority who are less glib, and do not write letters. All you have to do is to listen to the conversations at the first club meeting after a S.A.M. Speaks issue comes out that contains correspondence on the new rules proposals that are the docket.

Proof-of-point is the last issue. As I read through each reprinted letter I got this feeling that many were questioning the integrity of John Pond rather than the value of the "Permit Glo Engines" rule. Just because John may concentrate on the R/C events at present, this does not prohibit him the privilege to champion a FF proposal if he so wishes. Area these fellows forgetting that John "invented" O.T. as well as being a charter member of S.A.M. I cannot think of anyone more qualified to make proposals on the status of S.A.M. Rules - R/C, FF, By-laws, or whatever. Let's keep personalities out of the rule-making procedure and concentrate on the rule itself. It sure would be a giant step towards "solidarity in S.A.M."

You asked why you are getting no letters from this area regarding the rules proposal -- note that those that you are getting are top-heavy "against" the proposed engine run handicap system and "permit glow". Most of the Midwest is "for" the new rule as it is essentially the same proposal Bob Larsh submitted last time and it failed by just a couple votes. I think many in the West oppose it and that is why your mail is post-marked west of the continental divide. I am sure you will get your eastern post-marks when it comes time to vote.

Harry Murphy

Dear Sir:

My opinion concerning the proposal to include glow engines in competition with the ignition powered models is this.

Somewhere, somehow, the idea has been formed that by simply using a modern glow engine in an old timer model in place of an ignition motor that one automatically has a definite edge and that the extra power will zoom the model off into the clouds while the poor old chug-a-long ignition plane will barely make the scene.

Any experienced modeler can easily see that this is an absolute fallacy, I have flown glow powered planes in competition with ignitions at two S.A.M. contests and also at Taft and have found that this is just not so.

What happens is that those who make the rules for this event feel that since glow power will be used, the engine run should be reduced by some one third or more so that it will not have an advantage.

Actually the ignition model has the advantage because the O.T. models were originally designed for this kind of power.

Naturally the glow flyer feels that he must use a more powerful engine in order to compensate for the shorter motor run imposed.

He defeats himself by doing this because the model cannot be trimmed properly and the model loops and rolls out of real control.

A few experts may be able to accomplish this to some extent but as I understand it, from a recent article in S.A.M. Speaks from John Pond, is that the idea is to introduce some of the less experienced and younger modelers to gas powered O.T. flying.



An Air Trails Sporster built by Chuck Ryan. The original design was by Ben Shereshaw of Bantam Engine fame.

Cont. From Pg. 4.

LETTERS TO THE EDITOR

Actually, I can think of only about three O.T. Pylon models that might possibly be able to handle this extra power.

If flown as radio control models these over powered planes can be controlled, but not a chance in free flight.

Apparently, it would seem that the majority of the dedicated ignition flyers have shown a distaste for the glow engine and as they have announced over and over, they do not want it used in this event.

I have a counter proposal to replace Pond's proposal.

Here in the Northwest area we fly in an all glow (or combined glow) event. The usual O.T. requirements prevail such as wing loading, etc.

Considering the number of O.T. model flyers that take part in flying these models around here the event is pretty well attended. Actually, we have guys who fly in both events while competing and enjoy them both.

I suggest that on a trial basis that for the 1981 S.A.M. contest, a glow event be tried with all classes combined in order to see how such an event will be accepted.

The motor run should be similar to that used with ignition engines to encourage the builder to use less powerful glow motors so that the model will fly properly as with the ignition motors.

If anyone wishes to go to the more powerful motor he may do so but no doubt will handicap himself in doing so.

This would make it fair as I see it with glow models in direct competition with glow models and the ignition people should then also be satisfied.

If this event should become popular enough then in the future we could consider flying the individual classes and not combined, as with the ignitions.

To me each type of model flying has its own wonderful character.

I sure hope we can all get together on this thing.

Dick Williamson  
2201 Orchard  
Klamath Falls, Oregon  
97601

Dear Jim:

Had to write you a letter relative to using glow engines in O.T. competition. I'm highly in favor of it, but think that the handicapping method is wrong. In order to preserve the classic O.T. type performance a glow engine needs to be proportionately smaller, not have a shorter engine run.

For example, take a Brooklyn Dodger. Flies great with a K&B or Forster 29. Use the same wing loading of 8 oz. per square foot, but limit displacement of glow engine to .15 non-schedule. Also, flies great with an O.S. max. 15 or Cox Medallion. Same thing with a Playboy Sr. Maximum Glow engine size to be .30 non-schnurle, but at 45 or 46 ounces it flies like it would with a Super Cyke.

Probably the way to handle this would be to reinstitute power loading based on the engine used in the original design, and make the glow engine use twice that amount.

For glow use a power loading of 160 oz/in<sup>3</sup> which gives you a .30 displacement for 48 oz. 6 square footer.

What this does is handicap the plane so it flies like the original instead of an FAI ship.

For contests, it would be a simple matter to make a chart and distribute to all S.A.M. chapters original engines for common O.T. models.

As far as glow engines monopolizing the winner's circle, that just is not true. At the 1977 S.A.M. Champs at Las Vegas I won "A cabin" with a Brooklyn Dodger and an OS15 Glow. As far as I know, I was the only member who place in a FF event, with a glow engine, and I think I was the only entrant. Ignition engines are more fun and popular, so will maintain their majority.

Thanks for asking for comments. These are a few of my thoughts on the subject.

Ray Chalker #253



A very pretty one-and-a-half designed by George DeLamater from 1938 Zaic year book. This one was built and flown by Bill Crovella, Bishop, California.

## THERMAL SOARING AS APPLIED TO OLD TIMERS

By Don Bekins Gleaned from Mark Smith  
(former National Soaring Champion)

(Reprinted from SAM 21 Newsletter)

The only difference between an old timer and a glider is the method of getting the model in the air. Deriving the benefit of thermal activity is a matter of recognizing the updraft when your model passes through it, and then getting in it and staying there. Once that is done, then you must get the plane down on time and him the proper spot if you are flying the limited engine run events. Here is a summary of Mark Smith's comments, with some of mine added.

When you arrive at a field, look for the "hot" spots; a building, dark roads or fields or other landmarks that can produce enough radiant heat to start thermal activity. Don't forget that line of contestants' cars from which those shimmering heat waves rise at mid-day! This is a part of getting to "know" the field.

Thermals are bubbles of air that have been heated to higher temperatures than the surrounding air. As everyone knows, hot air rises, and as it rises it pulls the surrounding cooler air in beneath it. When you are flying and feel a breath of cool air on your face, then you know a thermal has formed behind you. Be sensitive to those little puffs of air and the direction they come from.

Sometimes when all the surrounding air is hot, it takes some air disturbance to break loose a thermal. If there are cars moving on a nearby road or a train going by, there is a possibility of a thermal forming, so move your model over that area.

When there are hills near the flying site, everyone knows that the wind moving up the windward side of the slope produces lift. However, on the back side of the hill there will generally be downers. But, if one moves beyond the immediate downslope of the hill there may be a bounce in the downward moving air as it hits the valley on the other side. This can produce the lift you are looking for. The air moves in waves over the hills, and if you can find the upward moving portion of these waves you can stay up forever. These are the favorites of the big glider pilots and are called standing waves.

If there is fog around the flying site, when you arrive early in the morning, don't despair. When the sun heats up the ground and the fog begins to disappear, get your plane in the air, because there is likely to be substantial lift associated with the disappearance of the moisture.

If the wind has been blowing steadily in one direction with little lift, and it begins to shift to another direction, be alert, for there will be thermal activity associated with that wind shift.



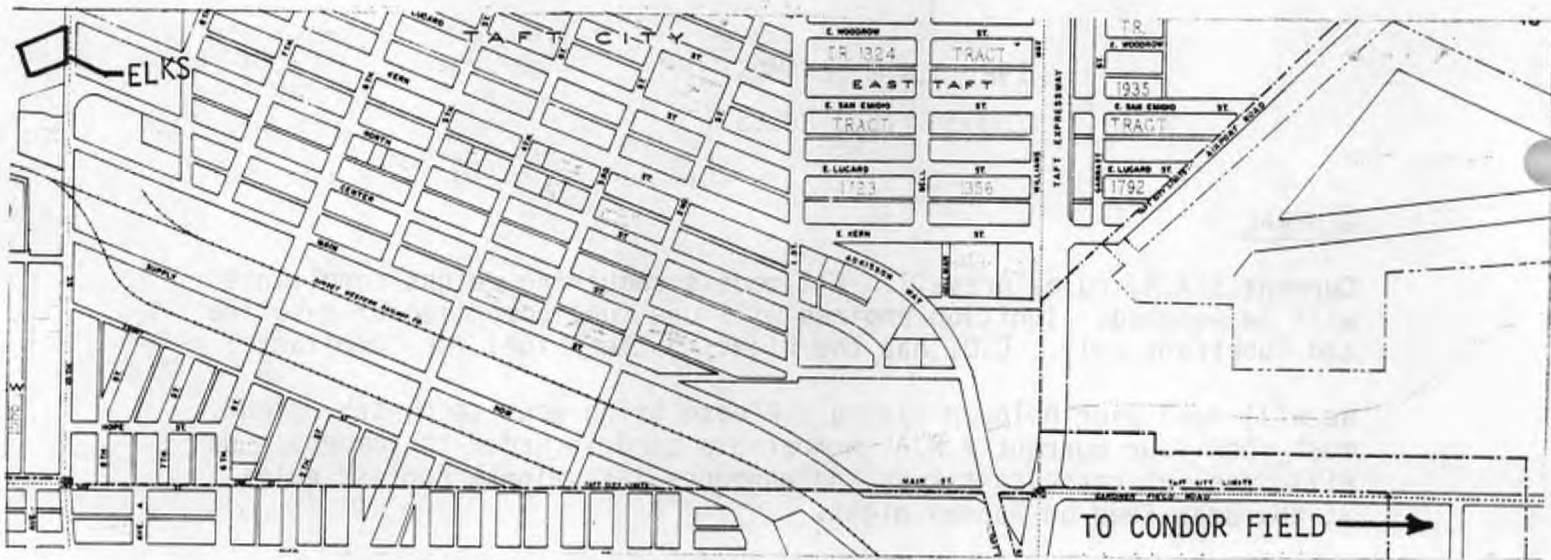
Ray Van DeWalker contemplates his brand new Streamliner at the Salt Lake S.A.M. Champs. The "Streamliner" was a Maxwell Bassett design kitted by Scientific in 1938.

It is most helpful to have an "assistant" who can help in spotting thermals and educating the timer in reading the watch and calling countdowns. Before take-off, the assistant should hold the plane and confirm with the pilot that he has the transmitter and receiver ON, with all controls operating properly. When the model is off and climbing, the timer should call the time every five seconds of engine run to fifteen seconds, then call each second as it is ticked off. At eighteen seconds, the pilot should give some down elevator and cut the throttle. The reaction time for the movement of the stick and the mechanical cut-off will give a perfect twenty second run.

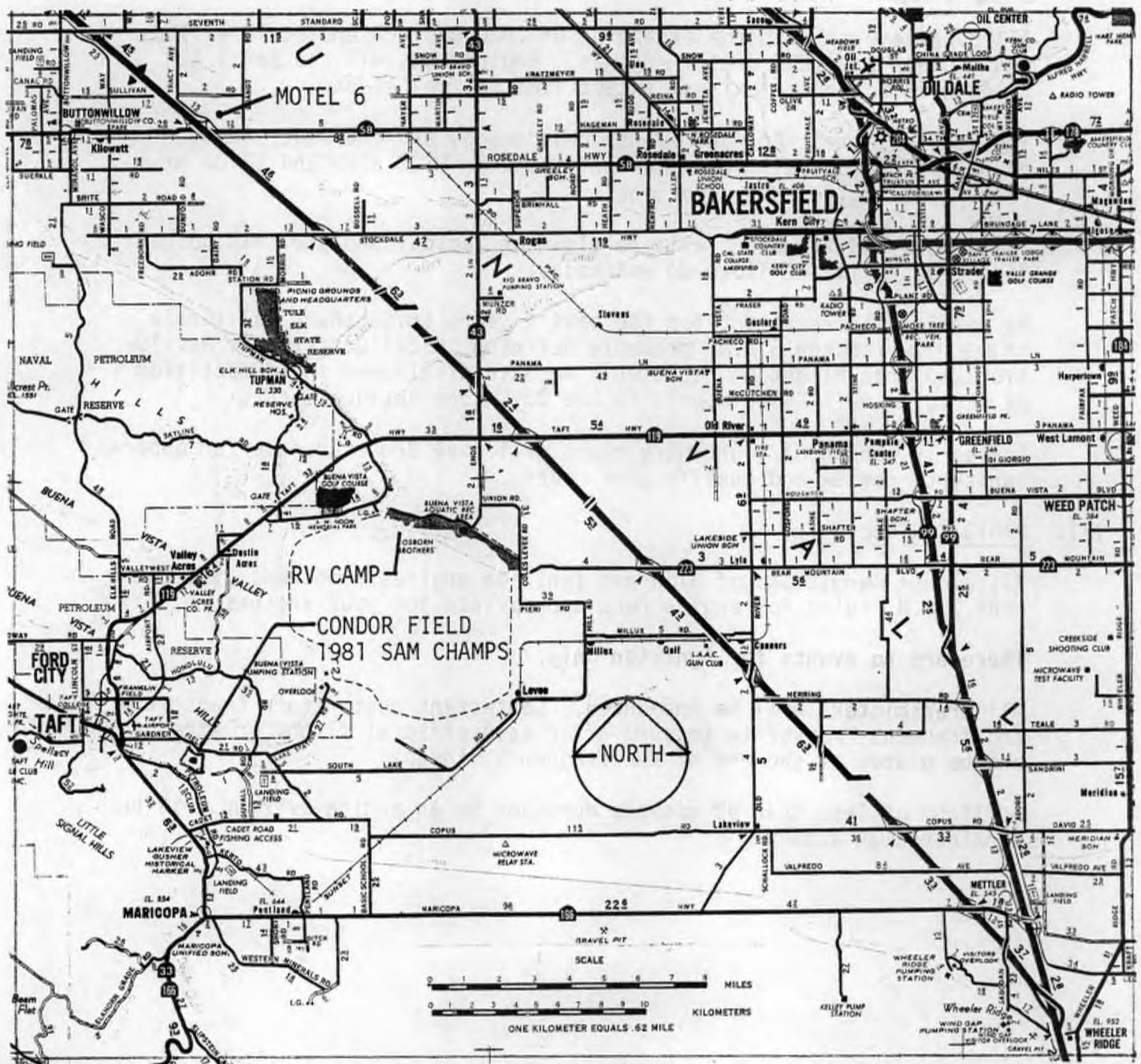
Now the model is gliding and properly trimmed for straight and level flight. In Mark's words, "Don't stand there and watch it fly -- stare at it, concentrate, bear down and look hard. Watch for the faintest wiggle, bump or deflection from its flight path. Don't let anyone distract you by talking; thermal soaring is work! Keep upwind, set up a search pattern and stay alert. Hunt, trading altitude for distance. If the airplane is in 'down'air, get the nose down and get out of there. Usually strong down currents are an indication that a thermal is in the vicinity. Other indications are circling birds, a sudden change in temperature or a sudden wind shift. Be alert."

"As you practice old timer R/C soaring, you will find yourself being able to sense the location of a thermal. If the airplane will cover enough ground, the chances are good that you will find rising air. When in the immediate vicinity of a thermal, the flight path will be deflected depending on the location and strength of the thermal. If the airplane passes along the edge, it will raise one wing. Turn into the wing that raises for the model is just outside the thermal. If the tail raises, the airplane is flying through

# 1981 S.A.M. CHAMPS TAFT, CA.



## TAFT AND VICINITY MAPS



1981 S.A.M. CHAMPS  
CONTEST FIELD RULES

I. GENERAL

Current S.A.M. rules prevail. All models requiring weight compliance will be weighed. Ignition engines will use fuel comprised of gasoline and lubricant only. C.D. has the right to check fuel for compliance.

We will need your help in timing. Please bring your stopwatch. You must show your current A.M.A. membership card in order to compete. We will pass out contestant kits and announce last minute contest rules at the Bean Feed on Monday night.

Each contestant will be permitted one entry only in each event.

II. FREE FLIGHT

All power events with the exception of .020 Replica and Scale will use ignition or pre-1950 diesel engines. Engine runs will be per S.A.M. rules with 5 minute maximum, except limited fuel event.

The Fuel Allotment Antique event on Wednesday and the Power Scale event on Thursday will be flown only between 8:00 a.m. and 12:00 noon. Plan accordingly. No exceptions.

The Compressed Air event will be flown on Tuesday and the twin pusher "Shoot-Out" will be flown on Wednesday.

By gentlemen's agreement for the past 6 years in Southern California, inkeeping with the S.A.M. preamble defining "Model Design that Revolutionized Free Flight Competition," we have disallowed the competition of certain small Pylon models in the 30-Second Antique event.

The early return of your entry blank will give Bruce Chandler an opportunity to review and qualify your models.

III. RADIO CONTROL

All events permit use of Glow and ignition engines combined. See current S.A.M. rules for engine runs appropriate for your engines.

There are no events for ignition only.

All transmitters will be impounded. Contestant must return transmitter and frequency marker to impound after each official flight or attempt and be placed at the end of the frequency lineup.

A flight of less than 40 seconds duration or an engine overrun will be considered an attempt.



An ample buffet will be served, consisting of hamburgers, hot dogs, salads, condiments, beans (of course), and coffee or punch for a cost of \$3.00 per head. A bar will be provided for purchasing beer and cocktails.

There will be no entry registration at the Bean Feed. Late entries will be processed Tuesday morning at the field. Note the additional cost for late entries on the entry blank. We must start controlling this problem. The officials work sufficiently hard to prepare for this meet without the hours of chaotic last minute processing the night before the contest starts.

In addition to the cost penalty, there will be only one person to handle late entries on Tuesday morning. This may well delay your flying time. We earnestly suggest that you mail your entry and money at your earliest convenience.

Tuesday night, starting at 7:30 p.m., will be the Annual SAM Business Meeting, held at the Elks Club. A bar will be open at the Club for an hour prior to the meeting for purchase of refreshments. Note that our business meetings are usually on the second evening of our contest. The change is due to the meeting of the Elks on Wednesday night.

Wednesday evening is free. This may be a good time to arrange smaller parties for having dinner together or driving to Bakersfield for some good country music.

Thursday evening, July 2, is the Award Banquet at the Elks Club. Cocktail hour starts at 7:00 p.m. with dinner at 8:00 p.m. As in the past, an excellent buffet dinner will be provided for \$8.00 per head. This does not include your libations purchased during the cocktail hour.

A limited number of Banquet tickets will be available at the field for those who neglect to make advance reservations. When these are gone, no more Banquet seats can be obtained. Don't be disappointed by not attending this gala affair. Purchase your seat early.

We need your help in running the SAM Champs. When you're not flying, we'll need your help timing. Bring your stopwatch. If you know that you can help, please write to Al Hellman. Volunteers will be greatly appreciated.

Start building and planning now for the 1981 SAM Champs. Hope to see you all there.

Condor Field

South Side of Gardner Field Road  
2 Miles East of Taft

Elks Club

Corner Lincoln & Center St.  
Taft, California

Topper Motor Hotel: 101 East Kern Street, Taft (805)765-4145  
28 Units, Air Conditioned, TV, Pool, Refrigerators, Phones.  
Approximately \$27/day, Double Occupancy, Credit Cards OK.

Caprice Motel: 222 Kern Street, Taft (805)765-2161  
40 Units, Air Conditioning, TV, Pool, Phones.  
Approximately \$30/day, Double Occupancy, Credit Cards OK.

Motel 6: 3810 Tracy Avenue, Buttonwillow (805)764-5166  
130 Units, Air Conditioned, TV, Pool.  
Approximately \$16/day, Double Occupancy, No Credit Cards or Checks.

1981 S.A.M. CHAMPS  
TAFT, CALIFORNIA  
JUNE 30, JULY 1 & 2

Taft, California. The fabled free-flight capitol of the world. Site of the 1981 SAM Champs. In this age of disappearing flying fields, Taft is the last of the unlimited sites where we still fly Texaco and Chase with motor bikes. Taft is thermal country.

Flying for all events will be at Condor Field located 2 miles from Taft. Entire field is suitable for R.O.G. The surrounding terrain for several miles is dotted with low shrubs, ample trails for chasing, few fences and no trees.

A trailer will be provided at the field to serve as headquarters. The Bean Feed, Annual SAM Meeting and the Awards Banquet will be held at the Elks Club in Taft.

For those with RV's and trailers, camping on the field is permitted. However, there is no hook-up facilities for electric, water and sewer.

To date, we have not been able to negotiate the use of Taft College dorms. However, we are still trying and may have approval by the next SAM Speaks issue.

There is limited motel accommodations in Taft. The two motels listed represent a total of approximately 65 rooms. However, Buttonwillow has a new Motel 6 with 130 rooms at half the price for rooms in Taft. Buttonwillow is about 25 miles of easy driving from Taft. Make your reservations directly. Rates listed are current but may change by summer.

Be prepared for hot weather. On the flying field, wear light clothing, hat and sunglasses. Bring salt tablets. We plan to start early each morning, probably 8:00 a.m. Portable toilets will be provided for your comfort.

Catering trucks will sell food and beverages. Each contestant should bring a canteen or insulated water jug.

We will have parking spaces located in marked areas. Please cooperate in order to minimize the risk of your planes flying into vehicles parked in unauthorized locations.

If you chase with your car, it must be returned to the assigned parking area after each recovery. Bikes and motorcycles can be used, but only for chasing. Unnecessary riding and racing is not only dangerous to contestants but also interferes with officials who must be able to hear when your model engine run is completed. If this becomes a problem, the contest will be stopped by the CD until order is restored.

One of our good modeling friend is Jack Jella, President of Air Trails Charter and Flying Service. He has generously offered to fly one of his planes at the end of flying each day to search for lost models. No charge, of course, but donations accepted to cover cost of gasoline.

Jack will be an active competitor at the Champs, so seek him out at the field if you lose a model.

Starting Monday at 6:30 p.m. at the Elks Club will be the traditional Bean Feed. This will serve as the official welcome of '81 SAM Champ contestants. Plan to attend this event for meeting old friends, SAM officers and contest officials. In addition, last minute announcements will be made and your contest kits can be picked up. Any kits not picked up will be available at the field.

### THERMAL SOARING (CONT.)

the thermal so press on until the plane regains a normal flight altitude. Then turn and plunge into the center of the thermal. Start a large easy circle. If the plane ascends on one portion of the circle and descends on the other, move the pattern over toward the ascending portion. Keep working until the model is going up at a high rate. Security is a thermal!"

Mark Smith's advice continues, but I would like to add a short note. How do you tell when the airplane is going up? When the model is overhead, this is nearly impossible to perceive. Therefore, I make it a practice to move the model upwind to approximately a 45° angle. At that position it is easy to detect the attitude changes immediately. Once you are circling in a thermal, you can set down your transmitter and let your airplane do what it does best - soar. If it passes overhead or through the sun, don't worry. Your model is stable and will continue flying as a freeflight in the trim that you have set. Only when the model stops going up, or is too high, or too far away for visual contact, do you disturb the trim and bring the plane back. Thermals move with the wind direction - downwind.

Mark continues: "As the plane moves out of visual range, get the nose down and head back. Return to the area where you found the last thermal and set up another search pattern..."

Finally, the plane has been up as long as required. It is time to establish your landing strategy. At the John Pond Commemorative, in Santa Maria, California, each fall, the requirement is to hit a fifty foot circle at exactly five minutes of duration. Time over or under is deducted from your time in the air. If you are way up, then you had better start down with one and one-half minutes to go. In any event, start your descent at the latest, one minute before touch down. Have the timer call off the elapsed time every minute during the flight so you are fully time-oriented. At one and one-half minutes to go. In any event, start your descent at the latest, one minute before touch down. Have the timer call off the elapsed time every minute during the flight so you are fully time-oriented. At one and one-half minutes to go, have the time called every fifteen seconds. Stay upwind during the descent. At one minute to go, you should be about one hundred feet off the ground. Turn down wind and pass to one side of the spot in a shallow dive. At thirty seconds you should be on your final approach aimed at the fifty foot circle. Keep up your speed. Your distance downwind is determined by your airspeed and the velocity of the wind. If the wind is blowing at 15 mph or more, do not get downwind of the circle. Control the

speed by the altitude of the model: Nose up, slow; nose down, fast. Move over by the circle and set up your pattern. The timer should now be calling the time every five seconds. At fifteen seconds he should count down every second, and your plane should be ten to fifteen feet off the ground. If your plane has sufficient speed you can make it touch the ground just as the timer calls one second to go. By the time he reacts and pushes the button, you should have five minutes to the second and a spot landing. Remember, it is better to pick up the extra points by hitting the spot then to miss it and touch down at the exact moment.

Now a word about flight attempts. If you have a forshortened engine run or poor engine performance, the 1979 rules allow you to abort the flight if you do so within the allotted engine run time. By all means declare an abort or let the engine run overtime, constituting an attempt. Remember, you have 6 attempts for 3 official flights, so go back and try again. Don't tempt fate by trying for that elusive thermal if you don't have maximum altitude!

So there is a proven formula for contest wins. In the words of Mark Smith, "Prepare the airplane and yourself. Mental attitude has a lot to do with R/C thermal soaring. A positive thinker expects to find a thermal and when one is found he is ready to work it. A negative thinker does not expect to find a thermal, so he does not really look for one.....Think positive! With all that down air there has to be a thermal there somewhere."

Remember, practice will help win contests.

Don Bekins



Many will remember Ed Soltis of Yonkers, N.Y., here with his Piper Cub on floats. The year was 1957, it looks like an early R/C job. The picture was submitted by Bob Oslan.

LETTERS TO THE EDITOR

Dear Jim:

I think the real issue is "What is an Old Time Freeflighter" and "Who is really interested, and in what and why."

FICTION: "There are no ignition engines available and they are too expensive." This is not a fair statement. It must make the reproduction manufacturers want to scream, then cry.

1. HERB WAHL: Brown Jr. and Hurleman, and a new one to be announced.
2. JOHN MORREL: Simplex .25 and soon a .19.
3. CAMERON .23
4. RALPH MORROC: Forester .29 and .35 and one of these days -- a Forester .99
5. CARL SPIELMAKER: Spielmake .60

PRICE: \$60.00 to \$160.00 and they will evaluate. The glo engine will devalue with every new model, for many years, with very few exceptions. Glo engines will run \$35.00 to \$240.00 for a "Good Fun" ABC Schnurele pumper Old Timer (?) R.C.

There are also the Glo engine ignition converters. \$25.00 to about \$40.00 plus your engine.

1. 77 Products
2. Marks Model Engines
3. Jim Dean



The prize winning "Sparky" was built and flown by Greg Richardson of Fullerton, California. The Sparky (an old Ed Lidgard design) kitted by Comet is becoming an event all by itself in Southern California.

Send them a good strong Glo engine and you have an excellent ignition engine.

There are also the original ignition engines. I'm a Collector but not a big one. At Dick Dwyers Collecto in San Jose, last February, I had a cherry O & R .60 and O & R .23 for \$55.00. I most always have an engine or two that I would sell (good runners) to someone wanting to fly an Old Timer. This holds true with most any Collector that flies.

With an ignition engine you need a coil, \$8.00 and a condensor, \$1.00. With the glo engine you need a starter, which most of those starting this controversy, feel necessary. Most ignition engines won't stand the abuse of an electric starter, which gets into the next subject. But, one more point and a big one! Cost of fuel. Check the price of 15 - 40% Nitro fuel as compared to a gallon of white gas, \$1.25; and a quart of 70-W oil, \$1.00 and they will keep you flying three times longer.

Someone saying, they can't find an old ignition engine or they are too expensive, is a cop out. In "sales" it's called a rebottle. You better ask some leading questions to see if he is really interested at all.

COMBINED GLO

This is an event we fly in the Northwest. It's a separate event, Cabin and Pylon combined. You can fly glo or ignition with no handicap and no C.I.D. restriction in either. The airplane must be an unmodified Old Timer, no scaling up or down.

There is .020 Replica and 1/2 A Fuel Alotment or Texaco which are excellent beginner events.

The Old Timer classes with ignition or converted ignition with the C.I.D. limits are easy to understand. (Conversions are .5 C.I.D. less with Class C limited to .35). It's also very fair and is working well.

Why mess up a good thing and quite a few people, who have large investments in it.

Clarence H. Bull, Jr.  
S.A.M. 916

LETTERS TO THE EDITOR

Dear Jim:

You have asked for input as to the use of glo-engines in the basic S.A.M. events. To refresh the memories of our former S.A.M. officers and to enlighten the present S.A.M. officers and membership.

In the Spring of 1977 the S.A.M. #7 group was asked by S.A.M. President, Joe Beshar to be the host for the 1978 S.A.M. Champs.

This request was brought before the membership of S.A.M. #7 on July 3, 1977, which unanimously voted to be the host club for the 1978 S.A.M. Champs, if we could use the original S.A.M. rules, which allowed the use of glo engines (none of our junior flyers own ignition engines, they all use glo engines.)

After repeated phone conversations with President, Beshar about our firm stand on glo engines which our juniors and some older members used. After the insistence of President, Beshar that S.A.M. national rules be observed, which did not allow glo-engines to compete in the S.A.M. Champs, it was voted to turn down the request for S.A.M. #7 to host the 1978 S.A.M. Champs.

S.A.M. #7 has allowed the use of glo-engines to compete with ignition and converted glo engines, since their inception, with a time handicap as follows.

Original ignition (diesel pre-1950)	18 secs.
Converted Glo	14 secs.
Glo (diesel after 1950)	10 secs.

We have used the above handicap or variations of since 1968. To date we have not had any complaints about the fairness of the time handicap, as we have had winners at our contests using all 5 types of engines.

If some of the true die hards that want ignition only, would stop and look around and see how many new flyers are flying free flight at S.A.M. events, they would realize that if the rules are not changed soon to allow the less expensive glo-engines to compete the juniors and the new comers will not be able to enjoy the competition of these meets. This hobby of ours will soon be reduced to a number of contestants, proportioned solely to their ownership of a vintage ignition engine, leaving no room for the interest of the contestant who either doesn't own or can't afford or cannot find to purchase (at an exhorbant price) an original ignition engine.

Thomas Lucas  
S.A.M. 145  
S.A.M. #7 Sec.

To: Jim Adams, Editor

In agreemnt with Abe Gallas, I am in favor of status quo, although I favor pre-1950 diesels as per the 1978 rules book and if weight rules are observed, since I have never been able to build a minimum wt. model with ignition system installed.

I am an active contest flier - began in 1973 and have had a lot of help from experienced modelers. I've enjoyed many hours of flying on three engines only, a Torp .29, Madenell .49, and a Cannon 300 (which went 005). I was able to replace the Cannon for \$35 at a swap meet, installed a cyke timer easily, and am back in business. I have not yet competed with my 77 Product .15. Flying site? 200 miles away at Taft, testing done at contests.

Let fun fliers do what they wish, as are the R/C enthusiasts, but let's hold the ignition and diesel rules for O.T. F.F. I was delighted to be beaten by a young newcomer in the last Texaco event.

Sincerely,

Terry O'Meara

*That young newcomer has beaten me at the last two Texaco meets too, and he was using an ignition Slag engine (I love it).*



Dear Jim:

Enclosed are two photos of my T.D. .049 Baby Playboy 8 oz 144"

To those who would scream "Hot Rod Airplane" - the model is flown on mild fuel with the prop on backwards. A good ignition ship will beat it, but this is better than sittin N' watchin.

Lee Campbell

*That flying field looks big enough to be the promised land! (Ed.)*

## FREE FLIGHT AND R/C RULES CHANGE PROPOSALS

After marking your ballot on each proposal, sign the ballot and mail to: Abe Gallas, c/o C.S. 6800-Box 101, Costa Mesa, Ca. 92627.

Because of the small ballot and to reduce confusion and postage, all ballots are being mailed to one person for counting.

R/C Rule Change ProposalProposal #1

Section IV., Paragraph 4

Engine run time will be 15 sec. for Schneurle type glo engines, 20 sec. for cross-scavenged type glow engines, 35 sec. for converted ignition engines and 55 sec. for antique engines. (Those in production prior to 1950). This rule will apply unless reduced by the contest director for field conditions. This rule does not apply to antique, Texaco, 1/2A Texaco or .020 replica classes.

Justification

It is hoped that these engines times will more equally handicap the various engines now in use in the limited engine run events, giving the older engines a better chance to compete with the newer more powerful engines.

Cut Here - - - - -

## OFFICIAL S.A.M. BALLOT

I wish to cast my vote on the 1981 Rules Proposals as follows:

Prop. #1	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Prop. #2	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Prop. #3	Yes <input type="checkbox"/>	No <input type="checkbox"/>

I certify that I am a member in good standing of The Society of Antique Modelers.

Name \_\_\_\_\_

Address \_\_\_\_\_

City & State \_\_\_\_\_ Zip \_\_\_\_\_

S.A.M. Number \_\_\_\_\_

Mail to: Abe Gallas  
c/o C.S. 6800 - Box B101  
Costa Mesa, Ca. 92627

Free Flight Rule ProposalsProposal #2

We the undersigned member of the Southern California SAM chapters request that a moratorium on rule changes be instituted, to freeze the current SAM Free Flight Rules for a period of three (3) years. This change would be retroactive to the 1980 SAM Rules.

Justification

With constant requests for changes to the SAM Free Flight Rules, and without updated published rule books to refer to, members remain confused as to what the competition rules are for SAM sponsored model contests.

Proposal #3

To reintroduce the use of glow engines in Old Timer Events.

## Section III - Power &amp; Classes

1. Except as provided elsewhere, Old Timer models shall be flown on either ignition, converted glow ignition engines, diesels, or glow engines.
6. All approved glow engine conversions (and glow motors) shall be limited to conventional ported, loop scavenged types only.
7. Classes of Old Timers shall be established by engine displacement (in.<sup>3</sup>) as follows:

Class A	.000 to .200
Class B	.201 to .300
Class C	.301 to .61*/1.20

\* .61 shall represent the largest available glow engine that can be used in Class C.

10. Where practical, engine runs for Old Timer Category shall be:

Rise Off Ground:	Original Ignition	25 sec.
	Conv. Ignition	20 sec.
	Glow	15 sec.
Hand Launched:	Original Ignition	20 sec.
	Conv. Ignition	16 sec.
	Glow	12 sec.

Any other time combinations shall be based on original ignition as a base (100%) with converted ignition at 80% of base and glow engines at 60% of base.

Justification

Under the present rules, the newcomer is immediately discouraged from entering and flying free flight events. Many times, this writer has encouraged people to build and fly old timers only to have the newcomer find that only ignition engines are acceptable.



### Bill Burks

I am writing to you, in case you had not heard, to notify you of the death of my husband, Bill Burks. He died on December 14, 1980 at a model contest in Ft. Worth. We had a beautiful day, Bill won 1st in AMA Gas and 1st in Old Timer. He had a beautiful playboy that he had built from the original plans. Seems like every contest we'd go to he'd take it along -- never could seem to get the C.G. right and it just wouldn't fly. But on that Sunday he made a minor adjustment and it flew just fine. If he had to die at least he was happy, for he was doing what he loved the most, flying models. Bill was 55 and had built and flown models since he was 9 years old. For the past 5 years I have been building and flying, also my two daughters 10 and 15 have gotten into it. Our son used to fly and now that Daddy's gone he is planning to return to the workbench and hopefully join us in that good ole competition again.

By the way, I have built the small version of the playboy with an .020. Its fun!

Thermals,

Carolyn Burks  
AMA 8134

### CLASSIFIED ADVERTISEMENTS

A new book "antique and old timer model aircraft" is now available. Written and published by Danny Sheelds, active SAM member. The book contains hundreds of "gas jobs" pictured in ads, pictures and layouts. The 80 page book, over 2 years in the making, contains all the information you've been looking for, and conveniently between 2 covers. Now you can see what many of the "gassies" in Pond's list look like, price is \$10.00 postage paid, England 5 pounds postage paid, other overseas orders \$10.00 plus postage. Send orders to: Danny Sheelds, 3 Cinnamon Circle, Apt. 1-C, Randallstown, MD. 21133.

### OLD TIMER WHO'S-WHO SERIES NO. 7 "THE CAVU"

Design By Ken Willard, St. Louis, Missouri

The CAVU was designed to utilize the power of the diminutive new elf single engine. The plans appeared in the September 1938 model airplane news and was one of the first "small" gas models. Incidentally, the article explains that CAVU means "ceiling and visibility unlimited" a popular saying of full size pilots before WWII. The original ship spanned 46 1/2" and weighted about one and one-half pounds.

The replica in the picture was built by Al Heinrich of Pomona, California, and is powered by a Cox .049. Photo supplied by Art Hemler.

### S.A.M.'S SUPPLIER DIRECTORY

We are going to reprint the listing of all the suppliers of old timer supplies as soon as we receive a more complete and up to date listing. A few names came in this month but hardly an overwhelming response. So-get your name into us with a listing of the type of supplies or service that you provide.

#### HAND LAUNCH GLIDER PLANS - \$1.00 Each

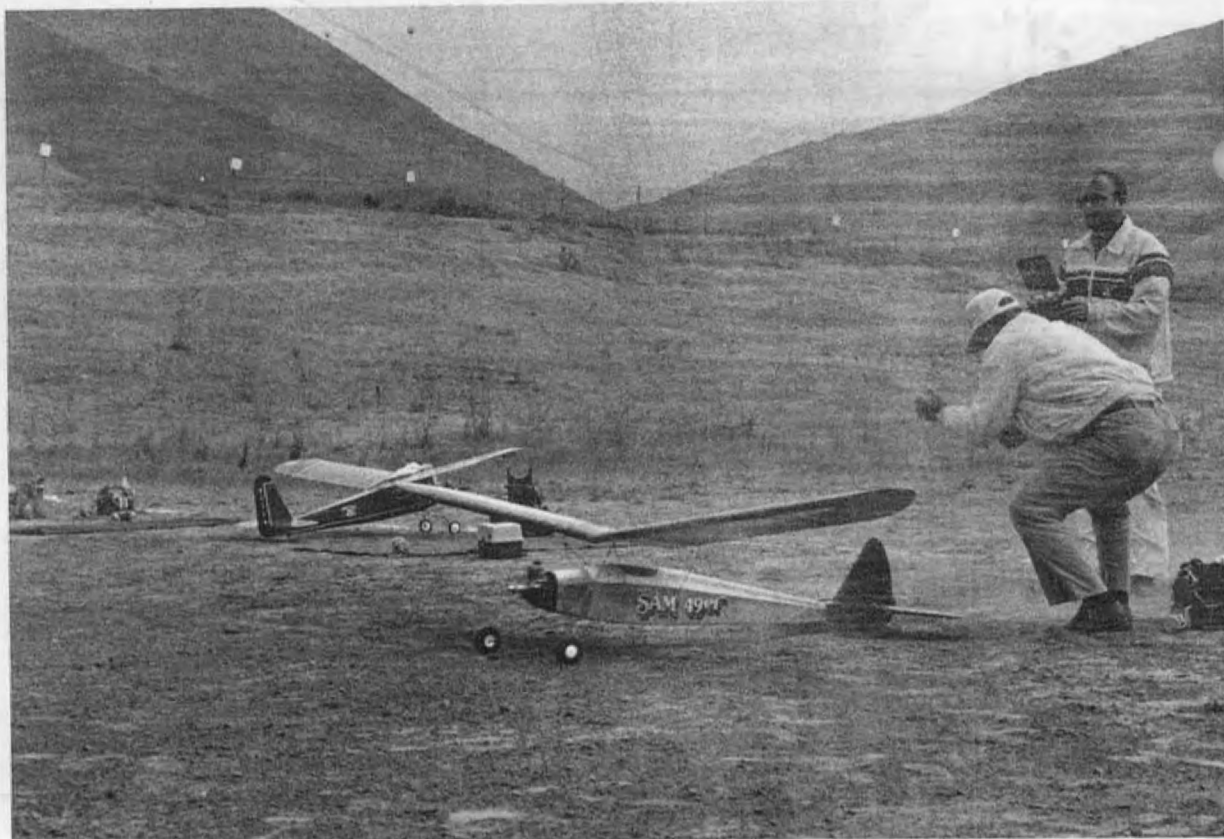
R. Larsh, 45 South Whitcomb Avenue, Indianapolis, Indiana 46241 S.A.S.E. for complete list.

PLAN PACKETS send S.A.S.E. to Paul Plecan, 3023 Saratoga St., Riverside, Ca. 92503.

A few old timer plans and many scale goodies.



"When it comes to women, Harold is interested in things that are young. When it comes to models, Harold is interested in things that are old!"



Tom Kulp pilots his beautiful M.G. at San Luis Obispo Contest. He placed first with this model at the 49er's 1980 Texaco meet.

**SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

JULY - AUGUST 1981

Dedicated to Old Time Modelers Everywhere

NUMBER 44

## SAL TAIBI & DON BEKINS 1981 SAM GRAND CHAMPIONS



### R/C ASSIST GRAND CHAMPION

Don Bekins - Tiburon, Ca.

Don Bekins, leading northern California R/C modeler and a member of SAM 21 was the high point R/C Sweepstakes winner. Don handily walked off with top honors scoring 21 points in the R/C events. Bekins showed his consistency by placing in six out of the seven events winning four 2nd places and a 3rd and 4th place. Don was pushed all during the meet by Bruce Norman, the Texas Tornado, who copped 3 firsts and a second place. This year's winner flew against 164 entries in R/C assist events. Although Don did not place 1st in any of the events this year, a review of the place standings and times will show what a consistent, super performance he turned in.

### R/C ASSIST RUNNER-UP

Bruce Norman (19 points) Fort Worth, Tx.  
and a member of the Planesmen



### FREE FLIGHT GRAND CHAMPION

Sal Taibi - Lakewood, Ca.

Sal Taibi, perennial Free Flight winner, from Lakewood, California easily won the F/F Sweepstakes trophy. Sal, who likes to say he's from Brooklyn, N.Y., entered and flew in twelve events (a record in itself) and placed in seven events. Sal won a 1st in Rubber Stick, for which he was justly proud since this was his first season in competition in rubber events. Besides his 1st in rubber, he also won a 2nd, three 3rd's and two 5th's. Taibi was faced with terrific competition by Wade Wiley, Bruno Markiewicz, Bob Dodds, and a host of others, all championship modelers.

### FREE FLIGHT RUNNER-UP

Wade Wiley (15 points) Los Angeles, Ca., and  
a member of the S.C.I.F.S.

**SAM EDITOR SPEAKS** by Jim Adams

Another fun packed SAM Champs has just been wrapped up. Each Champs is remembered especially for one thing or another by each of the contestants. This Champs, for the 40 odd SAM members who traveled from out of state or from out of the USA will be remembered as their visit to the famed capitol of Free Flight Modeling. This place, half desert and half farmland lived up to its reputation for booming thermals and summer heat. The temperature hovered over 100° for the 4 days with the only relief being a light breeze that kept the thermals popping. On Thursday, as I sat under my sun shade, waiting my turn on Red and White, I watched Bruce Norman guiding his transparent red Dallaire in lazy circles 2000 feet in the air for over two hours.

We Californians were happy to see many famous visitors from far away places. Joe Beshar, Don Garafallo and Larry Fair from New Jersey, Doc Buice, Dick Huang, Jack Swaim, Bruce and Leslie Norman from Texas. Jack Abbot from South Africa, Ken Hinton and his lovely wife from England, also Allen England from England and Tom Aiden from Canada.

I was especially happy to meet two famous old time modelers from Chicago, Teen Becksted and Joe Ott. Joe, 82 years young, certainly doesn't look his age and looked like he was ready to take up O/T flying.

I met and timed Fred Smith, a past 1940 winner from the Canadian Nationals. Bert Pond, perennial SAM Champs attendee was there with his friends Frank Spain and Tom Laurie. I saw Irwin Ohlsson at the Bean Feed, the list goes on and on.

Many new SAM Chapters were represented - Texas, Arizona, Oregon, San Diego, Ca., Las Vegas, Nevada, Idaho, and Washington.

For the Californians and their close neighbors, the meet meant a chance to compete in the famous SAM CHAMPS that comes west every four years. It also meant a chance to renew acquaintances with old friends that are scattered around the U.S.A.

The competition was keen and the unusually warm weather for Taft, at this time of year, brought on a goodly amount of frustration, short tempers and many disappointments. Many flyers did not understand about the cutoff times on certain events in F/F and R/C. These cutoffs were spelled out in the contest directions in an effort to reduce the long, long flights that are common after 12 a.m. (I missed the twin-pusher event because I wasn't paying close attention to the C.D.'s announcements).

Two new perpetual trophies were presented this year that are worth mentioning. The first presented by the Marquardt Aerospace Corporation in honor of Roy Marquardt, famous modeler of the pre-war years and past president of the company, was presented to high time winner Wade Wiley in F/F 30 sec. Antique Event.

A second sculptured beauty presented by Fred Lehmborg was designed and made by Phillip Lehmborg, his son, was presented to the high single time in F/F or R/C in the measured fuel allotment events that used an original ignition engine. The trophy went to Ross Thomas of Santa Ana, California flying a Shereshaw Cloudster (Enlarged R/C that is).

As usual, many beautiful ships were smashed during the first days of the contest indicating that many guys had put off their testing till the last minute, (some things never change)!

The CD's Bruce Chandler for F/F and Otto Bernhardt for R/C called the winners to the stage where ye-old editor was privileged to make the presentation while the contest manager Al Hellman and John Pond waited nervously in the pits to make their closing remarks.

The Ernie Shailor trophy for Class B Pylon, traditionally won by A Zipper was won by Walt Parker, northern California regular flying - you guessed it A ZIPPER.

The Richard White trophy for Class C Cabin was won by Don Weitz, the Las Vegas Flash. Don takes great pride in having the hottest sounding Ohlsson 60's on the field. The only thing that moves faster than his engines, is Don himself.

Al Heinrich, the fuel man, from Pomona, California and one of the Scamps regulars, won the new hand launched glider event eclipsing Bobby Boyer from San Diego, last year's Ana Senior Glider Champion.

The R/C events were hard-fought battles with the usual amount of luck in finding the super thermal playing a major part in selecting the winner. The events were marred by a couple of crashes caused by interference. A mix-up in passing out the colored pins caused Ross Thomas to loose a beautiful ship. He lost a second due to unidentified interference. Bruce Norman who posted a two hour flight in Texaco has his flight disqualified because he landed off the designated field proper. One flyer lost his ship when it caught fire and burned - I think he saved the wing.

It was obvious to anyone who looked at the advanced entries that Sal Taibi was going for the Grand Championship this year. He had entered twelve events including O/T Rubber - an event that he's never entered - in as many years as anyone can remember. Seems to me that he and son, Mike, did something like this several years ago when Mike won the AMA National Championship - Mike entered O-Control speed, something very unusual for a kid that had flown only "STARDUSTERS" all his life.

The annual meeting held this year on Tuesday night at the Elks Hall brought out a light crowd compared to the huge noisy throng that showed up Monday night for the Bean Feed.

The major piece of business was a proposal by Don Bekins to set up an eleven-man committee to guide and shape future rule changes in R/C events. This committee consists of the SAM Officers, The S/S Editor, F/F and R/C Coordinators and three competition flyers chosen by the committee. More details on the function and operation of this committee will be found in Tim Banaszaks annual meeting minutes.

The three days passed all too quickly, especially for those that had spent months preparing for the contest. A tremendous hand of thanks must be extended to Al Hellman, contest manager, Bruce Chandler, F/F contest director and Otto and Marge Bernhardt who took over the R/C contest director's job at the last minute. Thanks again to all the wonderful people who made the 1981 SAM CHAMPS at Taft, California a reality.

1981 SAM CHAMPS REPORT by Al Hellman, Contest Mgr.

If you missed the 1981 SAM Champs in Taft, you missed a flying contest with weather, field conditions and thermals unequaled since the last SAM Champs in Taft in 1973.

The temperature was warm, but not excessively so, wind was light, sky clear with 20 mile visibility coupled with booming thermals. Taft disappointed no one as the premier free flight capital of the world.

There were 145 contestants that filed entry blanks, but 136 showed up to fly -- the following represents the significant statistics:

Only F/F Contestants	= 78
Only R/C Contestants	= 37
Combined F/F-R/C Contestants	= 21
F/F Entries	= 418
R/C Entries	= 203

Despite the fact that the R/C events were reduced by combining "ignition only" events with glow engines, many contestants could not complete all of their official flights due to frequency crowding.

Additional events would have worsened the situation. However, future SAM Champs must take steps to pre-qualify applications to prevent such crowding. The problem occurred only on 2 or 3 frequencies.



To fuel-up an old timer, you need an old fashioned gas pump. Don Weitz, Las Vegas Vamps and his McCoy Powered Clipper.

Frequency control is a continuing problem and each contestant must understand the significance of the Flag Control Pin. Several airplanes were severely damaged due to transmitter operation without gaining legal frequency control.

Free Flight activities started early each day and continued till 4:00 p.m. each day, except Thursday, which ended at 3:00 p.m.



BILL COHEN, PRESIDENT OF SAM 49er's, GETTING READY TO RELEASE HIS CLEVELAND PLAYBOY, POWER IS A CONVERTED K&B GREENHEAD.

Several ships were lost but most of them were found by Jack Jella's flying search missions in his Cessna 172. Jack deserves a solid gold trophy for his generous assistance.

The bargain rate for pre-registration coupled with the penalty rate for field registration worked great. Only about a dozen contestants registered at the field making it much easier to properly prepare flight cards.

Our bean feed, annual SAM meeting and awards banquet was held at the Taft Elks Lodge. The food was good, plentiful and reasonable in cost.

For the awards portion of the banquet, which usually drags out for about 2 hours, we cut the time in half by calling all five trophy winners for each event to the stage thereby reducing walking time.

To keep everyone interested, we awarded trophies for each day, both F/F and R/C so that the R/C group was not kept waiting till all the F/F trophies were awarded.

The SAM Champs ended on a happy note at the banquet with a rousing, standing chorus of "The Eyes of Texas Are Upon You" from our powerful Texas contingent, waving their Confederate flag.

In reflection, I can tell you we did a few things wrong. On the other hand, we did most things right and I owe a debt of gratitude to our F/F CD, Bruce Chandler and R/C CD, Otto Bernhardt.

Due to the illness of F/F CD John Targos, who is now recovering, Otto generously agreed to direct the R/C events. He had only one day to prepare for this task and without him I would have been up the proverbial creek.

Hope to see you all on the East Coast next year. Start building now.

## 1981 SAM CHAMPS WINNERS

FREE FLIGHTClass "A" Cabin (34 Entries)

1. Art Suhr	Solong	Ohlsson 19	754
2. Phil McCary	Commando	Arden 19	676
3. Bruno Markiewicz	Cabruler	Arden 19	665
4. Bill Cohen	Cabruler	Bantam 19	573
5. Sal Taibi	Cabruler	Bantam 19	538

Class "C" Pylon (43 Entries)

1. Leon Nadolski	Sailplane	McCoy 60	1200
2. Leslie Norman	Zipper	O.S. 30	1093
3. Ray Chalker	Sailplane	Anderson	999
4. Bruno Markiewicz	Sailplane	Ohlsson 60	838
5. Sal Taibi	Swoose	Forster 305	715

30 Sec Antique (38 Entries)

1. Wade Wiley	Rambler	Ohlsson 33	806
2. Terry Omeara	Clipper	Madewell 49	730
3. Sal Taibi	Powerhouse	Forster 99	719
4. Bob Dodds	Rambler	Brown Jr	692
5. Bruno Markiewicz	38 Zipper	Ohlsson 23	642

OT HLG (12 Entries)

1. Al Heinrich	299
2. Bob Boyer	237
3. Brad LeVine	217
4. Wade Wiley	211
5. Dick Williamson	194

Rubber Scale (27 Entries)

1. Dick Williamson	Not Recorded	51
2. Jim Thomas	Interstate Cadet	47
3. Ken Sykora	Curtis Robin	39
4. Cliff Silva	BELLANCA	5

Compressed Air (4 Entries)

1. Nick Sanford	229
2. Tim Banaszak	120

Class "B" Cabin (30 Entries)

1. Larry Clark	AIRCHIEF	Ohlsson 23	884
2. Don Weitz	Dodger	O.S. 25	789
3. Larry Boyer	Clipper	Torp 29	733
4. Tom Heiser	Dodger	Forster 29	666
5. Larry Schwarz	Dodger	Ohlsson 29	521

Class "A" Pylon (38 Entries)

1. Joe Beshar	Fox	Bantam 19	837
2. Wade Wiley	Guff	Ohlsson 19	836
3. Rudy Calvo	Interceptor	Arden 19	731
4. Bruno Markiewicz	Kerswap	O&R 19	678
5. Larry Boyer	Ranger	Arden 19	648

Fuel Allotment Antique (28 Entries)

1. Walt Parker	Ehling	Brown Jr.	848
2. Daymon Adcock	Powerhouse	OK 60	826
3. Terry Omeara	Clipper	Cannon 35	813
4. Tom Rice	Lanzo	Stick Bunch	801
5. Bill Cohen	DALLAIRE	Brown Jr.	752

.020 Replica (46 Entries)

1. Bob Oslan	Strato Streak	515
2. Tom Alden	Twin Cyclone	501
3. Jim Adams	Strato Streak	500
4. Jack Jella	Strato Streak	495
5. Tom Rice	Strato Streak	469

Rubber Cabin (33 Entries)

1. Bob Dodds	Korda	797
2. Bill Crovella	Moffett 38	644
3. Sal Taibi	Hi Ho	551
4. Tom Alden	36 Candian Wake	442
5. Charles Werle	William Ying	434

Twin Pusher (5 Entries)

1. Fred Emmert	MANULKIN
2. Charles Werle	RUGGERI

Power Scale (11 Entries)

1. Cliff SILVA	Corbin-Bunch	1358
2. Nick Sanford	Corbin-Fox 25	1125
3. Sal Taibi	Corbin-Vivell	734
4. Dick Williamson	ARONCA Chief Cox 02	231
5. Jim Adams	FOKKER D8	48

Rubber Stick (27 Entries)

1. Sal Taibi	Lanzo	1045
2. Wade Wiley		766
3. Mik Mikkelson	Stickler	673
4. Bob Dodds	Lamb Climber	531
5. Sandra Chapman	Reid-Hull	495

Class "B" Pylon (46 Entries)

1. Walt Parker	Zipper	Torp 29	867
2. Sal Taibi	005	Ohlsson 23	839
3. Bob Chambers	Swoose	Torp 29	777
4. Rudy Calvo	Zipper	O.S. 25	764
5. Jack Jella	Ranger	Ohlsson 23	740

Class "C" Cabin (38 Entries)

1. Don Weitz	Clipper	McCoy49	802
2. Clarence Bull	Buzzard	Bombshell	801
3. Larry Boyer	Clipper	- BUNCH	798
4. Ed Konefes	Buzzard	Bombshell	769
5. Phil McCARY	Riser Rider	- CYKE	744

1981 SAM CHAMPS WINNERS  
R/C ASSIST

ELECTRIC (6 Entries)

1. Bruce Norman (Playboy)	18:08
2. Don Bekins (Playboy Cabin)	17:21
3. Ross Thomas (Playboy)	15:52
4. Richard Huang (Playboy)	15:45
5. Roland Boucher (Playboy)	15:25

CLASS A (18 Entries)

1. Bruce Norman (Challenger/K&B 3.2)	20:53
2. Joe Percy (Playboy/K&B 3.2)	20:10
3. Ross Thomas (Playboy/K&B 3.2)	19:19
4. Don Bekins (Strato Streak/Cox .15)	17:29
5. Richard Huang (Playboy/K&B 3.2)	16:14

CLASS B (19 Entries)

1. James Buice (Playboy/K&B 4.9)	23:37
2. Bruce Norman (Playboy/K&B 4.9)	23:26
3. Don Bekins (Playboy/K&B 4.9)	21:00
4. Richard Huang (Playboy/K&B 4.9)	19:15
5. Ross Thomas (Playboy/K&B 4.9)	18:25

ANTIQUÉ (26 Entries)

1. Bruce Norman (Cumulus/Rossi .60)	33:00
2. Loren Schmidt (Yates/O.S. .61)	32:39
3. Richard Huang (Cumulus/O.S. .60)	30:00
4. Jack Alten (Dallaire/H.B. .61)	28:22
5. Joe Percy Cumulus/Rossi .60)	28:02

1/4A TEXACO (28 Entries)

1. Rogers Barton (Bombshell)	28:48
2. Don Bekins (M-G)	25:00
3. Jack Alten (Playboy Jr.)	24:20
4. Don Caru (Playboy)	22:59
5. Ernie Payne (Lanzo)	21:14



COL. BOWDEN'S PLN-4 DESIGN (1936) BUILT BY ROSS THOMAS, SANTA ANA, CA. POWER IS A BERNHARDT CONVERTED MERC0.

TEXACO (39 Entries)

1. Jack Alten (Dallaire)	84:47
2. Don Bekins (Gas Bird)	75:30
3. Bob Oslan (Commodore)	56:21
4. Jim Adams (Experimental)	51:00
5. Pete Samuelsen (Folly 2)	44:43

CLASS C (28 Entries)

1. Charlie Critch (Ehling/K&B 6.5)	21:00
2. Don Bekins (Playboy/Cyke)	20:56
3. Jack Albrecht (Ehling/Anderson)	20:22
4. Joe Percy (Playboy/K&B 5.8)	19:50
5. Richard Huang (Playboy/K&B 5.8)	19:30



BRUCE NORMAN'S 1st PLACE CLASS A WINNER, AN H.A. THOMAS "CHALLENGER" POWERED BY K&B 3.2. A REAL HANDFUL UNDER POWER, SEZ BRUCE.



JACK ALBRECHT (Left) OF KRAFT SYSTEMS FLEW HIS EHRLING CONTEST GAS MODEL TO THIRD PLACE IN CLASS C. JIM BUICE OF TEXAS HOLDS ON FOR DEAR LIFE. THE ANDERSON SPITFIRE POWERED MODEL WAS ONE OF ONLY TWO IGNITION POWERED AIRPLANES TO PLACE IN THE TOP FIVE OF ANY OF THE R/C EVENTS.



Jack Jella and his very nice Playboy Senior, Walt Parker, Class "B" 1st place winner looks on. How do you like those SAM CHAMPS Hats? Five bucks a piece.



Can you guess this one? It's Ken Sykora and his "RED RIPPER". This ship's in line for the ugly award.



Bruno Markiewitz, Detroit, Michigan and his beautiful Ohlsson 60 Powered Sailplane



Some guys have form and others have FORM!  
Jim Persson, Fresno California AMPS



Bud McNorgan and his Forster '99 Powered Anderson Pylon.



Two Hall-of-Famer's, Sal Taibi and Ed Lidgard. Sal is taking lessons from Ed on "How to Fly Rubber Models".



BIG 93-INCH GAS BIRD GARNERED 2ND PLACE IN TEXACO FOR DON BEKINS, THE R/C SWEEPSTAKES WINNER. FIRST AND SECOND PLACE FLIGHTS WERE BOTH OVER AN HOUR.



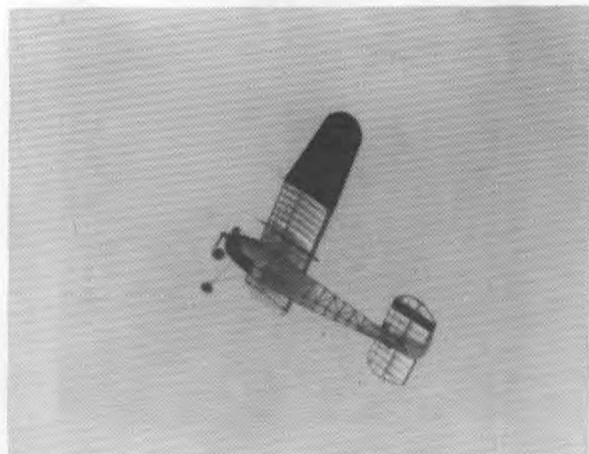
TOM KULP'S COLORFUL M-G WAS THE ONLY ONE ENTERED IN THURSDAY'S TEXACO EVENT. WING AND TAIL ARE BLACK ON THE BOTTOM FOR EXCELLENT VISIBILITY AT HIGH ALTITUDES.



ROLAND BOUCHER'S 67-INCH PLAYBOY IS POWERED BY ONE OF HIS NEW POWER SYSTEMS BASED ON AN ELECTRIC CAR MOTOR. HAD ONLY ONE SHORT TEST FLIGHT BEFORE ENTERING THE CONTEST.



BOB OSLAN'S COMMODORE DOESN'T LOOK LIKE A HIGHLY COMPETITIVE OLD TIMER, YET IT ALMOST ALWAYS PLACES VERY HIGH IN TEXACO; THIS YEAR, BOB WAS 3RD. PLANS WERE RECENTLY PUBLISHED IN MODEL AVIATION.



CHUCK THOMPSON'S STATELY LANZO RECORD BREAKER ON THE WAY UP. ONE OF THE VERY FEW SILK-COVERED R/C MODELS ON THE FIELD, IT REALLY LIGHTS UP WHEN IT GETS NEAR THE SUN.



CHARLIE CRITCH'S BEAUTIFULLY BUILT EHLING ON ITS WAY TO A FIRST PLACE WIN IN CLASS C. K&B 5.8 GIVES THE MODEL A FRIGHTENING RATE OF CLIMB.

### MICHIGAN'S MINI - SAM CHAMPS by Karl Spielmaker

The Mini SAM Champs turned out to be a very successful Old Timer meet. When it all started in Nov. 1980 - we thought that with the price of gas going sky high that this was a great idea. Now, here in the Midwest, the western part of Michigan, we get about 18 to 28 contestants to a contest - a contest with both O/T & A.M.A. events. So we wondered just how we would do with only an Old Timer contest. We planned to hold it in Three Rivers, in the southwest corner of Michigan. The guys from Ohio, Indiana and Illinois would have 1½ hours less to drive.

Now, I know what a job it is to put on a big meet, I know what Bob Larsh went through to get the 1980 SAM Champs together. Bob proved to be very helpful with the forms to layout our meet. We had entry forms in the C I A Informer, thanks to Harry Murphy and through our newsletter MICHIGAN ANTIQUE MODELERS. Only 18 guys made advance entry, but when the contest day arrived, the number started to swell to 41 entrants. The weather was good the first day - Saturday. A little wind and a little cool temperature, flying got off to a slow start with most of the flyers just walking around and having fun yakking.

The Bean Feed on Saturday night was a big success with 47 people showing up. M.A.M. gave away two bottles of wine made here in Michigan. We had Bruno Markiewicz pull the lucky names. One of the winners was Bill Hale's wife, Doris. After the Bean Feed, we cleared the tables and the Collecto guys went at it. I didn't stay too long - it was a very long day for me. I left at 10:00 p.m. Later, I found out some of the guys were still up past 1:00 in the morning. GAD you should have seen these leftovers out at the field on Sunday morning. Their EYES - BIG as ballons.

Sunday, the second day of the meet was a beautiful day. Clear sky and warm temperature. A wind that was just right - a perfect day. We had to hold the maxes down to two minutes because of the field restrictions. Bob Pattison helped to CD the meet and I thought this would give me a chance to fly a little - which didn't work out. The awards for the meet were made by Tom Sutor in Florida and were great looking trophies.

At the end of the meet, I talked with Tim Banaszak about the number of contestants - 41. I asked if this was a good turnout. Tim told me that at the 1972 SAM Champs that he helped run, there were 54 contestants. So, I guess we did end up having a very good turnout. There were two couples that I believe traveled the farthest, Peter Mann and wife from Canada and Bob Edelstein and wife from Pennsylvania. Peter Mann came to see what it was all about - he is re-kindling his interest in O.T. modeling. He was a great help timing many flights.



BETTY SPIELMAKER, KARL, & BOB PATTISON - WHERE WOULD WE BE WITHOUT THE LADIES' SUPPORT?



L to R, BOB BARRETTE, TIM BANASZAK, JOE KRESNAK & JOE BARRETTE HELPING? TIM WITH HIS "TWIN CYCLONE"  
by TOM LAURIE



BUCK ZEHR AND HIS KGS AT THE MINI-SAM CHAMPS



FORT WORTH PLANESMEN by James W. Buice

The "Spring Thing" contest held May 30-31 was a smashing success. The R/C Assist Old Timers (S.A.M. -29), held all eight events as listed in the contest announcement. The following rules were used:

- 1) Old Timer Class ABC- 20 second engine run with 7 minute maximum.
- 2) Old Timer ABC Ignition (combined)- 40 second engine run with 7 minute maximum.
- 3) Antique- 30 second engine run/per pound with 10 minute maximum.
- 4) Texaco 1/8 ounce fuel per pound 4-cycle- 1/4 ounce fuel per pound glow.
- 5) Electric- three flights for total time.
- 6) 1/2A Texaco- best of two official flights.

All events were flown Saturday and Sunday with a three dollar entry fee. Contestants could re-enter as many times as they wished, however, their previous entries were disqualified. There were no trophies, but the winner received fifty percent of the entry fees while second and third places received thirty and twenty percent, respectively.

These rules resulted in a "wide open" contest with a lot of flying and fun for all. There were a total of fifty-eight entries in the eight events. Invariably, a re-entry resulted in a lower flight time and a loss of six dollars instead of three. One contestant (B.N.) was notorious for checking the number of entries and times for each event before deciding to enter and risk his three dollars.



JACK SWAIM WITH HIS 1/2A TRENTON TERROR AT THE FT. WORTH PLANESMEN CONTEST



AL OSGOOD SHOWS OFF HIS SCALED UP "SCIENTIFIC COMMODORE" - FOX 36 POWER SEEN AT THE FT. WORTH PLANESMEN CONTEST.



BRUCE NORMAN HOLDING WHILE JOE PERCY STARTS HIS '60" SIZE SHERESHAW CUMULUS-ENGINE ROSSI 60 THAT LOOKS THE OLD "NRA" EMBLEM ON YOUR WING JOE!



KEN MILLETT WITH HIS SCALED UP LANZO "STICK". POWER IS AN O.S. 60 - LOOK AT THAT FLYING SITE!

## SAM SUPPLIERS DIRECTORY

## MODEL ENGINES

ENGINE CONVERSIONS, JIM DEAN, 2451 Cedar Flat Rd., Williams, Oregon 97544 Conversions & Repairs to your order.

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CHANDLER ENGINEERING, BRUCE CHANDLER, 7858 Farralone Ave., Canoga Park, Ca., 91304 Tel 213 340-7695, Conversions; Black Knight Engines, Accessories.

MARK'S MODEL ENGINES, 4456 West, 3145 South Salt Lake City, Utah, 84120 Tel 801 328-9973, Ignition Engines, Conversions, Rebuilding Ohlsson Engine Parts.

HERB'S MODEL MOTORS, Box 61, Forksville, Pa. 18626 Tel. 717 924-3892, Brown Jr. Parts & Service, Ohlsson Gold Seal Engine (commemorative) HERB WAHL, Prop.

BROWN JUNIOR MOTORS, P.O. Box 77, Pine Grove Mills, Pa. 16868, C.O.<sup>2</sup> ENGINES. BILL BROWN, Prop.

SCHROEDER, ROGER J., 4111 W. 98th St., Overland Park, Kansas 66207 Tel. 913 648-4265 Windsong Casting Kit, .09 Disp. Engine, Morton Propellor Casting Kit, Ohlsson Venturi Repair S.A.S.E. for Price List

REPLICA ENGINES LTD, 14600 Ramstad Dr., San Jose, Ca. 95127 Tel. 408 923-4584 or 408 377-2414, Casting Kits for Fergusson Engines, Falcon 1.178 Twin, Condor 2.356 Four, The Talisman 60 by William Cubitt also Castings for Baby Cyclone, As well as Coils & Sparkplugs, Karl Carlson and Dick Dwyer, Prop.

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MASON, J. ROGER, ENG. COLLECTORS RESTORATION & REPAIR SERVICE, 3439 W. Michigan Ave., Phoenix, Ariz. 85023 Restores and repairs O/T Engines, many timer assy's tank tops, needle valves and hard to get items.

CATALOGS, IRA J. WHEELER, 572 Deodara St., Vacaville, Ca. 95688 Catalogs; Ideal, Megon, Modelcraft, Jasco, Comet, Hawk Cleveland. Morton M-5 cast resin prop blades, booklets, bulletins, scale plans

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MODEL AIRCRAFT LABORATORIES, 108 S. Lee St., Irving, Texas, Tel 214 438-9233, Blue Arrow Balsawood and Spruce, Scale Drawings & Kits

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C.P.M. PRODUCTS, 722 Lennox, Yreka, Ca. 96097 Modelcraft Pacific Ace 30" & the Soaring Glider Kits

SCHMIDT CUSTOM KITS, 11948 Franklin Bl., Elk Grove, Ca. 95624 Partial Kits made to order, c & O Props.

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PLAN SERVICE, FLOYD RECK, 10332 Tristan Dr., Downey, Ca. 90241 Many half-size, full size and enlarged O/T plans Tel 213 861-4769

ACCESSORIES, 3600 Pittman Rd., Independence, Missouri 64052 Reproduction Fuel Tanks - write for list

## MINUTES OF THE ANNUAL SAM BUSINESS MEETING June 30, 1981, Taft, Ca.

The meeting was called to order by the President, John Pond. Other SAM officers in attendance were Al Hellman, Western VP, Woody Woodman, Eastern VP, and Tim Banaszak, Secretary/Treasurer. Forty-four regular members were also present.

After the President's opening remarks, the minutes of the 1980 Annual meeting were read by the Secretary/Treasurer and after one correction was noted (Woody Woodman, Eastern VP, had been left off of the list of officers present) a motion was made by Bill Cohen to approve the 1980 minutes and the members present passed the motion by voice vote.

Tim Banaszak gave a report on SAM's current financial position and stated that as of 6/30/81, SAM's treasury totaled \$8,531.52. It was noted that as of this date, the major portion of the 1981 membership dues had not yet been posted. The secretary/treasurer also reported SAM had 85 paid up life members.

SAM Speaks Editor, Jim Adams, reported on the current status of SAM Speaks stating the newsletter had been enlarged to twelve pages and was currently being mailed to 1,650 persons. He also stated that photographs and activity report were being received in such better numbers from the midwest and eastern regions than in the past but that he could use much more news yet from these areas.

Fifteenth Annual Sam Champs Manager, Al Hellman reported that as of 6/30/81 151 contestants had entered the Taft Champs and that although a final accounting was not yet possible it seemed the 15th Champs would clear all expenses. Al Hellman also made note of the fine job being done by R/C Assist event director, Otto Bernhardt. John Targos, originally slated for the R/C Assist director's job, became ill at the last minute and Otto plunged into the gap only the day before the events started.

There being no old business needing the attention of this business meeting, the President opened the floor for new business.

Eastern VP, Woody Woodman, read a statement critical of the lack of separate events within R/C Assist for ignition and glow powered aircraft at the 15th Annual SAM Champs. In response to Woody Woodman's comments, a motion was made by Bill Cohen and seconded by Dick Wong. The motion reads: These special R/C events are directed to be held at future SAM Champs - A Glow Antique A-B Ignition  
B Glow Texaco C Ignition  
C Glow 1/2A Texaco

After a lengthy period of floor discussion, this motion was passed by the members present 24 to 7.

A resolution was presented in the form of a motion by Don Bekins and seconded by Nick Nicholau. The resolution reads:

Resolved:

That a rules committee for R/C Assist old timers be established as a part of The Society of Antique Modelers. The committee shall consist of 11 members who shall represent a broad cross-section of the country and shall be made up as follows:

SAM President	SAM Speaks Editor
Eastern VP	Rocky Mountain VP
Mid-West VP	Western VP
Secretary/Treasurer	R/C Rules Coordinator
Three active R/C Assist Competitors	

The SAM President shall appoint the three R/C Assist competitors with the concurrence of the other SAM officers.

The committee shall be empowered to review all rules change proposals for R/C assist, preparing them in proper fashion to bring them to the membership for a vote in the normal rules cycle. The committee shall publish and disseminate the rules to the membership on a timely basis.

After a very length floor discussion this motion was passed and the president directed to form said committee by the members present.

A motion was made by Joe Beshar and seconded by Karl Hatrak to donate \$500.00 from the SAM Treasury to the Academy of Model Aeronautics Building Fund. This motion was not passed.

The floor was turned over to Fred Lehnberg who presented the Society of Antique Modelers with a very fine perpetual trophy and explained the conditions under which it would be awarded. After the presentation, the President, Joh Pond called for and received a unanimous vote of thanks from the floor to Fred Lehnberg.

Woodman Woodman, Eastern VP presented a bid from the Eastern region to host the 16th Annual SAM Champs. This bid was accepted by the members present with tentative site to be Westover Air Force Base and the projected dates to be the fourth of July weekend.

Roland Bouche presented a discussion of the problems and advantages of electric powered freeflight and R/C Assist. He then made a motion asking future SAM Champs managers to include both Free/Flight and R/C Assist electric events at the Champs, under industry sponsorship on a time and manpower availability basis. This motion was passed by the members present.

There being no further business to be brought forth before this Annual Meeting; the meeting was adjourned.

Tim Banaszak, Secretary/Treasurer  
The Society of Antique Modelers

## SOCIETY OF ANTIQUE MODELERS

### MEMBERSHIP APPLICATION

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

Enclose Membership Dues of  
**\$10.00** and send to:  
Tim Banaszak  
Society of Antique Modelers  
1947 Superior Avenue  
Whiting, IN Zip 46394

AMA \_\_\_\_\_ No. \_\_\_\_\_  
MECA \_\_\_\_\_ No. \_\_\_\_\_  
SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE REC'D \_\_\_\_\_

### MEMBERSHIP RENEWAL

It's time to renew your S.A.M. membership. Dues becomes due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.

### Old Timer Model Who's-Who Series No. 9 "MISS AMERICA"

The Miss America is generally credited to Frank Zaic - actually a 7 ft. scaled version of the Miss Model Craftsman, a Carl Schmaedig design.

This brown powered model was built by John D. Camp, San Marino, California.





A "ROLLS" Texaco job climbing into lift,  
built and flown by Art Watkins, Walnut Creek, Ca.

## **SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

SEPTEMBER - OCTOBER 1981

Dedicated to Old Time Modelers Everywhere

NUMBER 45

## SAM EDITOR SPEAKS By Jim Adams

A couple of months have passed since the SAM CHAMPS passed and things have settled down a bit around the local flying scene, but just so as you won't forget, we'll run a few more pictures this month of the Big Bash. There's no doubt about it, when the SAM CHAMPS are held in your area, activity really picks up. Many, many new ships have appeared at local contests that probably wouldn't have been completed this year.

Speaking of the SAM CHAMPS, I noticed that most newsletters I received, gave glowing reports of the fun that was had there. One reporter, from northern California, found nothing good to say about the CHAMPS. An ancient sage (modeler) once noted "when you win, it's always the greatest meet ever attended, and when you lose - PHOOEY".

## 1982 SAM CHAMPS

We received an announcement of the 1982 SAM CHAMPS from contest manager George Armstead. We have repeated George's letter on the following page.

It looks like a whoppin' contest, this one ought to separate the men from the boys. This year's contest will return to the previous R/C format with separate events for ignition and glow as well as adding several glow only F/F events. R/C Oldtimer Electric will be held also, according to a letter received from John Pond. We will give you more particulars as we receive them.

## SAM CHAPTERS

We have been receiving group pictures of many of the SAM Chapters from around the country. If you would like to have your group's photo appear in SAM SPEAKS, get the gang together and send me a good clear black and white picture. I'll start running them in future issues if I get enough response. So far, I've received San Diego, George Clapps's group from New York, Michigan, and O.F.W. Fisher's group at Performance Kits in England.

Remember, included names and of course, the chapter's name and number. 5"x7" is the maximum size.

## N.F.F.S. ANYONE?

The National Free Flight Society Digest under the guidance of Bob Meuser is revitalized and back on schedule. If you are not a member, you are missing one of the classiest, most interesting model publications that the F/F enthusiast can receive. Send your application to Kit Sonesen, 8616 Maple Grove Ct., Sacramento, Ca. 95828, \$15.00 per year. If you enjoy off-beat humor, read "A Trip To Snyder Swamp" by Hardy Brodersen in the July - August issue. You will instantly recognize the infamous Dick Mathis and his buddy Tommy T.

## FREE FLIGHT AND R/C RULES VOTE RESULTS

The results of the three proposals voted - on just prior to the Champs are in. The tally is as follows:

Prop. #1	171	Yes	84	No	Passed
Prop. #2	178	Yes	118	No	Passed
Prop. #3	144	Yes	172	No	Defeated

Proposal #1 revises engine runs in R/C to 15 sec. for Schneurle Glow Engines, 20 sec. for cross scavenged type glow, 35 sec. for converted ignition and 55 sec. for original ignition engines.

Proposal #2 places a three year moratorium on all rule changes in Free Flight retroactive to the 1980 rules.

Proposal #3 was to have reintroduced Glow Engines in Old Timer F/F events.

## SAM R/C RULES COMMITTEE

Don Bekins has just been chosen to chair the new R/C Rules Committee, with Dick Huang as Vice Chairman.

The new committee, set-up at this year's annual meeting, is charged with shaping the future of R/C Old Timer competition. The eleven-man board has now been activated by John Pond, SAM President.

Don Bekins' address is P.O. Box 722, Tiburon, California 94920.

## 1981 SAM CHAMPS DONORS

Our thanks and appreciation goes to the following manufacturers and friends for their generous donations.

Carl Goldberg, Satellite City, Fox Mfg. Co., Kraft Systems, Sullivan Products, Tower Hobbies, SIG., Top Flite, Coverite, Russ Oliver, RCM

## JOE BESHAR'S "FOX"

Joe tells me he was besieged with modelers that were interested in his design "The Fox" at the Taft Champs.

The plans were published in the July 1976 Model Aviation Magazine. The article gives full instructions on converting the 'A' Pylon job to radio.

## APOLOGIES

We were disappointed in the quality of the pictures in the last issue. The trouble was not with the pictures that you sent in, but was with the photo plant that reduces the pictures to half tones used by the printer. We're going to screen these more carefully starting with this issue. For all you guys who ended up with the un-recognizable faces in the last issue - - we apologize.

SAM CHAMPS XVI 1982

SAM-7 has recently agreed to host the 1982 SAM Nationals. The event will be held on July 3rd, 4th, and 5th, 1982, at Westover A.F.B., Chicopee, Mass. site (to be confirmed yet). The contest manager, George Armstead has Ed Novak, F/F contest director, and Tom Acciavatti, R/C contest director, as his first line assistants. Additional help will be recruited to assist in making this contest a success. Hopefully we'll have plenty of volunteers. All you guys that want to start building something new, the schedule is as follows:

July 3

Class A Cabin  
Class C Pylon  
30 Sec. Antique  
H. L. Glider  
Rubber Scale  
R/C Class A  
R/C 1/2 A Texaco  
\*Pylon Gas (Glow)  
Class C Ignition R/C

July 4

Class B Cabin  
Class A Pylon  
020 Pylon Replica  
Cabin Rubber R.O.G.  
020 Cabin Replica  
R/C Class C  
R/C Antique  
\*Cabin Gas (Glow)  
Twin Pusher  
Compressed Air  
Class A/B Ignition R/C

July 5

Class C Cabin  
Class B Pylon  
Rubber Stick  
Power Scale  
Towline  
R/C Texaco  
R/C Class B

- \* The glow events on July 3rd and 4th are combined ABC classes. These will be flown as separate events unless the glow engine is voted back in.

In the event that glow engines are voted back in, glow engine airplanes will compete in the same events and classes as ignition engine airplanes except on a handicapped engine run basis.

George Armstead  
89 Harvest Lane  
Glastonbury, CT 06033

WOULD BE EDITORS

For those of you that have been slow in submitting articles or items of interest to be printed in SAM Speaks for fear that you might miss publication dead lines (hah!) here's our schedule.

Issue	Material is Due Last Week in
Jan - Feb	Dec.
Mar - Apr	Feb.
May - Jun	Apr.
Jul - Aug	Jun.
Sep - Oct	Aug.
Nov - Dec	Oct.

WHO IS SAM?

The SAM 3-color pamphlet, used by many of the chapters around the country as a hand-out to prospective members at trade shows is being reprinted again. If your chapter is interested, write to Tim Banaszak, 1947 Superior Ave., Whiting, Ind. 46394, and let him know how many copies you need.

AN EDITORIAL BY Jim AdamsWHERE HAS THE FUN GONE?

This is the question asked by a newsletter called "SAM TODAY" passed out at the SAM Champs. Is flying Old Timers as much fun as you remember it? Or has the atmosphere changed since you re-discovered gas jobs or R/C Old Timers.

A growing trend at the big meets is to see the serious participants all flying the same model design and all using the same brand of engine. To win - this seems to have become the overwhelming obsession.

Look at the SAM Champs results in R/C, 1st place, 2nd place, 3rd place, etc! The same names repeated over and over.

What has the Schnurle Engine done to Old Timers? It begins to look just like any other horse-power race. What happened to the line from the preamble "It is neither desired to advance the state-of-the-art of aeromodeling, per se, other than to increase participation in the sport generally, nor to improve again that which is already recorded in aeromodeling history books". How did we stray so far from the intent of the preamble in such a short time?

The objections to this type of flying take several forms. More rule changes are proposed and discussed in a vain effort to make contest flying more equitable. Among the flyers, a lot of un-complimentary comments are heard about the unrealistic flying manner of pilots using the hot new engines. It's all summed up in lots of grumbling and a general discontent among the seasoned contest goers.

On the other side of the coin, we see and hear from many guys who have just re-discovered the joy of Old Timers. Locating their first old engine, putting together sticks for their first gas model in 35 years, rediscovering silk and dope. The pain and the thrill of that first flight of your painstakingly built bird. Then, there's the pleasant discovery that the passing years have given you more patience and more understanding of the mysteries of flight.

The letters from all the individuals in out-of-way places, flying by themselves and the little groups and clubs still tell about how much fun it is to get together and to enjoy watching each other fly those strange old, docile birds we call "Old Timers".

Could it be that all this rule making is completely missing the point of how to increase the fun in Old Timer flying? The light vote count on the ballot just concluded (less than 20% of SAM members participated) would indicate that a very large contingent of the SAM membership doesn't care what is done to the rules. Just maybe - the officers of SAM should take a long, hard look at the goals and needs of SAM. It could be that in our desire to establish a perfect set of rules for the competitive flyer, that we're missing the needs of the majority of the members.

CONTEST ANNOUNCEMENTS

I hope you realize that it is difficult to run contest announcements for your meets in a timely fashion for upcoming meets. Many times, we just don't receive them with sufficient advance notice to include them early enough to give the guys notice. If you can send me a list of your proposed meets in early spring time, I'll make up a calendar for next year.

### THE ANNUAL NOFFA F/F MEET

Noffa held their annual meet May 17 at Plum Brook Station, Sandusky, Ohio. The following contest report was sent in by Jim Robinson.

Enclosed are several photographs of our Oldtimer contest. Events included .020 replica, A-B & C Ignition or Glow, O/T Rubber, and Nostalgia Gas.

The contest day was sunny and light to moderate wind for the first 1½ to 2 hours. A front went through, and the weather deteriorated to cloudy, cool, windy and turbulent conditions. Very few flights were made after the first two hours.

Emerson Elwell tried one with his K.G. It climbed well-made one glide circle and then turning downwind, the wind lifted one wing tip and the ship was unable in the turbulent conditions to recover. Moderate damage was done to the K.G., but Emerson said it will be repaired.



JIM ROBINSON GETTING READY TO LAUNCH HIS .020 EASTERN STATES GAS CHAMP.



EMERSON ELWELLS CRANKING UP THE K.G. ASSISTED BY VIC DIDELOT. WHERE'S THE RUNWAY? MY GOD! LOOK AT THOSE TREES, NOW I KNOW WHAT THEY MEAN WHEN THEY, SAY EASTERN FIELDS ARE SMALL (ED.)



JACK MCGILLVARY AND ROBERT GORDON FROM ONTARIO, CANADA THE DESIGN LOOKS LIKE A KORDA STICK - YOU GOTTA ADMIRE THESE GUYS FLYING WITH ALL THOSE NASTY LOOKING TREES IN THE BACKGROUND.



MERL SHAMMO AND HIS COMET ZIPPER, CARL EMDE OFFERS SOME ADVICE.



JOE SCURO'S 1930 TWIN PUSHER, JACK GRIGSBY ADMIRING HIS HANDIWORK.

4.

LETTERS TO THE EDITOR

Dear Jim,

Enclosed find some photographs taken recently at our Oldtimer contest held at Plum Brook, Ohio, NASA Station near Sandusky, Ohio.

Photo #1 shows the Texaco winner! He is (Bucky) Bob Walter, 125 Gilcher Court, Sandusky, Ohio, flying A. Lanzo R.C. Stick 9 ft. span, 7 3/4 pounds. Kraft Radio, Saito 60, Ignition Front Rotor, Orange Translucent Monokote. He used J. C. Penny yard sticks for the fuselage sides.

Photo #2 also shows a Texaco winner, George Stephens, 1417 Jeffries Rd, Huron, Ohio, with a 1.1 Lanzo Record Breaker 96" original model size x 10% increase = 96" + 9.6" = 105.6" span. Uses a Saito Ignition Go Engine Front Rotor also transparent Monocoat Fuselage and Rudder - This is an excellent flying machine!

Photo #3 is the 1.1 RB on take-off. Photo #4 and #5 is Lanzo's - Lanzo Bomber, 8 ft. span using Super Tigre, 56 Glo Engine. Silk covering red dope on wings and stab, rudder. Coverite on body with two coats Clear Hobby Pox - Good Stuff. Second place Texaco and Antique.



#1



#4



#2



#3



#5

Jim, I have plans for sale for the Bomber in 8 ft. span original, 80" span, 4 ft. span and 36" span to cover most engine sizes. Plans are \$12.00 per set post-paid. Plans have been approved by SAM officials.

You are doing a good job as Editor. Keep up the good work!

Chet Lanzo  
1485 Lester Rd.  
Valley City, Ohio 44280  
216 483-4225



## A ONE ACT PLAY ENTITLED "CONVERSATION" BY KEN SYKORA

(Scene: The curtain rises on a typical F/F flying site. At stage center, an Oldtimer modeler is cranking furiously on his engine, with no results. A Beginner Modeler enters, stage left, carrying a plastic ready-made model.)

BM: "Hi."  
 OT: "Uh."  
 BM: "So you're a member of America's fastest growing hobby, too!"  
 OT: "No, I herd sheep for a hobby. For a living, I flip this damn prop."  
 BM: "How long have you been a modeler?"  
 OT: "Forty-five years."  
 BM: "Wow!" You must be a real expert!"  
 OT: (Bends down to squint at his engine points).  
 "You'd think so."  
 BM: "I'm heavily into modeling. It's my top priority. Just picked up this little gem down at Toys-R-US. What do you think of it?"  
 OT: (Blows in engine exhaust and gets an eyeful of raw fuel). "Baautiful."  
 BM: "On the bubble pack it says it's adaptable to fly on wires or with radio. What do you suggest I do with it?"  
 OT: (Looks at audience. "Oh Lord, what a straight-line!") "You could CL it and RC it. Shouldn't throw out any of your priority options."  
 BM: "What's CL?"  
 OT: (Cranking) "It's Latin. Means to nauseate yourself by spinning around."  
 BM: "What's RC?"  
 OT: "It's Greek to me. Think it stands for last resort, if all else fails."  
 BM: "My ship comes with two sets of decals. You can make it an F-104 jet or a Fokker Triplane. What do you think it looks like?"  
 OT: (Squints up with one eye as BM holds out model).  
 A Gee Bee."  
 BM: "What's your model called?"  
 OT: (Jiggles wires on booster batteries). "A Playboy Senior."  
 BM: "It sure is big! How long is the wing?"  
 OT: "Six feet and eight inches." (Check DT fuse).  
 BM: "Wow! Must have been some big bubble pack! Could use it for a hot tub!"  
 OT: "It didn't come in a bubble. It came in boxes of Puffed Wheat."  
 BM: "In pieces? How'd you get it all together?"  
 OT: "After 45 years, you sorta get the knack." (Places his thumb firmly across sparkplug & cylinder head, snaps prop & screams in pain).  
 BM: "Gee, why'd you do that?"  
 OT: (Dancing around shaking right arm). "Checking for spark."  
 BM: "Is that the best way?"  
 OT: (Through clenched teeth). "It's the time honored way." (He primes the engine again, snaps it over, and it bursts into life. He launches and they watch it climb to 200 feet, then slowly roll over, dive down and crash into a jigsaw puzzle. Silently they watch the dust drift away. . . )  
 BM: (Softly). "Gosh, does it always do that?"  
 OT: (Staring blankly ahead). "Not always."  
 BM: "Uh, I believe I'm into rethinking my priorities.. at that bar in town."  
 OT: (Shakes his head to clear it). "I think I'll join you." (He puts his arm around BM's shoulders and they exit stage left as the lights dim).  
 OT: (Off stage). "You know Louie, this could be the beginning of a beautiful friendship."  
 BM: "My name's Rick."  
 OT: "It would be." (Curtain)

## LETTERS TO THE EDITOR



ANY OLDTIME WORTH HIS SALT WILL RECOGNIZE THE "MISS AMERICA" KITTED BY SCIENTIFIC

Dear Folks at SAM,

My interests really lay with motors - you may have heard my name in connection with the International Model Aero-Engine Collector's Society.

However, I do have an interest in oldtimer planes too. I was recently offered two Syncro Aces, bought in New York by a Swiss (now 84) in 1940ish. Both were "as new" - better still, he had the original plane he'd built for one of them!

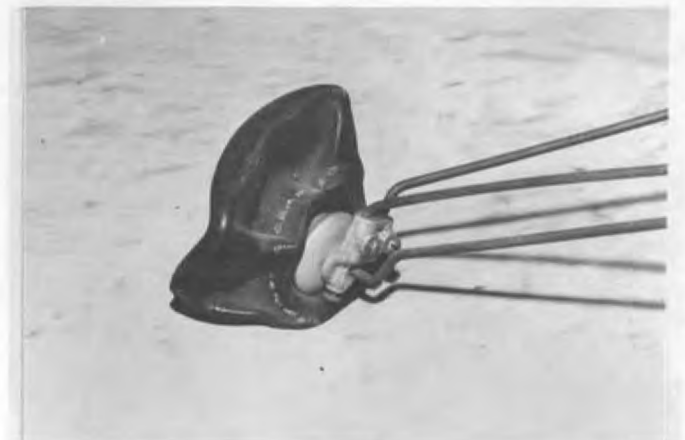
Alas, no box or instructions, and the name escaped him, but it was apparently an American kit. I'm anxious to identify the machine - herewith 3 pix. The model is 82" span, 1 3/4" chord, length 52". The cast landing gear/wheel bracket in the close-up may give some clues.

It's very dusty, and there are a few slits in the doped silk, but otherwise okay.. Now, the question is, do I strip the covering and start all over, or keep it as a "Museum Piece".

Any comments will be appreciated - and keep up the good work !!

Yours sincerely,

PETER N. SCOTT  
 Switzerland



CAN ANYONE NAME THE BRAND OF TIRE? (ED.)  
 THE "MISS AMERICA" WAS LAST MONTH'S WHO'S WHO MODEL.

THE 1981 SAM CHAMPS

PHOTOS BY HAROLD JOHNSON, MINNEAPOLIS, MINN.



LARRY CLARK, PAST PRESIDENT OF THE S.C.I.F.S LAUNCHES HIS FOO 2U2 AT TAFT SAM CHAMPS. POWER IS BY OS25 CONVERSION.



AN EARL STAHL FOKKER D8 AT THE SAM CHAMPS. AL HEINRICH IS MECHANIC AND ROGER WEGNER IS THE BUILDER AND HOLDER. POWER IS BY M-E SNIPE 1.5cc DIESEL.



CHARLES WERLE, WINNER IN RUBBER EVENTS SHOWS OFF HIS WILLIAM YING RUBBER CABIN SHIP.



AL HOTARD AND HIS "1939 KORDA" THAT WAS PUBLISHED IN THE "OPEN ROAD FOR BOYS" MAGAZINE. THE PLACE IS THE TAFT SAM CHAMPS.



CANADIAN MODELRAFT COMMANDO POWERED BY AN OHLSSON 19 FLEW NICELY FOR KEN SYKORA, THE S.C.I.F.S. NEWS LETTER EDITOR.



AN ANDERSON POWERED SAILPLANE FLOWN AT THE SAM CHAMPS BY RAY CHALKER, OF THE FLYERS FROM PACIFIC NORTHWEST AREA. CAN YOU SEE THE "FLOWERS ON THE WALL" SILK USED ON THE WING?

THE 1981 SAM CHAMPS

PHOTOS BY ART HEMLER, GLENDORA, CA.



A REAL LIVE FLYING QUAKER POWERED BY A MC COY 60!!  
THE PROUD BUILDER IS ROBERT ANGEL.



PLAYBOY SENIOR CABIN POWERED BY A SUPER CYKE. THE  
BUILDER AND FLYER IS LES PAYNE OF SALT LAKE CITY.



HERB WAHL PREPARES TO LAUNCH HIS OHLSSON POWERED  
O.O.S. AT THE THIS YEAR'S SAM CHAMPS



TOM KEPLER HOLDS HIS OHLSSON 60 POWERED PLAYBOY  
SENIOR AT TAFT SAM CHAMPS.



ROGER BARTON OF AUSTIN, TEXAS AND HIS BEAUTIFUL  
KORDA RUBBER CABIN.



CLIFF SILVA, NORTHERN CALIFORNIA'S MOST CONSISTENT  
WINNER, PAUSES FOR A MOMENT WITH HIS CLASS 'C'  
HURRICANE AT THE TAFT SAM CHAMPS.

## LETTERS TO THE EDITOR

Dear Jim,

I always enjoy reading your SAM SPEAKS magazine, and in particular the pictures. I note the request for pictures in the No. 44 issue and so enclose here-with a photo I took this summer of three local "Drome Club Conquests", which have just been completed and flown. (See Back Cover)

The Conquest was kitted by Model Aerodrome Birmingham, in 1938; and bore a very strong resemblance to the American Quaker Flash.

In my photo left to right are: T. Penhall using Stentor 6 Petrol, Centre: J. Kemp using Hurleman 48, and P. Fisher with May Rocket 45 powered version, which originally had a Drome Demon 6 cc fitted, but lacked power.

While writing I would advise that our old "Sun Duster" 66" cabin model is still available as a plan Price \$2.00 post extra. The P.K. "Pinnacle" is also available at the same price for 2 full size plans. The Pinnacle is C/L. stunt model for 5-6 cc engines.

With very best regards to you.

Yours sincerely

p.p. Performance Kits.

O.F.W. Fisher  
Man. Director

His Address is: Thorncote Green. Sandy.  
SC19 1PU. Beds.  
England



BUCCANEER "C" SPECIAL BY GEORGE DICKINSON, SOMERSVILLE, N.J. POWERED BY O&R 60-RADIO BY KRAFT. THE TWO YOUNG LADIES ARE MELISSA AND MEGAN PATROWICZ, HIS GRANDAUGHTERS. MODEL IS SILK & DOPE AND WON THE OLD-TIMERS AWARD AT 1981 W.R.A.M.S.

Dear Jim,

Hi. Just got my current "Sam Speaks", and see you are still looking for photos. Not sure if you can use color, or if this sort of photo is of any use. Any how, if not, please let me know if black and white is better, if you would be interested in other photos, etc.



SUPER BUCCANEER POWERED BY A SUPER CYCLONE SEEN AT BLENHIEM, NEW ZEALAND NATS. PLACED 1ST AT THAT CONTEST. MODEL IS BY W.R. "BILL" COOKSEY. USAF(RET)

I am an American, retired USAF, now living in New Zealand and we love it. I am partially sighted now, so can't build any more, but do still fly. Can see well enough to crank and release or toss! Ha! Have to have someone to chase, but that's no problem. Will be in trouble when it gets dinged, can't see well enough to build anymore.

Have a closed circuit T.V. system that allows me to read, so I can still handle the "Sam Speaks". Thanks for a very interesting newsletter. We have a vintage gas, rubber and glider event and R/C Assist at our meets. Our rules bear no resemblance to U.S. ones however!

Your readers may be interested in the rather novel approach we have taken. Basically, it's a "precision" event which allows all size engines and A/C to compete. Let me know if you would like a copy.

Thanks again for a very interesting newsletter, and please let me know if you would like any further information on the New Zealand scene. (Understand we did get a write-up in the latest "Model Aviation", which we never see out here!)

Cheers,



A SELDOM SEEN DESIGN, "THE THEORADICAL" DESIGN BY MAURICE SCHOENBRUN, HERE DISPLAYED BY TERRY 'DOC' O'MEARA.

## LETTERS TO THE EDITOR

Dear Jim,

When John Pond published the photo of my O.T. "Torc" in his "Plug Sparks", I immediately wrote to Bruce Lester who lives in Toronto, Canada since he was the builder and also because I had for some time been looking for someone to fly with while visiting our daughter and her family there.

Before Bruce and I could get out to fly, he became very ill and was hospitalized for months. For sometime it looked very bad for him. He is now home but still not too well.

The next time we visited Toronto, I called Bruce in the hospital to see how he was. Since I had planned to fly with the fellows in his club (Aurora Model Aircraft Club), he asked me to pick up his "Torc" and also fly it. (See photo)

I got quite a surprise that day, one of the club members, Walter Lawrence, was the first to build "Torc" from John Pond's plans and he did so well at contests that club members have built 13 more. They say that there are quite a few more in the general area. The weather that weekend turned out great and I had a most unforgettable time flying with a swell bunch of guys.

Enclosed is a photo captioned on the back side. The reason I'm writing this letter is because Bruce Lester has a lot of friends out there who remember him as a free flighter during the Plymouth contests of the late '40's and early '50's in the Detroit area. If you see fit to print this letter in "Sam Speaks", I'm sure a few cards or notes from some of his friends would make him feel good. His address is as follows:

R. Bruce Lester  
254 Glen Park Ave.  
Toronto, Canada  
M6B 2E3

Sincerely,

George H. Clapp  
Central Square, N.Y.



THIS NEW PRECISION QUALITY WINDER WILL HANDLE A LARGE WAKEFIELD SIZE MOTOR. AVAILABLE FROM JOHN MORRILL, SIMPLEX MINATURE ENGINES, PRICE IS ABOUT \$55.00.



Bill Crovella, Bakersfield, California another neat guy (who says you have to get dirty flying F/F Models) and his Nelder Rubber Job.



AURORA CLUB FIELD, FIRST DAY OF FLYING. FIVE "TORCS" IN FOREGROUND AND ONE MAXWELL BASSET "MISS PHILADELPHIA", BRUCE LESTER "TORC" RIGHT FOREGROUND. NOTE BRUCE'S MAAC NUMBER 3L. (#3, Lifetime). WALTER LAWRENCE SECOND FROM R. STANDING, MYSELF KNEELING. ALSO NOTE FLYING FIELD, IT IS A SOD FARM, MUST HAVE 2-3 SQUARE MILES.



EARL STAHL'S FOKKER D-8 FLOWN BY JIM ADAMS TO 4th PLACE AT THE CHAMPS.

A NEW COMPETITIVE ENGINE IS ABOUT TO APPEAR ON THE SCENE. SAM SPEAKS IS PROUD TO BE THE FIRST TO ANNOUNCE THIS ALL NEW OLD TIMER.

EVEN AS YOU READ THIS, A PRODUCTION ENGINE IS BEING EVALUATED BY SAM'S ENGINE COMMITTEE (Ed.)

#### SIMPLEX "HORNET 19"

During the "Golden Age" of aviation, Paul Lindberg was the "Model Editor and Designer" for popular aviation magazine. Many of you will be familiar with his series of 1/2 scale rubber models. Not so well known is that during the year 1940 he published two engine construction articles. First, was the Hornet A, early in the year and later came the Hornet Class C. These were two completely different engines and have nothing in common except the Hornet name.

Since John Morrill had always liked the Hornet "A", he decided on it as a candidate for his next manufacturing effort. Some of you are familiar with his Simplex 25 Mark II. An examination of the drawings brought forth some misgivings as the engine had some serious engineering faults. The two outstanding problems encountered were a substandard compression ratio, even for the vintage, and exhaust gasses passing back through the sideport intake. At this point, he decided to redesign the engine for better engineering, more power, and easier manufacturing. He has retained the sideport layout and baffled piston. This was to keep in the spirit of the old time movement. The classic crankcase look was also retained. The power standard was to equal or exceed an O & R Sideport 19 in the best possible condition.

After several prototypes, a good running engine has emerged. It is easy starting, has good power and is not sensitive on the needle valve or spark advance. Castings have not been used, and the crankcase has been machined from an extrusion. This gives the best of two worlds, it is much stronger than a casting and saves a lot of tricky machining.

#### ENGINE DESCRIPTION

Crankcase - 6061 alum. machined extrusion  
Cylinder Head, back plate, timer frame, & tank cover 6061 alum.  
Crankshaft 1117 steel, case hardened & ground very round  
Crankpin - steel, hardened & ground to a high finish  
Con Rod - Machined from 2024 alum.  
Cylinder - Machined from Ledloy steel - intake & bypass brazed on and cad plated  
Piston - Meehanite cast iron  
Timerpoints - Tungsten  
Fuel Tank - Clear plastic  
Engine is supplied boxed, complete with instructions and spare gasket set.  
Spare parts are made and available.

#### SPECIFICATIONS


Disp. - .196 cu. in	Compression Ratio
Bore - .625 in.	Full Stroke - 9:1
Stroke -.640 in.	Effective - 7:1
Weight - 5.4 ozs.	RPM - 9-4 Zinger Prop 10,000


Due to the numerous changes to Lindberg's design, the Simplex Hornet 19 cannot be called a Lindberg Hornet and he is making no attempt to do so, however, Paul Lindberg must be credited with the inspiration for the new engine.

Particular attention is given to the final fit and finishes. Cylinders are given a final taper hone and a close piston fit. The crankshaft bearing fit is held to .0007 to assure smoothly operating points.

Deliveries are scheduled to start before the end of this year. The first batch of 100 engines is in work at this time and John has firm orders for 70 engines. John is interested in finding out how many people are interested in buying one of these new Class "A" engines. If you are interested, fill out a postcard with the information requested on his order blank and send it to him. No cash deposit is required at this time. The price \$127.00.

This could be the answer to the Class "A" engine shortage (ED!)





**JOHN MORRILL**  
**SIMPLEX MINIATURE ENGINES**

143 RICHMOND STREET • EL SEGUNDO, CALIFORNIA 90245 • (213) 322-7858

ENGINE ORDER

FIRST & LAST NAME	( ) TEL. NO.
STREET	
CITY	STATE
ZIP	

## LETTERS TO THE EDITOR

## ELIMINATING RADIO INTERFERENCE

Dear Jim:

Recently, I have had many fellows question me concerning my use of ignition engines with RC assist. Their concern is, of course, interference from the coil/spark plug arc.

I checked the question out with some radio suppliers. Some said there should be no problem in using their system with ignition and no shielding, others did not know, some said that the ignition really should be shielded to be on the safe side.

Well, I didn't want to build the shielded box, shield all wiring, ground everything, etc., etc., and decided to go ahead without it.

The long and short of the story is that the project was a complete success and the combination of The Turner Special-Super Cyclone-Circus Radio flew beautifully with absolutely no interference of any kind noted.

The ship has flown over twenty flights including a Chapter #31 S.A.M. contest this past week-end. I am writing this and hope that you will publish the information in "Sam Speaks" for the benefit of all members who have ignition engines and are afraid to use them with radio.

Here are a couple of things that I did do - I thought a good idea and "a piece of cake".

- 1 - Mount the receiver as far to the rear as possible.
- 2 - At the spark plug end of the hi-tension lead, solder a 10K 1/2 watt resistor. Cover lead and resistor with heat shrink tubing.
- 3 - Mount the coil and penlites as near the fuselage front as possible.

I can't say that this will work with all radio systems. But it sure did with mine and I haven't had this much fun in years. I don't know if frequency is of any consequence, I happen to fly yellow and white.

Best regards,  
Tom Morrison SAM #1450

## ADVERTISEMENT

EXCLUSIVE MODELERS AWARDS, From Plaques International, P.O. Box 7931, Orlando, Fl. 32854 (305) 647-0553.  
Dave Davidson Sam 1504

## SOCIETY OF ANTIQUE MODELERS

## MEMBERSHIP APPLICATION

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

AMA \_\_\_\_\_ No. \_\_\_\_\_

MECA \_\_\_\_\_ No. \_\_\_\_\_

SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

Enclose Membership Dues of  
**\$10.00** and send to:  
Tim Banaszak  
Society of Antique Modelers  
1947 Superior Avenue  
Whiting, IN Zip 46394

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE RECD \_\_\_\_\_  
NO. \_\_\_\_\_ DO NOT WRITE IN THIS SPACE



OLDTIMER MODEL WHO'S WHO NO. 10 "PACEMAKER"  
Designed by: J. C. Sadler

This very unusual low wing Free Flight design was the result of a long line of development designs by J. C. Sadler of Little Rock Arkansas. Developed during a period of time when Cabin & Pylon designs dominated F/F contest circles, the design speaks for the individuality of the designer. The design is a very good Free Flight model.

The model in the photo was constructed and flown by Bob Lane of Lake Jackson, Texas. The ship is powered by a K&B 35 Greenhead Torp, and has world engines radio.



"Say, is there any lower age limit to joining SAM?"

## MEMBERSHIP RENEWAL

It's time to renew your S.A.M. membership. Dues becomes due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.



A GROUP OF "DROME CLUB CONQUESTS" FROM ENGLAND; LEFT TO RIGHT ARE: T. PENHALL USING STENTOR 6, J. KEMP USING A HURLEMAN 48, AND P. FISHER WITH MAY ROCKET 45.

## **SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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Galesburg, Ill. 61401



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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

NOVEMBER-DECEMBER

Dedicated to Old Time Modelers Everywhere

NUMBER 46

## Seasons Greetings

### SAM EDITOR SPEAKS, By Jim Adams

One nice thing about being an Editor is that editorial policy is your own, of course, the other side of the coin is that it's your job to come up with something interesting to publish in each new issue.

It's great when you've got lots of interesting letters to choose from or articles to plagiarize from other sources.

The letters run the gamut from those that are unhappy with the rules and anxious to tell us how their clubs have developed an entirely different way of holding competitions (and having fun), to those that have entirely new rules concepts that they think should be adopted.

One thing I've learned is, if I publish one controversial letter, I can expect a bunch of agitated letters in the next mail. Despite the comments to the contrary, old timers like a good argument.

My editorial policy is to let everyone be heard, so to that end your going to read lots of letters that fellows write in to get something off their chest. Of course, you will also read about contests, new engines, new kits, and new developments in the old timer modeling field. The beauty of modeling is that it is constantly changing, even in the old timer field ... speaking of new developments;

### NEW R/C FREQUENCIES

A.M.A. has notified us that we can expect the 50 plus 23 new channels to be approved for modelers use in February 1982. The 50 channels will be for model airplane use with the additional 23 channels to be used by boats and cars. The new frequencies are on the F/M band. Plans are in work to make the change over from current AM frequencies over a period of several years.

Not enough credit can be given to the A.M.A. and in particular Walt Good and the hard working members of the R/C committee, for their leadership in this long drawn out struggle to get modelers more access to the air-waves. A.M.A. has asked that we not write to FCC to try and influence them further, especially until after the February ruling is released. Any further discussion with F.C.C. headquarters on the subject, can only cause more delays in the granting of the new frequencies.

### NFFS CONTRIBUTING EDITOR

The NFFS news letter is looking for an old timer contributing editor. If you would be interested in writing a column every other month for publication in the Free-Flight News write to Bob Meuser, Redacteur En Chef, 4200 Gregory Street, Oakland, Ca. 94619.

### THE 1982 SAM CHAMPS

The SAM Champs this year will be held at Westover A.F.B., Chicopee, Mass. The site has yet to be confirmed, but SAM 7 is moving ahead with their plans to hold the annual meet.

The contest manager, George Armstead, has announced that that Ed Novak will be F/F contest director and the R/C C.D. will be Tom Acciavatti.

The flying site is a one mile square field that is bordered by trees on one side and bordering on an active runway on the other. It is expected that this will be shutdown during the contest. Retrieval from the runway areas will be performed by military personnel. All flights will be limited to two (2) minute maxes again this year, the same as was done at Ohio in 1980. (With the exception of Baby ROG & Twin Pusher).

The list of events was published last month, but, since there have been some changes I will publish them again.

### July 3

Class A Cabin  
Class C Pylon  
30 Sec. Antique  
H. L. Glider  
Rubber Stick  
R/C Class A  
R/C 1/2A Texaco  
Class C Ignition

### July 4

Class B Cabin  
Class A Pylon  
.020 Pylon Replica  
Cabin Rubber (R.O.G.)  
.020 Cabin Replica  
R/C Class C  
R/C Antique  
R/C Class A/B ignition  
Twin Pusher

### July 5

Class C Cabin  
Class C Pylon  
Rubber Scale  
Power Scale  
Towline  
R/C Texaco  
R/C Class B  
Electric R/C

Continued on Pg. 2

FORMATION OF R/C REVIEW BOARD John Pond

By direction of the membership at the 1981 annual SAM Business Meeting, an R/C Assist Rules Committee is to be formed immediately to review the present regulations.

I. Charter: The committee shall be empowered to review all rule change proposals received from the membership (via the R/C Rules Coordinator), propose rule changes as arrived at by majority committee vote, be responsible for an updated set of rules on a yearly basis beginning at the first of each calendar year, prepare such proposals in proper fashion to be published in SAM Speaks for membership, vote, and finally shall act as a clearing house on rules. The committee shall process and acknowledge all new ideas as submitted by interested members wishing to make a contribution. Full consideration should be given to all input.

II. Makeup: This new R/C Assist Rules Review Board shall consist of the following members. (Memberships not mandatory and those SAM Officers wishing not to participate should notify the President for replacement):

1. SAM President (EX-officio)
2. Eastern Vice President (Everett Woodman)
3. Midwest Vice President (Robert Larsh)
4. Rocky Mountain Vice President (Lin Haslam)
5. Western Vice President (Al Hellman)
6. R/C Rules Coordinator (Tom Acciavati)
7. Secretary Treasurer (Tim Banaszak)
8. SAM Speaks Editor (Jim Adams)
9. R/C Competitor Don Bekins (Chairman)
10. R/C Competitor Dick Huang
11. R/C Competitor George Haley

III. Order of Business

1. All Review Board members upon receiving this letter are requested to vote for one of the members to fill the position of Chairman (DON BEKINS IS THE NEW R/C RULES COMMITTEE HONCHO)
2. The newly elected Chairman will be notified and asked to contact all board members for input.
3. The Chairman will collate all new ideas and proposals and disseminate same to the Board for general criticism and, if possible, vote at that time.
4. The Chairman will work very closely with the Rules Coordinator as all final proposals will be channeled through him for submission to the membership for vote via publication of ballot in SAM Speaks.
5. This Review Board is initially appointed for a two year term. If it is found necessary to continue deliberations by the board, the President shall then take such action to ensure proper representation and continuity.
6. The Review Board will meet once a year (or more as conditions permit) at the Annual SAM Champs. All other actions will be by postal mail.

The above, I believe, summarizes the intent of what was presented by Woody Woodman and Don Bekins at the 1981 SAM Champs, Taft, California, and approved by the general membership.

SAM CHAMPS Cont.

Several special events that are favorites of the local club members are to be flown as listed below. These events are representative of the type of flying that is popular in the Northeast area and should provide some additional fun for everyone.

July 3

"Baby Rog" to be flown at noon in a mass launch. Designs must be pre-1942.

July 4

"Large Cabin Combined" engine must be .24 displacement or larger engines may be glow, converted ignition, or original ignition. Engine runs will be 18 sec's for original ignition, 14 sec's for converted ignition, and 10 sec's for glow. All models must meet 8 oz. weight rule.

July 5

"Small Pylon Combined" engines must be less than .24 displacement. Engines may be same as above, engine runs are the same.

"Compressed Air" will be flown all three days at the convenience of the flyer.

"Power Scale" will be pre '42 plans with any power plant and motor runs same as above. The 2 min. max. will prevail.

Each event will be supervised by an event C.D. He and his appointed timers will be responsible for timing, recording, and passing on the contest manager flight times and contestant placings.

SAM OFFICER NOMINATIONS FOR 1982-83

The new year is rapidly approaching and, of course, elections for SAM officers.

All of the offices in SAM will be open in July 1982 for new officers. This includes the President, Western VP, Midwest VP, Rocky Mountain VP, Eastern VP, and Secretary-Treasurer.

All of the incumbents will automatically be placed on the ballot, unless they indicate their desire not to run again.

Persons interested in running for one of the offices should write to; Don Garafalow, 552 Spring Street, Teaneck, N.J. 07666.

If you feel that a person would make a good officer in SAM, and you can get his permission to place his name on the ballot, write to Don Garafalow and submit your candidates name.

Nominations will close February 15 1982. A ballot will appear in SAM Speaks' Spring issue with names of the candidates running for office.

The new officers will be announced at the SAM business meeting at Wendover AFB, July 4, 1982.

LETTERS TO THE EDITOR

Dear Jim:

Subject: AMA Building Fund Plea

It was a great disappointment to me at the last business meeting held at Taft (1981 Champs) that the motion to donate \$500.00 to the AMA Building fund was rejected. I strongly believe this to be a mistake and that SAM reconsider not donating \$500.00 but \$1000.00 to show their support of the entire modeling community. I attribute the negation of the motion at the meeting to the small minority of members present. With the comparatively small number of active aero modelers I believe it very important to perpetuate the AMA organization so that as a group we have the leverage for future and fellowship of our cohorts.

Indeed I am very familiar with some of the charts which have been thrown at AMA by certain individuals where I must confess that during my four year tenure as President of SAM every incident called to my attention was followed thru to find not one a fault of AMA. Each and every one was a lack of communication. My experience with AMA has been one of complete support of SAM in every respect. Some of these actions were use of facilities at no cost prior and during the Air-olympics, promotion of SAM membership and publication in Model Aviation, inclusion of SAM rules in the AMA handbook and many others. When I look back at the beginning of my tenure as President of SAM membership of about 200 and a treasury of about \$250.00 and an incredible growth to almost 1800 members and a treasury of \$5000.00 plus with \$5.00 a year dues (now increased to \$10.00) certainly SAM can afford it with a present treasury of \$8000.00

With a donation to the AMA building fund on the entry wall of the new AMA headquarters a plaque will be placed as a monument to SAM showing its support to the greatest hobby in the world. Accordingly, I respectfully request that the executive body submit for membership vote the acceptance of donating \$1000.00 to the AMA building fund from the SAM treasury.

Happy Landings,

Joe Beshar



Bruce Norman and his Class B "Kerswap" a real hot performer powered by a Torpedo 29 ignition.

Dear Jim:

In response to your editorial in the September-October issue, let me try to bring balance to the concerns of fun, competition, and rule making by giving a different point of view.

For me, competition is fun. Indeed, competition is more fun than any other aspect of building and flying. If there were no contests, then I would still build and fly, but at nowhere near my current intensity. The prospect of having the SAM national competition in New England has me planning to build a Sparky, an .020 Playboy, a couple of hand-launched gliders, possibly a rubber scale model, etc., etc. I have never won a SAM event, but, as in any other type of competition, the prospect of doing something so well that the effort is rewarded by public recognition keeps me striving. On the other hand, if I never win a SAM event, I'll keep on trying. I take private pride in the fact that I placed fifth in a field of twelve in a recent event.

Competition brings people together. I'm willing to drive 100 or 200 miles to a SAM contest, but I'm not willing to drive that far on a regular basis to attend meetings of the nearest SAM chapter or for fun-flays. I like to compete, but also I like to meet other competitors and to watch the competition for events I don't enter. I took a carload of neighborhood kids to a recent SAM contest, assured that the day would be a fascinating one for them. It was, because the contest brought a variety of interesting people and models together.

Finally, a comment about rules. To me, doing well within whatever rules exist is the challenge and fun of competition. I don't care what the rules are, as long as I know what they are. (That attitude might explain the light vote on rules). In particular, engine rules don't excite me, since I don't even own anything larger than an .020. For those who are interested, though, there is a part of the SAM preamble that seems to provide a guide for rules-making---"... to increase participation in the sport generally..." It seems to me, a non-engine man, that accommodating all sorts of engines, by having separate events or by handicapping, would promote increased participation.

Sincerely,

Grant Carson  
SAM 1752



Joe Percy shows off his new yellow silk covered Class B interceptor powered by K&B 29. Note the elevator on only one side of the stab.

LETTERS TO THE EDITOR

Dear Jim:

Last year we held two RC Old-Timer Fun-Fly contests and I'd like to pass it on as to what we did and why. Maybe more fellows out there may find this avenue more appealing to them for the relaxed atmosphere instead of the "go-fo-broke" style contest.

Two styles of contests were tried. What is important is that ANY and ALL sizes, combinations, classes, etc. are competed on an equal footing. Now how the heck can you do that you say? Read on.

The first style contest is called the "Chicken Fun-Fly." A simple set of fair rules was set up to cover the usual things, such as AMA license requirement, safe flying practices, etc. For simplicity here I'll cover just the essentials so your readers can get the idea.

1. Any size engine/plane combo your heat desires. Our Old-Timer qualification is anything prior to 1942.
2. Climb-out time maximum is 4 minutes.
3. Shut off engine; trim for glide.
4. When ready, prove engine is off by advancing the throttle. If it picks up, repeat item 3.
5. Time starts when engine is shut off and contestant hands his timer the Xmtr! (this is where the "Chicken" part of it comes in!!!)
6. Time stops when contestant has had enough and grabs (just touching counts) his Xmtr.
7. Flight time max is 7 minutes (420 points).
8. Plane must land on flying field for full points; otherwise deduct 2 minutes (120 points) for landing outside the field. We also had a 25' circle and gave an additional 1/2 minute (30 points) bonus for touching it while landing.
9. Fly as many rounds as time permits and total all flights to determine the winner.

There it is. Easy, simple and much fun. Item #1 and #2 go together.



Gorgeous Earl Stahl commercial rubber job built by Loren Williams. This ship ended up in the 3-way fly-off.

If some fellow shows up with say a slow climbing OS Max 4-Cycle job that he plays with only on windless Sundays, as CD I want him to be able to compete with a hot climbing .60 bomb, right? Right! Therefore I may modify the climb-out rule for that day to 5 or 6 minutes if necessary. The only reason we don't set up an "unlimited" climb-out rule to start with is to keep things moving along at some reasonable pace so as to not delay things tooooooo long. So we don't care if you show up with a .60 in a class "B" ship if that's your thing - you can put both styles of ships a speck in the sky with our rules; so what, you separate everyone anyway when it comes time to set up for glide and then to see just how far down wind you dare let 'er go!

The other style Fun-Fly was a variation of the above in that the contestant was allowed to fly RC the entire flight. Max flight time was 20 minutes. All the other rules such as penalty and bonus were used. I suppose this could be improved upon - for one thing the flight time max was too long.

This year we're lining up for three contests so if any readers out there are close to us and want to joining in on the fun they can contact me for more details. The more the merrier.

Tom Botkin  
SMAC (Springfield Model Airplane Club), Ohio



Just a few of the SMAC Club with their ships. I see a super Buc and a Buhl Pup. What a beautiful field!



Beautiful Curtiss SOC-5 by Hal Cover, from Earl Stalls plans.

SCAMPS ANNUAL TWIN PUSHER CONTEST

This event has gained tremendous popularity here in Southern California. The contest features just rubber events, and is a very relaxed type of contest. Flown at famous "mile square", centrally located in the heart of Orange County and only a few miles from Los Angeles, attendance continues to grow year after year. In addition to the twin pusher event, rubber O/T scale, commercial rubber (under 36" span R.O.G. models), old timer rubber, and a "Sparky event" were flown. (Ed.)

The following report is from Gene Wallock, this years C.D.:

Line up 50 cars, side by side, have good lift, blue sky and a slight drift, and you have a typical SCAMPS yearly twin pusher contest at Mile Square. People came to fly, swaplies, show & tell goodies and in general enjoy themselves. The SCAMPS were well represented flying & especially timing, as any C.D. knows timers make the meet run smooth, and for all who made it, my thanks.

The four events drew 36 entires, with 18 in Commercial Rubber. In addition Ed Lidgard sponsored the Sparky events and presented beautiful etched goblets (Ed, you're welcome any time!) seven sparky's flew in Commercial Rubber, & two in "My Sparky" entered old time rubber. Al Richardson flew his Sparky in Commercial Rubber and hit downers, he than flew it to second place in Old Time rubber, beating out Ed Lidgard flying My Sparky. John Camp's Albatross d.t. didn't work on his first flight and the model went o.o.s. An hour later, a local resident brought the model back and wouldn't take a reward!

A couple of the twin pushers made spectacular five minute plus flights, really impressive. The S.C.I.F.s came down to fly and time and suggested we alternate rubber contests at Mile Square every other month. This really makes sense because the travel time is minimal (gas cost is small) and the interest is most certainly there. We should really consider this. A three way tie resulted in a unlimited (guts) fly-off in commercial, Mik Mikkelson's model went o.o.s. in 6:47, Mik planned it that way, because Mike Mulligan volunteered to chase it. Mike was last seen on Euclid Avenue running on his tongue.



Gene Wallock, well organized C.D., being kibitized by Bill Cohen, Sal Taibi, and Marc Tackett - that's Gene with the clenched fist's and the funny knee socks!

The photos were furnished by Art Hemler from Glendora, California.



Mark Tackett, SCAMPS pres, holding his Korda Victory. This little ship was a "Scientific" kit. He's doing a little bragging to Tom Sanders



Ernie Wrisley, Bud McNorgan, and Randy Wrisley with Dad's Twin Pusher - that looks like enough fuse to go to the moon and back! Ernies from the San Diego Aeroners.



Abe Gallas holds for Al Heinrich - the ship's the Stinson O49 observation. Unidentified on looker in the background holds a "Sparky"

1/2 A TEXACO - PROBLEMS, RULES, RESOLUTIONS by Jack Alten (SAM 21)

Last month I had the pleasure of attending an Old Timer R/C Contest in Marysville, Ca., sponsored by SAM 30. Those of us who competed enjoyed two days of the best flying weather of the year.

Unfortunately Sunday was somewhat marred by four protest in the 1/2 A Texaco event. The protests were all directed against one pilot's engine being illegal as defined under present rules. The protests were that the Cox .049 motor in contention has an exhaust muffler throttled QRC configuration which was illegal because of the exhaust control which was connected to a third servo.

The pilot said he had not purchased the engine but rather had made it out of parts. He also stated that he had not used the throttle servo during his two official flights.

The outcome was that Homer Stevenson, the C.D., had OK'd the use of the engine prior to the official flights. Both flights were 15 minutes maxes. Based on the pilot not using the throttle function, the protests were denied.

I would like to try to help avoid this type of problem in the future by: 1 - Restating our original SAM 21 goals when we made our club 1/2 A Texaco rules (and which now have been adopted as the 1981 SAM Provisional 1/2 A Texaco rules). 2 - Describing the basic Cox .049 reed valve engine configurations and visible differences.

When I first heard of the 1/2 A Texaco event as defined by the Southern California Old Timers, I thought this would be a great way to introduce newcomers to our sport. First of all the events should be simple with no complicated rules or loopholes that the "sharpies" could take advantage of. To this end I made hundreds of engine runs to check various engine combinations and modifications. In addition I tested every commercial glow fuel available in the Santa Clara Valley and also every conceivable "witches brew" I could think of for economy. Based on these results the following 1/2 A rules (relating to .049 engines) were adopted by SAM 21 in August of 1980. The following is an exact quote of the Engine Requirements section of the SAM 21 1/2A rules:

"Any Cox, Baby Bee, Golden Bee, QRC, or Black Widow rear valve .049 cu. in. engine with a stunt tank. Fuel tank capacity must not exceed 8 cc. Engine modifications or substitutions of non standard parts that would alter the engine performance are not allowed.

Exceptions:

- 1 - Moving fuel pickup from middle to bottom of tank.
- 2 - Addition of mufflers.
- 3 - Needle valve extensions for cowed engines."

1981 SAM provisional 1/2 A rules, Section II Par. A & B identical to the preceding rules with the exception of the QRC engine which has been omitted as an acceptable engine.

On the addition of throttles, even though we did not specifically prohibit their use, we thought we had written the rules in a simple fashion which would prevent their use. Since then I have discovered two problems that would allow the exhaust (not muffler) throttle sleeve. This sleeve wont fit the O.D. of any Cox .049 cylinder

without grinding the outside surface of the cylinder (an illegal modification in all but the Golden Bee cylinder). And secondly, the R/C Bee muddler rotates and the throttles the exhaust and will fit any Cox .049 cylinder.

Engine Configurations

Baby Bee

This engine came with a 4 cc. non-stunt tank. Both tank and crankcase are silver in color. The cylinder (all cylinders are black) has a single intake bypass.

Golden Bee

Same engine as the Baby Bee but has a 8 cc. stunt tank. Both tank and crank case are gold anodized. The cylinder also has a single intake bypass.

Black Widow

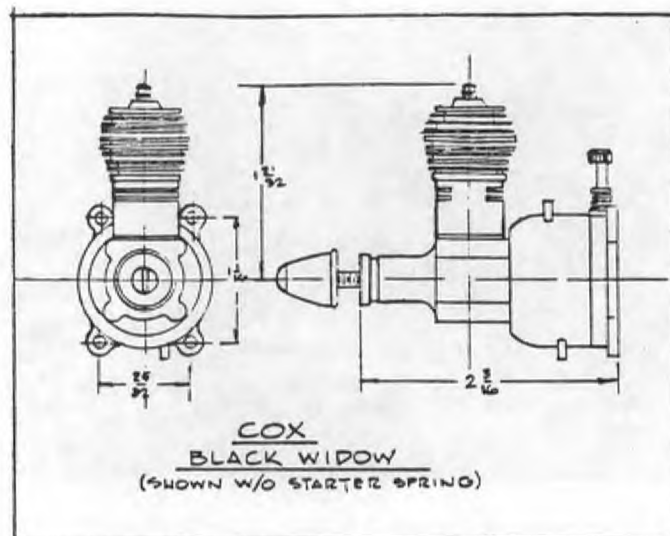
This engine has a different cylinder which is easily identifiable by the two narrow exhaust slits on each side of the cylinder. The cylinder has two intake bypasses. The tank is an 8 cc. stunt tank. Both tank and cylinder are black anodized.

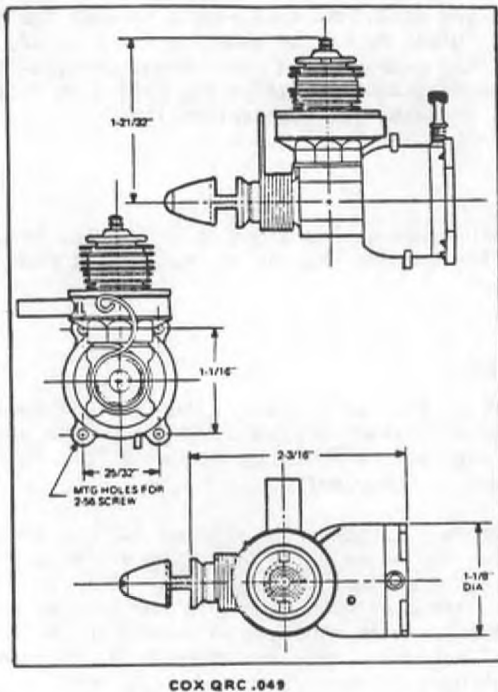
QRC

This engine is identical to the Black Widow except that the crankcase is silver and the 8 cc. stunt tank is anodized red. A muffler (non-throtttable) has also been added. The muffler has a black band that rotated to allow priming into the exhaust port.

R/C Bee

This engine is quite different. The crankcase is a silver colored die casting rather than being machined from an extrusion. The tank is a 12 cc. moulded red plastic and is different in shape. Neither the tank or crankcase are interchangeable with any of the legal engines. The muffler is round (rotates for throttling) with a gray rubber ring which is removable priming.





ENGINE PERFORMANCE

Most 1/2 A Texaco planes have a weight between 16 and 20 oz. A 20 oz. plane with a Black Widow engine and a Rev-Up 8x4 prop will turn 6-7000 RPM and get an inflight engine run time of 5 to 6 1/2 minutes with K&B 100 Glo Fuel. When run times exceed this, any or all of the following conditions are probably present:

- 1 - More than 8 cc. capacity tank.
- 2 - Gasoline or other ingredients have been added to the fuel.
- 3 - Engine was throttled back during flight.
- 4 - Someone has figured a new way to cheat which we haven't discovered.

CONCLUSIONS

Each Contest Director should have a copy of the 1/2 A Texaco rules.

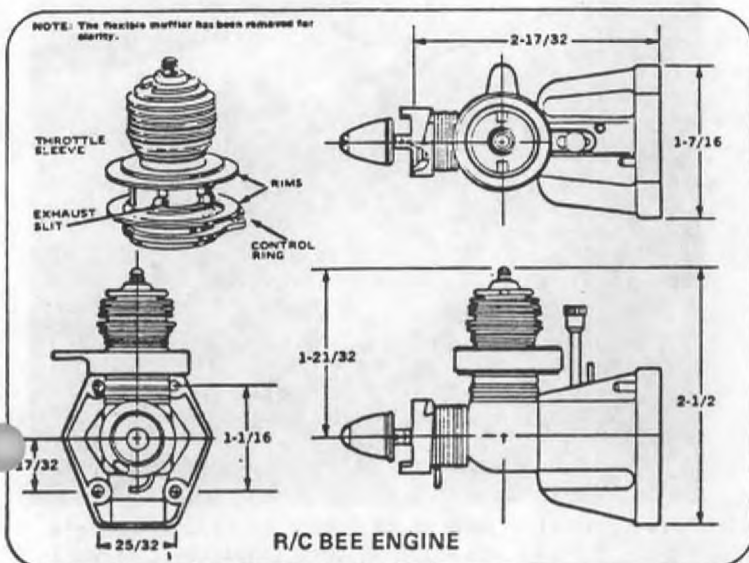
Currently, if you want to buy a Cox .049 engine for this event, you have two choices: the Black Widow or the QRC; therefore this QRC should be recognized as an acceptable engine.

For the 1982 contest season I would recommend that C.D. require all exhaust throttle be mechanically disconnected prior to making any official flights. Also make any engine run time over 6 minutes subject to a C.D. technical inspection of engine configuration and fuel being used.

While on the subject of checks, it would also be admissible for the C.D. to provide a 16 oz. mail scale and weight all winning planes to see that they meet the minimum 8 oz. wing loading requirements.



Ye Olde Editors K.G.3 at 1967 Denver Champs, Forster 99 powered heavy weight at 7 lbs. plus. An exact replica of Kovel-Grant original.



BOB PETRO, COEUR D'ALENE, IDAHO AND HIS BEAUTIFUL COMET ZIPPER

LETTERS TO THE EDITOR

Dear Jim:

Recently, I purchased a kit put out by Charlie Werle for a "Reid-Hull Mulvihill". It is an excellent kit - high quality materials and unusual pre-fabrication, for a F/F kit.

I am concerned about a line in the instructions to the effect that turbulator spars have been added.

Is this "legal?" If it is allowable to modify structures (and airfoils) in SAM events than I will gleefully do it. I have assumed it was not in the spirit of the rules and perhaps not to the letter, if one interprets the general rules as I do. I feel if this model is allowed then it will become, soon, standard practice to modify structures and airfoils. I am not certain this would be all bad, but I would like some sort of ruling. Is it allowed or not? I could sure make hi-ho's with multi spars easier than according to the plan which has the spar down the middle of the ribs.

I think the newsletter is looking great and I promise I will send you some photos and other stuff besides rules hassles.

Bill Baker  
Norman, Oklahoma

Dear Bill:

As you know the rules book says "you can beef up the built-ups". Many people interpret that to mean multi-spars can be added, others interpret that to mean multi-spars can replace the original spar.

I've seen several guys revise the structure to suit modern concepts or their own fancy. In my own experience I have added extra spars to the top of the clipper wing -- I think that the wing really needs them to reduce the bending in the wing when in a high speed turn. I also fly a P&W Zipper and a P&W Sailplane - both of these ships have crutch & bulkhead construction in the fuselage. That's different from the original designs and also are 50% stronger than the original designs.

I guess it all boils down to what your conscience will allow you to do. Admittedly there are loopholes in the rules. Some guys argue that spars on the top of the wing aren't turbulators, others argue that turbulators don't work. As for the Hi-Ho's, I feel you can add the turbulator spars but that you should also retain the original spar, even tho I agree the spars do alter the airfoil (and probably for the better.)

There are several things that are definite No-No's:

1. You don't modify airfoils that is, undercambered to flat and vice-versa. (Except in O2O replica, and then they have to be from the same family of airfoils.)
2. You don't modify areas, dihedral, outlines, thrust-lines, (except very minor changes) wheel sizes or landing gear location.
3. You don't change or redesign props on rubber models.
4. You don't substitute sheet balsa fuselages for built-up (this also goes for sheet balsa wings).

Bill, if you feel that multi-spars violate the character of the original model, by changing the airfoil, I would suggest that you submit a rule change proposal to the rules coordinator (Abe Gallas for F/F) (Tom Acciavatti for R/C) - thanks for your letter (Ed.)

LETTERS

(This letter was passed along to SAM Speaks by John Pond. It's another comment on the contest conditions in SAM.)

Dear John:

I am writing for two reasons. The first, I made an error on the Feather-Merchant "A" plan. The area is 288 in<sup>2</sup> not 244. I mentally thought 2 ft<sup>2</sup>, so I lettered 244. Stupid????

The other is this matter of engines for use in SAM aircraft. There was a lot of joking at Taft, but I could see the serious undercurrent. If I could feel this in a group of guys that (for the greater part) know and enjoy each other, what exists in SAM as a whole? I could see that you might feel the same from listening to your discussions. I most emphatically agree with you that we must have one set of rules for SAM and have some confidence that the equipment we buy today we will be able to use wherever we compete tomorrow. As I told you at Taft, a SAM aircraft should conform to the state of the art at that period ..... PERIOD. However, if you truly observe that "PERIOD" it would mean a shortage of vintage engines, use of materials difficult to obtain (and often inferior to modern) and be open to arguments whether an item was available "then".

When I was a kid I watched the "old guys" and their gas jobs. They were clunkers, but fascinating. When I finally got my first engine I had misery. About the same time (1937 +) the engines started improving, so did the designs, and so did my proficiency. Those days were FUN! Then, as with all things we have experienced, Progress raised its head. Of course, things like 7 second engine runs took care of fly-a-ways, then de-thermalizers permitted longer runs without losses. But, John, the fun for me was gone. When SAM came along my interest returned .... and I think for a lot of others, too.



Very neat super cyke installation in Fred Lehmborg's PB-2. The coil location is very innovative, Fred is from Port Hueneme, California.



At the present, I am the only flyer of Old Timers in this area. We have 1/4 scale, pattern ships and the usual overpowered sport flyers. But it is always my Zenith, Miss America or PB-2 that steals the attention! It isn't the engines, it's the kind of flying. By all their rules, these three airplanes won't even R.O.G.

What I am beating about the bush is, it's the way the Old Timers flew that has the appeal. The rule should freeze performance to that of the Old Timers. Joh that's why so many of the SAM free-flyers will not build R.C. We have a number of R.C. fliers in California that could perform well against A.M.A. free-flight experts using their R.C. jobs! They wouldn't win often, but they would win.

So, I have a principle, I never complain about something unless I can offer a possible alternate, solution or suggestions, Here it is.



Stuart L. Richmond of Apopka, Florida sends us a picture of his beautiful R/C .049 Bay Ridge Mike. Picture was in color and very pretty.

What is an Antique/Old Timer? This is already defined quite well as to aircraft design. The materials used are not pertinent, but the restriction of original method of construction is. Actually, the present rules are very good except for engine requirements.

If the stipulation is made that the model must fly in a manner similar to the original, it does not matter what engine is used. It is now the definition of what engines will give the aircraft "original performance" that is the problem.

The solution to this is simple in principle. Go by static thrust, not displacement, fuel, or type of ignition. Consider a 60, for instance. An Atwood Champion (1945) would produce 5 3/8 pounds static thrust at 8000 RPM on a 14/6. On a 14/8 or a 13/8 it was less. An Ohlsson 60 turned out best thrust on the same prop at 7450 of 5 1/8 pounds. Therefore, taking the maximum for a .60 as 5 3/8 pounds, any glow, whether Poopie Ported or Slippery Cycled, not exceeding this static thrust could be used as equivalent to an original .60.

The same would hold for any other displacement. A very good survey of ignition engines was published in two parts in THE MODEL CRAFTSMAN. The second part was September 1946 and I believe the first part was August.

This rule would allow the use of a Poopie Ported .60, Slippery Cycled Goopie Glow engine provided a prop was used that restricted its thrust to, i.e., that of the Atwood, 5 3/8 pounds static. It would be the onus of SAM to provide a table of static thrust vs. displacement. The MODEL CRAFTSMAN provides very well documented data for engines from the Atom (.097) through the .60's. This may be adequate.

The big problem is enforcement. There may always be cheaters. So, since one rule specifies model design, one specifies maximum thrust for displacement, a third rule for enforcement would sew up the package. Let that be in the hands of the contestants/officials. If anyone thinks that airplane is going up too fast he challenges and the airplane is impounded on landing and the maximum static thrust is measured (a simple matter). If the thrust is measured (a simple matter). If the thrust is excessive, but less than 10% over, the flight is declared an attempt. If greater than 10% the contestants shall be disqualified from the event, unless he can produce reasons why not. This would require each contestant to learn what his engine can produce, only at the expense of a 10 pound spring scale.

What do you think?

Since my pen is running dry I shall close.

Adios!

Fred Lehnberg



Ever hear of an "Old Ruler"? No not a "New Ruler". Old Timer design by Bob Oslan, built for special design your own event per '41 rules.

Dear Jim:

I read with great interest the letter from Ray Chalker #253 in the March/April Issue of "SAM Speaks". His comments were very valid, especially how to handle the problem with the overpowered-fast climbing old timer aircraft that fly like a present-day free flight with their fast straight up (Sky-Rocket) climb.

Changing the power loading requirement so that smaller engines would be required to fly the same airplane being flown today would make for more realistic "Old Timer" performance. Maybe this could even bring back many old timers back into the fold.

Leon Shulman

SEVENTH ANNUAL JOHN POND COMMEMORATIVE

You can talk about the "dawn came up like thunder out of .... etc., etc.," but it was the first day of the two day John Pond Commemorative Old Time R/C Assist Contest and the d... wind was blowing like thunder as dawn broke over the beautiful hills surrounding the Cal Poly University Airport. The wind was not only blowing strongly, but it was blowing from the east, tumbling down the sides of the hills and across the runway area. It sure didn't look good, but the hearty group of stallwart fliers that had gathered for the 7th of these annual contests put their planes together and flew. During the day the wind did not abate; only shifted its' direction toward the north and slowly but steadily increased in velocity. Thermals were rare and wind torn but the soaring capability of the old time models produced some reasonable times. No one seemed to feel that sandbagging was going to be successful so the flying pace was brisk with frequency pins in constant movement and contestants processing and flying as fast as they could. We had set 4 p.m. as shut down time but all the flying was completed before 3 p.m. One flier (Dr. Patterson) had a fly-away that was not recovered. "Doc" got downwind with his class "B" bird and was unable to maintain radio contact to bring it back to the field. The model was last seen by the chasers going down in a housing area south of the college campus. (A house to house search is underway). The wind velocity continued to increase and by the time all flying was over it was blowing at 25 to 30 mph with gusts. (Not conducive to successful old time model flying).

For those not acquainted with this contest a little history is probably in order. The contest was held the first time in the fall of 1975 and was C-D'd by Monti Farrell and Tom Bristol. Monti has continued being the contest director each year and was on the scene this year for the seventh annual contest. This contest was created by Al Hellman, "Red" Barrows, and others in the spring of 1975 to honor John Pond for his efforts toward establishing the revival movement of flying old time model designs after World War II. This commemorative contest has maintained its popularity and has become one of the notable meets held each year on the west coast.



Ross and Maxine Thomas perennial contest favorites and a couple of Lanzo Record Breakers.



All winners! Rear row, left to right, Monti Farrell, C. D. Don Hoyle, Robert Angel, Ross Thomas, Bill Cohen, Jim Adams, Ron Doig, Fred Lehmborg. Front row, George Wagner, 'Doc' Patterson, Sweepstakes winner Jack Albrecht, Bob Oslan, Ray VanDeWalker.

Sunday came forth with better weather and turned out to be a much better day for the flying and survival of models. As one contestant put it "You could tell the wind was really blowing yesterday (Saturday) when it blew over my fueling can". Sunday was Texaco day for both the big birds and the .049 powered small birds. Flying was brisk with contestants taking advantage of the better weather. It was soon learned however, that a strong wind shear existed at altitude and we had two models down, way off the field. Both aircraft were successfully retrieved. The weather was beautiful but by noontime the wind was commencing to increase in velocity so everyone was hurrying to get in their flights.

All in all it was a good contest. Lots of good friends collected to swap stories in modeling fellowship and wives got together to swap their versions of the stories. Everyone enjoyed two days of good tasty contest flying. The contest ran smoothly with no challenges or complaints.

A special man on man electric event was held on Saturday and Sunday. The overall winner was Ronald Boucher with Ross Thomas following close behind.

All the trophies presented were made by members of SAM-26 and were supplemented with merchandise from many, many supporting manufacturers and distributors. Everyone who entered received some kind of award.

The engine classifications and run time rules utilized in this contest were those voted into the SAM rules on the recent ballot. the exception was the modification to the antique event which was made only to accomplish some equalization. No problems were encountered with these rules as used and they will probably be used in other old-timer contests in the future.

Plan no for the next year's contest, dates and place to be announced. In the meantime my thanks to all who attended this year's contest and my condolences to those who missed it; you got left out of a fun weekend!

TOMY TIMERS (snitched from CIA Newsletter)

The COFFC crew has been experimenting for some time with the lightweight mechanisms that power those tiny inexpensive bubble-packed toys easily obtained at K-Marts, Penneys, Woolworth's, etc. I recently de-gutted a toy Robot Man and snitched his plastic geared inards and after epoxying a dinky lead BB to the escapement to slow it down some - I found that it weighed-in at 4 grams with a mounting plate and ready-to-install. This compares to a Tatone 1/2A Tickoff at 16 grams. Not a bad deal for a \$1.79 and about an hours time. They take very thin wall surgical tubing should you be intending to utilize them as "pinch-off" mechanisms. The spring is a bit weak Gil Morris used one in his 5 1/2 oz. 1/2A Gas NATS-Winning MATCHSTICKS design. (one can't argue with success, can one?)

PUNK ARTICLE

Yep, this is all about "punk". You know, that 100% cotton rope stuff that we need to light D-T fuses and can no longer find in hardware stores. Most current stuff is deceiving with cotton on the outside, but has a nylon or fiberglass cord running down the center - and Boy, do it stink when attempting to light it!

Anyhow, Marge Weisenbach has located a source for the "good stuff" - Azalea brand. She is offering it to anyone needing a supply for \$1.90 per 50' bundle which includes a packet of saltpeter to soak it in. Hubby Warren says to soak it overnight and hang it out to dry - then the stuff won't go out in a monsoon. Out of the area folks can get in on the deal by covering the postage. 4568 W. 145th Street, Cleveland, OH 44135 is the Weisenbach address.



OLD TIMER MODEL WHO'S WHO NO. 11 "V-K CHALLENGER"

Designer: Vern Kreibel, Williamsville, New York

The V-K Challenger is a seldom seen design, that is old enough to qualify as an antique. The Challenger was built and flown in the Buffalo, N.Y. area by the designer and other members of the Buffalo aeronauts. Originally kitted and sold by the local area, it later appeared nationally in model magazine advertisements. The V-K Company is still in business in the Buffalo area producing a fine line of R/C scale kits.

The ship in the picture was built by Lee Freeman of the SCIFS, Lee was one of the founders of the Society of Antique Modelers. The ship spans 62" and is powered by a Vivell '35. The ship is covered in silk in the old time tradition. Oh yes, the hat did not come with the kit!

**SOCIETY OF ANTIQUE MODELERS**  
MEMBERSHIP APPLICATION

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

AMA \_\_\_\_\_ No. \_\_\_\_\_

MECA \_\_\_\_\_ No. \_\_\_\_\_

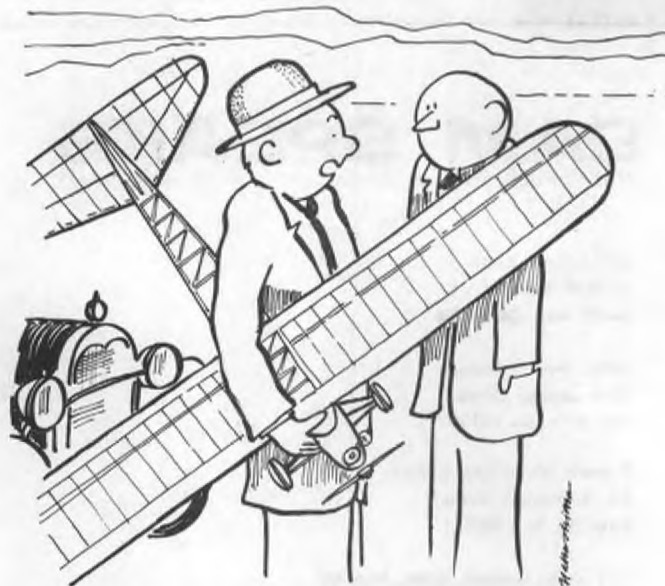
SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

Enclose Membership Dues of \$10.00 and send to:  
Tim Banaszak  
Society of Antique Modelers  
1947 Superior Avenue  
Whiting, IN Zip 46394

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE REC'D \_\_\_\_\_  
NO. DO NOT WRITE IN THIS SPACE



"I guess if we're going to fly Old Timer Airplanes we should wear Old Timer Clothes and drive Old Timer Cars."

MEMBERSHIP RENEWAL

It's time to renew your S.A.M. membership. Dues become due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.



BILL STROMAN OUR LATEST RECRUIT FROM THE SCALE MODEL FIELD, GIVES HIS CLASS 'B' NEW RULER (AMERICAN ACE) THE OLDTIMERS SEND OFF. POWERED BY AN OHLSSON '23'.

## SAM SPEAKS

Official Publication of the Society of Antique Modelers

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

JANUARY-FEBRUARY 1981

Dedicated to Old Time Modelers Everywhere

NUMBER 47

## SAM EDITOR SPEAKS - By, Jim Adams

Your Editor is busy working on new rule books to be mailed to all members in the very near future. You will receive them in plenty of time for this year's contest season. There are no new surprises. The rules books will reflect the changes voted in over the past 3 years (the last book is dated 1978). Thanks to efforts by John Pond the new AMA rule books also will reflect up-to-date SAM rules information.

## VOTING FOR NEW SAM OFFICERS

The next issue of SAM Speaks will contain a list of names of those running for officers in 1982. We will include a write-up on each candidate to assist you in making your choice.

## SAM BROCHURES ANYONE?

The SAM organization has beautiful red, white, and blue pamphlets available for any chapters that are planning any kind of a show where you would like to interest the public in your activities. The very attractive handout, written by Randy Carmen (SAM 448) tells the story of the old timer movement very well and lists all of the chapters and the folks to contact for more information. Copies of this brochure are available from club secretary: Tim Banaszak, 1947 Superior Avenue, Whiting IN 46394.

## SAM DECALS & PATCHES

If you've been wondering where those beautiful SAM decals and patches come from write to Tim Banaszak at the address listed above. Decals are still 25¢ and patches are \$2.50, still the best bargain around, besides your ships will fly better with one of those deals stuck on it.

## OHLSOON COMMEMORATIVE ENGINES

We have just received a status report on the Herb Wahl Ohlsson engines. The first engines have been completed and Herb reports they run beautifully. The first lucky customers should be receiving their engines soon.

Herb reports having some problems, the most severe being with the con rod forging, but apparently this has been over come and we will soon be seeing some of these engines.

The total number of engines being produced is just at 800. Herb reports all work on Hurleman's and Brown's has been suspended for the time being in order to put all efforts on delivering the Ohlssons.

## SAM CHAMPS GETS AAAA RATING

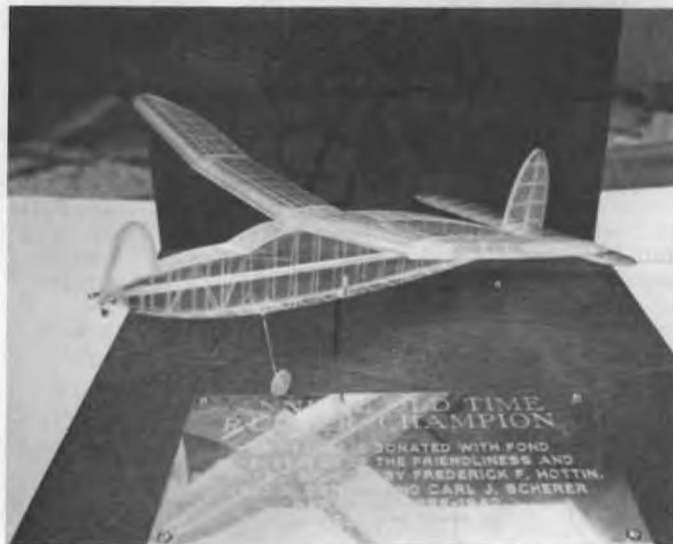
John Worth, Executive Director of the AMA, has notified SAM that the AMA executive council, at it's January 30 meeting in Dallas approved an AAAA rating for the 1982 SAM Champs.

## AMA R/C FREQUENCY COMMITTEE STATUS

It appears that your Editor was guilty of getting his facts mixed up regarding the new frequencies in the last issue. For this I apologies.

"As a result of certain actions that took place during the week of November 2, 1981, we have been given reason to believe that the FCC will release it's long awaited "Notice of proposed rulemaking (NPRM) in February 1982. It seems likely that our new 50 aircraft and 23 non-aircraft channels will go into effect by the end of the summer (1982)."

This is a direct quote from the report received from Bob Aberle, Chairman of the AMA R/C frequency committee.



The Korda Trophy is SAM 7's new perpetual award for old time rubber high total time for the year. Won by John Stott in 1981, trophy was constructed by George Armstead....beautiful!

## ENGINE QUALIFICATION REPORTS

We just received a report from Jack DeFond indicating that the SAM engine committee has been busy testing two new engines.

The Simplex Hornet 19, manufactured by John McPrill was approved and accepted for use as an original type spark ignition, conventionally fueled (gas & oil) three port, 2-cycle engine. The decision was unanimously approved by Mark Fechner, Sal Taibi, and Jack DeFond.

The second engine still undergoing tests is a Forster 29 front rotary valve type engine converted from flow plug to spark ignition. It is not clear to the writer whether this engine was manufactured by Remco or M&G Engines of Denver.

We will have more info on this and published performance figures in our next issue.

THE 1982 SAM CHAMPS

Although we printed some of this information in the last issue, and even though some of it is straight out of rules printed just prior to last year's SAM CHAMPS, we're including the word as received from George Armstead, contest manager. Entry blanks and more information is promised for the next issue of SAM Speaks. (JEA)

General Regulations

Westover Air Force Base is the flying site. We have to conform to base restrictions and geographic limitations. Although the field is the best site in New England, it is small by western standards. The flying area is about a square mile. Launching is restricted to two positions on adjoining sides of the field. The launch area used depends on prevailing winds and is designated by base operations not by the contest manager.

Base regulations include a restriction prohibiting the use of motor vehicles of any kind on the field proper. Motorcycles and motor bikes are not allowed, bicycles are permitted. All models over flying restricted areas will be retrieved by base security personnel when they are available. Tree climbing is not allowed. SAM-7 people are experienced in extracting models from trees and will be available to assist. All flying will be restricted to contest hours.

To live within these rules, SAM-7 has found it necessary to establish the two minute maximum for all events and to limit engine runs to those described in the Rules for the following events. Since this is our regular and only flying site we ask your cooperation in continuing our good relations with the base personnel. To this end all communications with base management are to go through the contest manager.

1982 SAM CHAMPS FREE FLIGHT RULES

All Events

1. Two minute maximum applies to all flights except Twin Pusher and Baby R.O.G. Events.
2. Attempt is 40 seconds on all events, except H.L.G.
3. Two Models will be allowed per event to complete three official flights.
4. No flight times will be posted before 3:00 p.m.

Basic Events - Per SAM National Rules - 1981

<u>Class A Cabin</u>	Up to .200 original ignition engine
<u>Class A Pylon</u>	Up to .150 converted ignition engine
<u>Class B Cabin</u>	.201 to .300 original ignition engine
<u>Class B Pylon</u>	.015 to .250 converted ignition engine
<u>Class C Cabin</u>	.301 - 1.20 original ignition engine
<u>Class C Pylon</u>	.251 - .400 converted ignition engine

Pre 12-31-42 Model Design.

All above event models must weigh 8 oz./ft.  
Engine run 18 seconds  
R.O.G. Gas and Oil Fuel Mixture (No additives)\*

Towline Glider - Pre-Nordic era design, must meet L<sup>2</sup>/100 cross section rule. 100' towline. Auto rudder or golf stick okay if shown on plan. No weight rule.

Powered Scale - Air plane pre 12/31/42. Any internal combustion engine power, engine runs - original ignition 18 sec., convert ignition 14 sec., glow 10 secs. D.T.'s allowed 2 min.max. Hand launch. No scale judging.

Baby R.O.G. - Mass R.O.G. Launch, 20' max. wing span. Pre 12-31-42 design, rubber outside stick fuselage. Prop as shown on plan or max 1/3 wing span. No plastic props. Free wheeling allowed if shown on plans. Last down wins. SAM-7 Club Perpetual Trophy will be awarded to last SAM-7 member down.

30 Second Antique - original ignition engine pre 12-31-38 model design. No weight rule, R.O.G., Gas and Oil Fuel Mixture (No additives)\*

\*C.D. reserves right to provide white gas and 70 wt. oil to any contestant whose fuel is challenged.

Cabin Rubber - Cross Section not less than L<sup>2</sup>/100,R.O.G. Same prop as on plan. No weight rule. Contestant responsible to qualify prop if questioned.

Stick Rubber - Cross Section not greater than L<sup>2</sup>/200, Hand launch. Same prop as on plan. Contestant responsible to qualify prop if questioned.

Hand Launch Glider - Pre 12-31-42 design. Three best times of nine attempts. D.T.'s allowed. Proof of design up to contestant.

Rubber Scale - Pre 12-31-42 Model Plan. No scale judging. No weight rule. Three flights - total time, 2 minutes maximum. D.T.'s allowed. Max. Prop diameter 1/2 wing span or as shown on plan.

Special Events

The following events are being flown to SAM-7's normal rules:

<u>Small Pylon</u>	Combined glow, ignition and diesel.
<u>Small Cabin</u>	motors to .24 disp.
<u>Large Pylon</u>	Combined glow, ignition and diesel.
<u>Large Cabin</u>	motors to .25 up to 1.20 disp.

Above events engine runs -

original ignition - 18 sec. Gas and oil mixtures only.  
converted ignition - 14 sec.  
glow - 10 sec. - No fuel restrictions

R.O.G. only - Pre 12-31-42 Design. Models must meet 8 oz./ft. weight rules, with permanently attached weights.

.020 Replica Pylon .020 engine max. - 10 sec. engine run  
.020 Replica Cabin R.O.G. Pre 12-31-42 design.

Twin Pusher - Mass Hand Launch. Last down wins. Pre 12-31-42 design.

Compressed Air - R.O.G. three best flights of unlimited attempts. May be flown any day. Original design allowed. Engine and tank similar to pre-war design. No CO<sub>2</sub> engines.

1982 SAM CHAMPS PROGRAM

July 3

9 a.m. - 5 p.m.

Class A Cabin  
Class C Pylon  
30 Sec. Antique  
H. L. Glider  
Rubber Stick  
Small Pylon (Glow-Ign)  
Baby R.O.G. (Noon)  
R/C 1/2A Texaco  
R/C Class C Ign.  
R/C Class A  
Compressed Air

July 4

9 a.m. - 5 p.m.

Class B Cabin  
Class A Pylon  
.020 Pylon Replica  
.020 Cabin Replica  
Cabin Rubber (R.O.G.)  
Large Cabin (Glow-Ign)  
Twin Pusher (Noon)  
R/C Class C  
R/C Antique  
R/C Class A-B Ign.  
Compressed Air

July 5

9 a.m. - 4 p.m.

Class C Cabin  
Class B Pylon  
Rubber Scale  
Power Scale  
Towline Glider  
Large Pylon (Glow-Ign)  
Small Cabin (Glow-Ign)  
R/C Texaco  
R/C Class B  
R/C Electric  
Compressed Air



This is a panoramic view of this year's ('82) SAM CHAMPS location at Westover AF Base, Mass.

RADIO ASSIST RULES

The Radio Control Assist Old Timer and Antique Events will be flown to the rules as printed in the May-June 1981 "SAM-SPEAKS" with the following exceptions.

1. Maximum times may be reduced if necessary to accommodate all entrants.
2. There will not be a spot landing requirement, but the plane must land on the field.
3. Engine runs will be 20 seconds for all glow engines, 30 seconds for converted ignition engines, and 40 seconds for original ignition engines.
4. Fuel for 1/2A Texaco will be supplied by the Contestant Director.
5. R.C. Electric will be flown between 9 and 10 a.m. on July 5. The engine run will be 2 (two) minutes. Contestants will be allowed two flights (attempts). The highest single time will be the score.
6. To prevent delays in running the meet models must be airborne four minutes after a timer is assigned.

In order to assure proper frequency distribution in R.C. ENTRANTS SHOULD PRE-ENTER. To this end the entry fee will be doubled at the field and frequency choices may not be available. Pre-entry forms will include a space for listing your frequency choice. Failure to fill in this information will be cause for non-acceptance of the entry.

All field rules noted in the opening paragraphs with the exception of the 2 minute maximum flight time also apply to R.C. entrants. There is no muffler rule at this field.

The headquarters motel will be the RODEWAY INN, 296 Burnett Rd., Chicopee, Mass. 01020. This will also be the site of the bean feed, Annual Meeting and Awards Dinner. Additional information and reservation forms for this and other motels will be published with the entry forms next issue of SAM SPEAKS.

George B. Armstead, Jr.  
Contest Manager

## REPRINT OF THE 1936 NATIONALS AT DETROIT

This reprint of the 1936 Nationals at Detroit was taken from Frank Zaic's 1981 reprint of earlier year books (1934) and other historical model aviation documents. This report was chosen to accompany the pictures of the 1936 NAT's provided by Merle Angell of Santa Ana, Ca. Merle, who lived in Detroit at the time of the '36 NAT's was friend and modelling buddy of Jim Bohash ('39 Wakefield Team). Names of the people in the photos were furnished by Merle.

If you didn't know the year this was written you would swear this was a write-up of last season's big one...only the names change but I'm sure all of the names here will sound a familiar note.

If you would like to look back at where you placed, order a copy of Frank Zaic's 1981 reprint of the 1934 year book (JEA).

### 1936 NATIONAL MEET

Well, the Nationals are over for another year, and as usual we are left with enough impressions and memories to last us for the next twelve months.

The gasoline-powered event stole the meet so far as public interest was concerned...There were almost two hundred jobs present--ranging from 3ft. to 15 ft. in span...Planes of special interest at this show were the 200-300 sq. in. ships entered by Bill Atwood and Ira Hassad (using special small motors), also by Effinger and Ehling (both using Brown motors)...Boehle's Cyclone-powered 15 foot job is indicative of the fellow's enterprise and ability...Despite the handshakings of the "experts" this ship hopped off from the grass as well as from the concrete runway--something the majority of the gas buggies couldn't do...with a little structural cleaning-up to increase the flying speed this crate would probably go places on thermals...Hewitt Phillips' retractable landing gear ship had onlookers holding their breaths for a long moment...As it took off the gear folded into place in the wings all right, but the right tip tried to do some grass cutting while the left tip tried to hook the fender of a nearby car...



A beautiful F/F stinson the builder Frank Kewiecz. Dark haired young man in background was Michael Roll famous for his designs in F. Zaic's year books.

The crate eventually won clear and went up for second-place time.

The general trend in gas-model design at present seems to be toward good-looking ships of highly-streamlined form...Monocoque construction is much in favor--especially on fuselages...The more ambitious builders carry this construction over to the wing and tail surfaces (paging Weiss and Schmaedig and others whose names we didn't get)...Frank Tlush's winning gas job had the cleanest fuselage we've ever seen...Next year we hope to see those radio-controlled ships that failed to show up this year...Just watch the public enthusiasm then! It should just about match our own.

Highlight of the outdoor, rubber-powered events was the unexpectedly keen competition offered by the visiting British entrants...The Britons not only lifted the Wakefield Trophy--their chief aim--but also placed quite high in the other outdoor fuselage contests...Typical of the British ships were high aspect ratio wings and extra long prop runs...This latter characteristic was achieved in the majority of cases by using a motor about twice the length of the fuselage



Frank Kewiecz, from Detroit, stands behind his gorgeous gull wing ship. Look closely and you will see a second ship of the same design.

...When the motor ran out the slack rubber was prevented from slopping around inside the fuselage by means of a simple yet ingenious little device called a "rubber tensioner" (description given elsewhere in Model Aviation)...The British fellows thus didn't have to worry about a changing C.G. caused by roving rubber...After the prop went dead their ships were properly trimmed for good gliding and soaring flight as the results of the contest plainly show...Allman of the British Wakefield Team had what might be termed a really scientific ship...He obtained a long motor run by using a geared-up prop having variable pitch blades...The result of this combination was the equivalent of constant torque or constant thrust...Allman was unfortunate in having the consistent performance of his excellent ship outshone by the thermal flights of the other jobs.

The only other variation from the usual that we saw outdoors was Bob Cahill's folding prop...Larry Smithline was testing one of the same before the Nationals -- seems worth developing.. Ken Ernst flew a 300 sq. in., twin-ruddered single tractor that did quite well for itself despite (or was it





Frank Merrit stands by his Luscome type gas job, looks like Brown Jr. power. Dig that '36 Buick Roadmaster.

because of?) its extremes in size and design .... The French entrant, Andre Vincere, used a hardwood prop and silk covering on his model...Vincere was only moderately successful in the meet but showed himself to be a fellow who has what it takes; he came here alone without being able to speak a word of English...Such is the power of the model game!

The Tulsa, Indianapolis, and Cleveland gangs are still holding their respective ends up--both indoors and outdoors...The Tulsa boys were the outstanding winners in this last national meet...Carl Goldberg and Frank Nekimken brought a promising group in from Chicago.

Not only did the Wakefield Trophy leave the country this year--the Moffett Memorial Trophy also went for a ride on the wings of Vernon Gray's (New Zealand crate ... Bert Pond became the jokingly badgered "villain" of the meet by proxy flying Gray's ship the first place in this event...The poor fellow must be feeling quite low ---been signing recent correspondence as "Snake in the Grass" Pond.



The gas job line up at the '36 Detroit Nationals. Anybody recognize any others?

Despite hanging lights, a wrestling ring, and a multitude of ships, the indoor enthusiasts did not do too badly for themselves...Might even say that the winning jobs did quite remarkable time considering the obstacles they had to overcome...Seems that the Akron Dock has spoiled all of us indoor builders... When we first entered the Olympia all the lights were down and we felt like crying on each other's shoulder...However we recovered quickly and took solace in the thought that we were all flying under one roof--and the same handicaps...Variations from the usual indoor design were the use of extra large



Frank Kewiecz and his gorgeous streamliner with cowling removed.

tail surfaces and wings constructed with superfine trailing edges (rear spar located at about 60% of the chord from the leading edge).

When the fellows found that they couldn't break many of the existing records, instead of telling about the good flights they were getting they began to compare the various heights at which their crates "hung up"...We can still hear Bob Cahill say with fine scorn in his voice as he pointed out his pet wreck of the day to us, "No, not that one, the one higher up the wire."...Carl Goldberg seems to be making a habit of winning that open class tractor event--must be quite a strain having to make that winning time every year...The British boys were quite flabbergasted by the indoor flying in general and the microfilm jobs in particular...They went home with the avowed purpose of starting and indoor craze in Britain.

Since it is more than likely that an American Wakefield Cup Team will sail for Britain next year, it might be advisable if we started right now preparing for the eliminations...Hint to the wise - so that lucky thermal flights will be out to a minimum next year's 200 sq. in. Wakefield entries will have to meet an 8 oz. weight ruling.

Conspicuous by their absence this year were, among others, Maxwell Bassett and Joe Kovel. Bassett was unable to attend due to a last minute accident and Kovel was not able to take time away from his job at the Sikorsky factory. Thus, the gasoline powered models missed two of their strongest proponents.

1982 Mini-SAM Champs

MAM is doing it again! We are planning another two-day meet at Three Rivers, Michigan on May 22 & 23 with a bean feed and engine collecto on Saturday after the flying. There will be some changes in events including the addition of radio control and rubber powered scale.

I spoke with Duane Jarratt; president of the Aerobatic Aces (Three River's R.C. club) and he said they would run the R.C. events.

The following is a tentative list of events:

Saturday

- A&B Pylon
- C Cabin
- H.L. Glider
- Nout. ABC
- .020 Replica

(1 Trophy for each event)

Special Kids Events

P-30

Sunday

- A&B Cabin
- C Pylon
- Rubber Stick & Cabin
- Rubber Scale
- Twin Pusher
- Compressed Air

HL Glider  
ROG Stick (any type)

R.C. Old Timer Events run both days.

Fuel allotment  
Duration

HEY! You scale buffs!

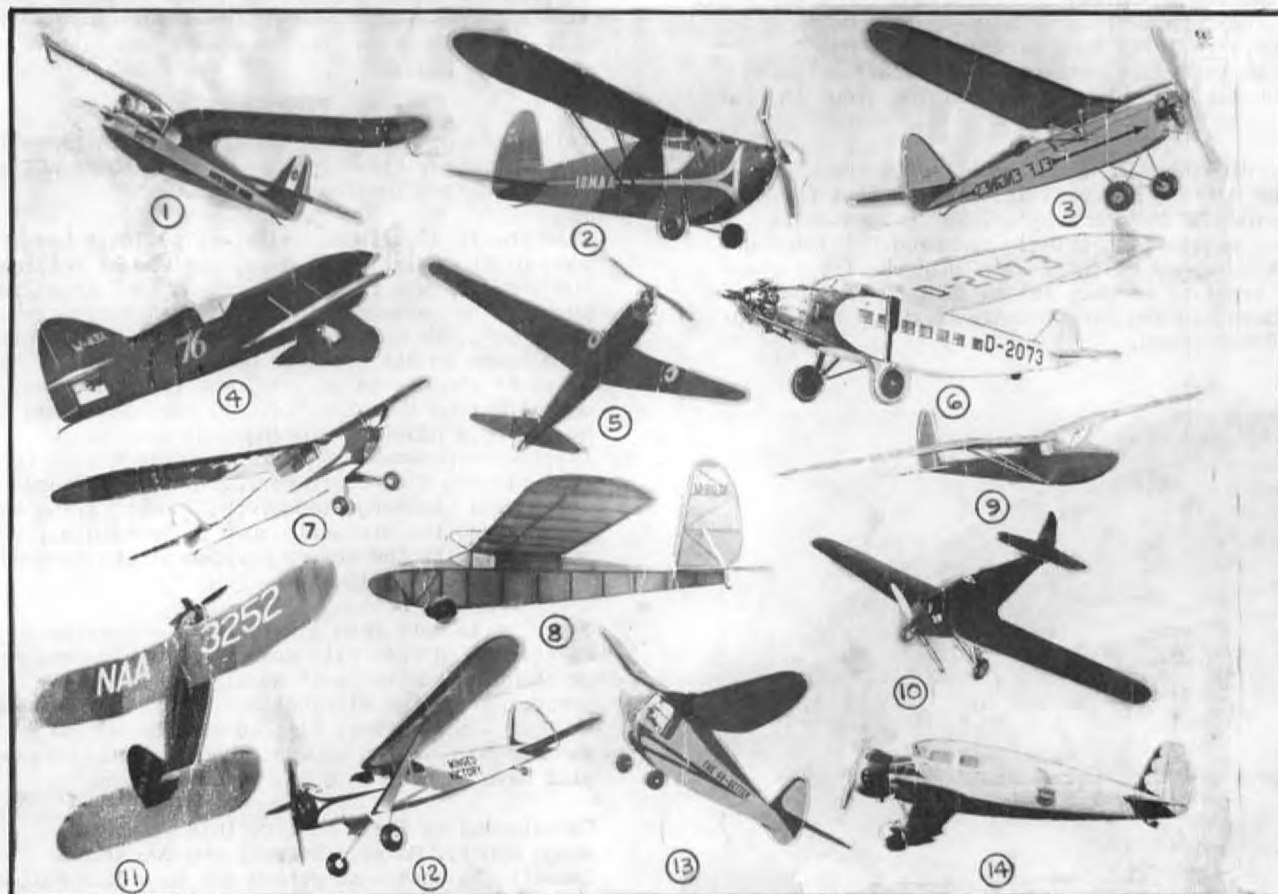
For our 2-day meet at Three Rivers, we thought we'd throw in something we all haven't seen at our contests in quite a while. Rubber powered scale. I'm sure we'll get entrants with varying size models but I don't think there will be any restrictions as to size. Bring your peanuts if you like but there are some who are bringing jumbos. Depending on the number of entrants we'll probably decide on the spot how many classes to fly. We thought you'd like to know so there would be enough time to build before the contest.

E. J. (JOE) WEATHERS REMEMBERED

The San Diego Aeroners honored E. J. (Joe) Weathers at their annual year end banquet in January. Each guest received a copy of Joe's 1938 Christmas card.

I was very impressed with the card, and have included a copy for all of you readers to enjoy. The card shows pictures of many of his winning designs, most all of these were published in pre-war magazines. (See page 6)

Joe Weathers designer of the Mystery Man, the Westerner and many others was probably the West's most prolific and controversial model designer in the fortys.



The above group presentation was prepared for a Christmas card sent out by me in 1938, and has been revised for this particular occasion this evening. I hope you'll find it meets with your approval; a description of each one is as follows: (1) MYSTERY MAN, 1938 (2) TUBBY, 1936 (3) MISS SAN DIEGO, 1935 (4) W43-X Racer (rubber-powered), 1931 (5) Low Wing design, ELF powered, 1935 (6) FOLKE-WULF flying scale(rubber-powered), 1937 (7) THE WESTERNER, 1937 and WESTERNER SR, 1944 (8) W-8G Towline Glider, 1931 (9) W-14G Sailplane, 1933 (10) Roumanian IAR Pursuit (rubber-powered) flying scale, 1938 (11) OZONE KID, 1938 (12) WINGED VICTORY, 1936 (13) THE GO-GETTER, 1938 (14) Kinner Envoy non-flying scale; Grand Prize Winner, Richfield Contest, 1935.

With best personal regards,  
*EF (Joe) Weathers*

LETTERS TO THE EDITOR

Dear Mr. Adams:

I read the 1/2A Texaco engine bit with interest. Since I don't fly 1/2A Texaco or R/C, its none of my business, so I'll put in my two cents worth without hope of being listened to very seriously, or at least I hope no one who does the event will let my two cents worth bother them very much.

The things is, I have ten reed valve engines that I play with in Class 1 Mouse Race. And my friends I race against have a bunch more of these engines, and believe me, there are many, many variations of the basic reed valve motors, and what a stock motor is, is really arbitrary. I have four different kind of crankshafts in my motore, besides a custom Davis Diesel crank. Three different crankcases, not counting color anodizeing. Four different 8cc tanks. With different size outlets on the reed end, different size intakes and different apers. The tank backplates come with different size holes, depending on when it was made. I've seen four different heads, and God only knows how many different cylinder assemblys. I ran about twenty different sets a while ago, and checked speed on all of them. 14K to 17.5K on the setup I was running. Thats a big difference. We are all trying to go fast here, so mostly use the TD cylinders. The engine that seems to run fastest was converted from single intake to twin intake with a Dremel, but he only goes 11 or 12 laps on a tank. Most motors seem to go in the high twentys, with a few in the thirtys, but I have one that goes 40 usually. My motore that goes 40 laps is also my fastest engine, and usually wins races because it is so consistant. What it all adds up to, is that each individual motor is different, and there is a huge difference in performance of individual engines that look all the same. I think a person who just works at getting the most performance, and digs up a bunch of old motors and swaps parts around till he does, will come up a winner without modifying any pieces, and considering all the different ways Cox has put out their motors, it is awfully hard to say what is stock and what isn't. Black Widow motors came from Cox with three different cylinder sets, and two different heads. The racers from Virginia told me that old Golden Bee tanks have a different intake taper from new ones and out more power because of it. My red QRC tank had an intake hole as small as my smaller baby bee tank. My new conversion tank and backplate have intake holes as large as any I had drilled out previously. When the QRC first came out, someone found that the QRC cylinder was faster than the TD cylinder, and shortly later the TDs came with QRC cylinders. They have all changed since then. And TD cylinders have changed at least twice since then. So what is stock????

I really don't want this published in SAM Speaks, but I wish you would send it on to Jack Alten, so he can see what a real can of worms his Texaco engine thing could turn into. Best solution is to not worry about it. Let them do what they want with motors. From what I've seen, the really good motors are mostly luck anyway. Just furnish the fuel they have to use at the meet, and make it different each time so a particular motore doesn't get too much of an advantage. Weather and fuel and props make a bigger difference than anything but piston/cylinder fit.

Thanks a bunch for the good job you are doing on SAM Speaks.

Terry Rimert

*Reprinted from the model museum flying club newsletter. This editorial was written by their retiring club secretary. I think it tells the story like it really is, and should give us all cause to reflect on how good we have it. (JEA).*

While it is currently fashionable to complain about everything, that is not my intent nor my view of the status of modeling or its future. It is easy enough to be convinced that modeling will soon cease to exist due to (a) the lack of flying sites, (b) the costs of balsa, engines, fuel, etc., (c) public restrictions concerning noise and usage or the lack of enforcement in re: radio frequencies, or (d) all of the above. And if you don't believe in the immediate demise of our hobby, then it is reasonable to conclude that when this generation is gone, there will be no new "juniors" to carry on.

Now, I recognize that there may be some reason to be concerned about all of the negative items listed above -- and maybe more. But, I am fully convinced that the average modeler of 1982 has it better than ever before. Today's modeler can enjoy any phase of the hobby from pre-Ole Timer to the latest electronic, with the benefits of the newest technology (adhesives, for example). All of which equals a freedom never before enjoyed. While total fields are less numerous there are more dedicated flying sites now. While total fields are less numerous, there are more dedicated flying sites now. And while the cost of travel has increased greatly over the last decade, most of us have more available money and time than in the 1930's and 1940's.

But what of our future? Let us accept a fact: it will not be possible to recreate the wave of enthusiasm that belonged to aviation in the post Lindberg days. But to assume that this means the end of interest in flight and the end of our hobby is to deny the better aspects of what we do and to declare that the whole affair was a fad.

I assert that the joy, the fascination and the romance of flight will never die. Further, I assert that modelers worldwide are the caretakers of that joy, fascination and romance, and that although our numbers may diminish from time to time, the curious, inquisitive nature of man will replenish us because the marvel of things air-borne will continue to delight the eye and excite the mind.

So, let's not worry too much. We should enjoy our hobby (which was the motivation in the first place), enrich it through improvement and human experience, and then pass it along with confidence.

Best personal regards,

Jim Thomas



THE AMERICAN OLD TIME NATIONALS - By, Jack Abbot

*The following report was taken from "SAARF NEWS", the South African Assoc. of Radio Flyers. I've reprinted it to give you guys a look at yourselves from another point of view. I enjoyed Jack's humor. See what you think! (JEA)*

Various constraints had to be considered when trying to organise the Springbok Soaring Team's transport to Sacramento. Finance, SAA flight schedule, Independence Day, were among the factors which were listed on a voting paper circulated to the team. The democratic result of the voting had the Team Manager scurrying off to the travel agent, as there was now just a chance of attending the last of the three-day Old Timer Nationals at Taft.

And so it proved. A few hours changing planes in New York, and then a couple in San Francisco getting the team into a 'wagon and pointed in the general direction of Sacramento. Any weariness from the many cramped hours in airline seats was dispelled by the shock engendered by the price of the whisky and soda dispensed at the airport bar. This sobering experience kept me wideawake on the flight to Bakersfield and fortunately I was still sufficiently alert to tackle the problem of driving on the right in the dark in an American car. I emphasise the American, because having driven three different examples, I remain baffled by the paradox that a nation that produces such vile automobiles can be so successful with moonshots and Mariner space probes.

With the concept of jetlag firmly banned from making itself known, it was up early next morning to experience another distinct problem in the U.S. of A. - finding breakfast before 9 a.m. Eventually the Pinto was pointed towards Taft, reached two hours later. This interesting oil town was still firmly asleep and only consented to start stirring at 9 a.m. The local traffic cop, the bank, the shop next door, the garageman did not know where the most famous model flying field in the World was located: Eventually I was directed to the State Trooper's headquarters and he (large hat, sunglasses, leather legs and all) gave me the necessary directions.

Taft field. A square kilometre of flat bare baked gritty soil surrounded by low rolling scrub-covered hills with horse-head oil pumps plunging away, and all shimmering under a blazing sun in a cloudless sky. Summer in the Central Valley of California is dominated (away from the irrigated areas) by two colours - straw-yellow and deep blue.

The deep blue sky was being continuously invaded by the nostalgic shapes of well remembered aircraft and, because of the continuous distraction, it took a little while to locate our Fearless Leader, John Pond. A great welcome, which continued for the rest of the day. Uncharacteristically, I would just stroll up to a group co-operating in getting an ignition motor to run and introduce myself as a nut from South Africa. And they accepted me as though I had been a friend of theirs for a long time, and immediately got down to the important business - exchanging views on Old Timers.

After a couple of hours, the well-known South African thirst made itself felt and I looked for the refreshment centre. None. None? None!! One side of the field was flanked by cars with caravans in tow or by

recreation vehicles, all with their air conditioners, fridges, ice machines and deep freezers humming away. There is no need to supply a refreshment booth - all Americans are over-equipped. My inherent shyness making itself felt, there was no way that I was going to spend the day begging drinks from people who, had they known my predicament, would most certainly have been completely open-hearted about keeping me lubricated. I was miserably contemplating the necessity of getting into the over-heat of the Pinto and driving back to Taft, when I was introduced to Englishman Ken Hinton who, with his charming wife, has attended the last three or four Old Timer Nationals simply because he knows of no better way of spending a vacation.

Eyes twinkled at me from a bearded face: "Are you thirsty?"

"Yus" I croaked.

What would you like - coke, beer ...?

Two quivering hands reached into the proffered coolbag, broached the ice-cold can, and poured. But even as the throat lining relaxed under the stream of passing liquid, the taste buds recorded a nagging doubt - this is beer? A later can of another make confirmed the disturbing diagnosis being simultaneously realised hundred of kilometres away in Sacramento by the other three team members. Was there a potable American beer? It took us days of experimenting to find an acceptable beer (you see, a lengthy period of acclimatisation is necessary), and eventually Bud Weiser was elected as the sixth member of the team.

But this is not to denigrate Ken's hospitality. After all, he didn't make the stuff. For the rest of the day, I was fed and watered by the Hintos. They had had exactly the same experience when they attended their first Nationals, and had quickly divined my predicament. Thanks, Ken. Hope to meet you at a future Nationals.



A super gorgeous powerhouse snapped at Taft, Calif. The builder, one of the younger SCAMPS, is Eric Strengell.



Leon Nadolski, Huntington Beach, California, and his McCoy powered sailplane at the 1981 SAM Champs.

Most of the events had been completed in the first two days. The R/C Assist section was busy with Texaco - you are given a miserable quantity of fuel related to the weight of your plane, and that's it. Stay up as long as you can. The other half of the field was finishing off free flight gas and scale. To my disappointment, the rubber events were over, but it was sheer pleasure to watch Sal Taibi tweak his motor to full revs as a "Taft trashmover" approached and launch into a soaring climb which continued right on up when the motor cut. Sal and son leapt on a scrambler and headed for the hills while the model disappeared overhead. To my astonishment, they returned with the model half an hour later. You can't teach that man nuttin'!

Silk and tissue covered models were rare, most of the R/C Assist models relying on predominantly transparent plastic film. In amongst the modern glow-plug motors were a sprinkling of Ohlsons, Andersons, Cyclones, with modern ignition engines like the 77 Special and Simplex.

The competitions petered out about 3 p.m. as the temperature went off the clock, and everyone disappeared for siesta before the prize-giving dinner. I wandered into an ice-cream parlors and discovered one of the delights of American life - they placed garlanded mountains of ice cream before me and I put it all away!

At the cocktail hour before the dinner I found that the price of drinks served in unpretentious surroundings could be quite reasonable and it was fun to mix with fellow beings who make and fly Old Timers for the pure enjoyment of it all. Overseas visitors were individually introduced at the dinner, and loudly acclaimed by the gathering. But one look at the triple row of trophies extended for 5 metres, and I resolutely left at 9 p.m. to fight drowsiness on the drive back to Bakersfield. Once in the motel, I surrendered to jetlag and tomorrow a Greyhound driver would be responsible for getting me to Sacramento, while I slumbered on.

Going over the team expenses later, I found that that one day at Taft had cost R550 and it was worth every cent of it to enjoy the great camaraderie, and to realise that in the jungle of life, there are some pockets of sensible people who can make common cause to have some fun!

### LES PAYNE ENGINE CONVERSIONS

How many times have you heard the question "I need a flying engine". The high value and scarcity of ignition engines makes a real problem for the flyer. Each time he puts up his airplane he risks damage or loss. The replacement motore may not be available even at a high price.

The interest in flying O.T. planes is growing. Where are the new or younger people going to get an engine to use? The answer is convert low value engines for this purpose.

Les Payne has engine conversion service that will furnish ignition engines for under fifty dollars. The conversion works very well on K & B Greenhead 19-45, McCoy Redhead, Bluehead 19-35, Testers McCoy Series 21 19-40 O.S. Max plain bearing, Veco and many others. The engine can be R. C. or standard. Most modelers have one of the above lying around not in use. They are not of great value but after converting to ignition are very competitive.

The crankcase and shaft are machined to accept the timer and the backplate to accept the tank. The timer is a Remco. It is currently manufactured, replacement parts are available. You can have just the timer or both timer and tank. Service will be fast, as the timer and tanks are not made by hand or one at a time. Your engine should not take more than one or two days plus shipping time.

The cost schedule is as follows:

Machining and timer installation	\$35.00
Machine and install gas tank	7.50
Postage and handling	2.50

A clean engine would be appreciated but if you want it cleaned the charge is \$5.00.

The conversion will not work on engines with front ball bearings on the crank shaft. The engine should be in good condition as far as the compression and shaft bearing.

Send S.A.S.E. for more information to:

Les Payne  
881 South Josephine  
Denver, Colorado 80209



A very nice K/B greenhead conversion by Les Payne, Denver, Colorado. Remco Points.

# THE LT50 FLIGHT SYSTEM: POWER TO SOAR TO NEW HEIGHTS.

## The Miracle of Electric Flight.

We made practical, clean and economical electric flight a reality.

And, contrary to popular belief, we accomplished it over ten years ago.

Leisure Flight Systems have provided reliable electric power for all kinds of intriguing model aircraft, from agile pattern planes to gear-driven, converted Old Timers.

Best of all, Leisure Systems have the power and performance to make electric flying both challenging and exciting.

The Leisure Playboy is an extremely stable sailplane, a perfect kit for beginners and contest flyers alike. Scaled from the winning free flight original of the 40's, our 67" span Playboy is already 3-for-3 in Old Timer competition.



Modular construction makes the new Leisure LT50 a better motor... easier to maintain, modify or re-magnetize. Other outstanding features include machined case and end bells, precision brush tubes, shunted brushes, sealed ball bearings and adjustable timing.

against the commutator in precision brush tubes to eliminate power loss and allow accurate timing.

Two LT50 armatures are available; our high-torque Pattern wind for direct drive applications and the

high-speed Competition wind for gear drives.

Complete systems for both versions also include wired 6-cell NiCad batteries (7.2v/1200mAH), switch harness and prop adapter.

## The Great Glide Off.

The Leisure LT50 also makes the perfect launch system for all kinds of radio controlled sailplanes.

In fact, soaring couldn't be any simpler than with reliable, convenient electric power.

That should explain the overwhelming popularity of Leisure Flight Systems for both direct and gear drive sailplanes at the 1982 Grand Championships.

Another favorite of the event was our newly-kitted Playboy Old Timer.

## Stunning Pattern Performance.

A good demonstration of our potent new LT50 Flight System is the performance of our prototype "Shoestring."

A 1/2A-sized, 34 oz. pattern plane, the "Shoestring" flies for up to 10 minutes on a single charge and can easily complete the AMA class A routine.

## Leisure's LT50. 2nd Generation Electric Powerhouse.

One big reason for the phenomenal performance of the Leisure System is our exclusive LT50 ball-bearing motor.

Superbly engineered, the modular LT50 features removable light alloy end and brush caps for easy maintenance. Machined to precise tolerances, both caps are anodized black and air-vented for optimal heat dissipation.

Inside, the LT50 puts coil spring-loaded, shunted brushes up



Finalists at Leisure's First Annual Grand Championships show off their sailplanes.

Discover exciting electric flight for yourself. Send a self-addressed, stamped envelope for our latest catalog and technical bulletins.

# Leisure

11 Deerspring/Irvine/California 92714

*Special Congratulations to Mike Charles, winner of the First Annual Leisure Grand Championships.*

1936 NATS Cont. from PG 5

Most everybody commented about the fine assortment of literature on aviation matters which was presented to the contestants when they registered. The Detroit management is to be complimented on their choice of this material and the efforts put forth in procuring it. Each envelope of this literature weighed nearly two pounds. There were magazines, catalogs, air maps and other items of value.

Three new records finally came out of the meet. Chester Lanzo made a new Class D open age record for R.O.G. Fuselage models when he won the event with the great time of 48 min. 45 sec. The day before, Roy Wriston made 41 min. 10 sec. during the Wakefield trials, also a new record until it was bettered by Lanzo. Michael Kostich did 36 min. 52.5 to set a new gasoline powered record in the open class. Gordon Johnstone made a new Class B open record for indoor stick models when he did 16 min. 23 seconds. Earlier in the day Willis Brown had done 16 min. 06 sec. which was better than the existing record.

That Lord Wakefield was delighted over the success of the British team is shown by the radio gram which he sent to Mr. B. K. Johnson, the team manager: "WARMEST CONGRATULATION TO THE BRITISH TEAM UPON THEIR SUCCESS IN WINNING BACK THE WAKEFIELD CUP I AM DELIGHTED AT THEIR GREAT SUCCESS. WAKEFIELD OF HYTHE" It was in large part due to Lord Wakefield's generosity that the British team was able to make their trip.



OLD TIMER MODEL WHO'S WHO NO. 12 "NEW RULER"

Designer: Henry Struck, Lyme, Conn.

This very popular Class 'C' free flight was just one of a long line of winning designs from that very famous designer Hank Struck. This design appeared as a two part article in "Air Trails" magazine in 1941 to challenge the fabled "sailplane".

Also kitted as the American Ace (a Class 'B' version) the ship still appears as modern today as when it first appeared.

The ship in the picture was built by Allan C. Marriner, SAM 1975, Mannum, South Australia. The ship is powered by a "Frog 500" engine and is fitted with a single channel radio. Allan says he has since replaced the Frog with an Ohlsson 60 and converted it to F/F.

CLASSIFIED ADVERTISEMENTS

R/C power house and Trenton terror kits. All saw cut parts, strip wood, plans and hardware. Powerhouse 84" is \$69.95; Trenton Terror 72" is \$54.95 will meet SAM rules. Mr. Steve Gray c/o Flite Craft Model Co., 61 Halifax Dr., Kitchener, Ontario, Canada.

**SOCIETY OF ANTIQUE MODELERS**

**MEMBERSHIP APPLICATION**

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

AMA \_\_\_\_\_ No. \_\_\_\_\_

MECA \_\_\_\_\_ No. \_\_\_\_\_

SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

Enclose Membership Dues of \$10.00 and send to:  
Tim Banaszak  
Society of Antique Modelers  
1947 Superior Avenue  
Whiting, IN Zip 46394

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE REC'D NO. DO NOT WRITE IN THIS SPACE



Flite Craft Powerhouse built by Steve Gray, Kitchener, Ontario. Weight 6.5 lbs., 40 glow power.

MEMBERSHIP RENEWAL

It's time to renew your S.A.M. membership. Dues become due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.



A ship designed during WWII by Bill White of the Blackheath Club, England. Photo sent to us by Noel Barker (SAM 409).

**SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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Whiting, Ind. 46394

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1640 North Kellogg Street  
Galesburg, ILL 61401



# SAM SPEAKS

Official Publication of the Society of Antique Modelers

MAR-APRIL 1982

Dedicated to Old Time Modelers Everywhere

NUMBER 48

## SAM EDITOR SPEAKS - By, Jim Adams

### MANY THANKS

We would be remiss if we didn't take this opportunity to bring your attention to the fine job the outgoing officers and the incumbents have been doing.

I would especially like to thank Tim Banaszak, our hard working Secretary-Treasurer. Tim has completed eight years in this very tough job.

The thanks of the SAM organization certainly go to Tim and to Lin Haslam, our tireless Rocky Mountain VP, for the excellent jobs they have done.

Of course, that also goes for Al Hellman, the West Coast VP and to John Pond, our President, who is running for the job of Secretary-Treasurer. These fellows have worked harder than you can imagine and have taken a lot of flak in the past 2 years in their jobs.

John as President has presided over several years of stormy debate over rule changes and Al Hellman is to be commended for not once but twice running the SAM Champs on the West Coast.

Bob Larsh who master minded the 1980 SAM Champs in Ohio and Woody Woodman who has run the R/C events at the SAM Champs in the east and mid-west certainly deserve our thanks. These men have given their time and worked tirelessly to see that we might enjoy our great SAM Champs.

### AMA BUILDING FUND

A few week's ago I was attending a model club meeting when the subject of the AMA Building Fund came up. One member stood up and made a motion to donate money on behalf of the club, to assist AMA in funding the new headquarters building. He went on to say that the club would receive recognition at AMA Headquarters for the donation and he expressed how we would be showing some appreciation for all that A.M.A. had done for us.

Immediately some fellow shouted from the back of the room, "What has the A.M.A. ever done for us"? This set the tone for a number of members to begin running down the A.M.A. for old imagined or distorted stories of past happenings. It was the old story of a guy putting his mouth in action before he had his brain engaged.

If you sit down right now and make a list of the things that the A.M.A. has done for "us" in modeling, you would find that the pro's far outweigh the cons. For instance, who was it that;

Organized and sent teams to fly in the international free flight meets overseas for years and years.

Organized and sent U-control teams to Europe.

Organized and sent R/C pattern teams to world competitions.

Pursued & pressured the branches of the Federal Government to insure us of radio frequencies, that we may control our R/C models.

Publishes an excellent informative magazine devoted to our activities.

Provides the best insurance coverage available to modelers.

Has maintained rule books and records established by our fellow modelers over the years.

Has sponsored and run national and international events for model contestants, and maintains a sanction system for our local meets that insures that we get credit and protection for our activities.

Maintains important working relations with the N.A.A. and the international FAI organizations.

I could go on and on but I don't think that I need to - where would we be if we didn't have the A.M.A.? The question could probably be better put if the guy had said "What hasn't the A.M.A. done for us"?

It is hard to believe that any member would not want a better A.M.A.. We should be proud of our organization, we should want the finest headquarter's building that our organization can afford. After all the A.M.A. is us! We, the members, are the A.M.A.. The people that build and fly model airplanes are the finest folks on earth.

The society of antique modelers should share in the growth of our academy. We should be among those contributing, we owe that to ourselves.



Sandy Chapin of the SCIFs with her so-long model at the Las Vegas VAMPS winter contest.

SAM OFFICERS ELECTIONS

The election of new officers comes every other year on the even number years, and it's that time again.

After all the nominations were made, acceptances, or refusals made and resignations by incumbents recorded, the results are as follows:

Resignations by Incumbents:

- Al Hellman - Western VP
- Tim Banaszak - Secretary/Treasurer
- John Pond - President
- Lin Haslam - Rocky Mountain VP

Candidates for Sam Officers:

- President - Mike Granieri
- Sec/Treas. - John Pond
- Eastern VP - Woody Woodman, Incumbent
- Midwest VP - Bob Larsh, Incumbent
- Rocky Mtn. VP - Jim Thomas
- Western VP - Sal Taibi

Short autobiographies as received from each of the nominees have been included in order that you may know something about the candidates.

A ballot appears below, we ask that you mark your choice and mail to:

Don Garofalow  
176 Main Street  
Ridgefield Park, N.J. 07660

We have left a place on the ballot for you to write-in other names if you choose. SAM Speaks, however, highly recommends the names chosen for the 1982 ballot.

This is a fine slate officers and a group of men that you can be proud of.

1982 S.A.M. OFFICERS BALLOT

President - Mike Granieri

\_\_\_\_\_  
Write-In

Secy - Treas.- John Pond

\_\_\_\_\_  
Write In

Eastern VP - Woody Woodman  (Incumbent)

\_\_\_\_\_  
Write-In

Mid-West VP - Bob Larsh  (Incumbent)

\_\_\_\_\_  
Write-In

Rocky Mtn. VP- Jim Thomas

\_\_\_\_\_  
Write-In

Western VP Sal Taibi

\_\_\_\_\_  
Write-In

Mark your ballot and mail to Don Garofalo, 176 Main Street, Ridgefield Park, NJ 07660. Cutoff time for ballots is midnight June 15, 1982.

AUTOBIOGRAPHYS

Mike Granieri, Candidate for President

I attended the first Nationals as a spectator in 1933 and saw the first gas engine used by Maxwell Bassett. I was a member of the famous Bamberger and Kresge Aero Clubs and became associated with the Polks and Ben Shereshaw. And in 1934, Ben Shereshaw and I became closely knit in the modeling field.

In 1936, after introducing my first "M.G." Parasol at the Eastern States Meet, I was sponsored by Shereshaw and Kresge Aero Club to the NATS where I had the highest total and highest average time for three flights, finishing 4th for high time. In 1937, I entered the NATS again, sponsored by Ben Shereshaw, but unfortunately, my plane met with high tension wires after an official flight of 17 minutes. In 1938, I flew the first mini-Bantam in competition in an "A" size "M.G." but it was underpowered. In 1939, I entered the Eastern States in the 30 second Cabin Event.

Spent three years in the Air Force as a Crew Chief on B29's with the 99th Bomb Squadron on Tinian (Atom Bomb). Returned to fly R. C. in 1947 and won first place in 1952 Eastern States with my 1939 Cabin ship design. I dropped out of modeling in 1962 for health reasons but came out of retirement in 1975 with my "M.G." design and from 1976 NATS to date, the "M.G." Parasol has been doing very well.

From 1976 to 1981. I have "C.D." many Old Timer meets around the country and I hope to continue my relationship with Old Time fliers thru out the world.

Bob Larsh, Candidate Mid-West VP

Robert Larsh - Incumbent, Mid-west Vice President. Fifty two years old. Modeling since 1939. Organized and managed the 1980 SAM Champs at Dayton Ohio. Staged and assisted in numerous local O.T. contests. Taken active roles in SAM rules formulation and policys. Participate in O.T. flying over a four state area. Activated many "Old" old timer modelers and influenced current day flyers to join the SAM Camp. Spent years in researching and documenting many "New" pre-war models for SAM consideration and approval. Devoted two years in interviewing, documenting and authorizing the Carl Goldberg - Comet Zipper Biography published recently by Model Airplane News over a period of three issues. Supportive of all facets of O.T. flying and maintain an active file on all known mid-west O.T. flyers and their modeling preferences. Introduced O.T. hand-launch glider to SAM and supplied hundreds of hand drawn and reproduced plans for them. Contributed a goodly number of original pre-war gas and rubber plans to J. Pond's collection to benefit O.T. flying. Would like to maintain present position and continue to serve SAM.

RKL

Woody Woodman, Candidate Eastern VP

I've been in modeling since 1933 starting with solid balsa models then graduating to rubber and gas free flight. My interests now are R/C assist and rubber powered FF.

FLY FOR FUN



IN NEW ENGLAND

COME TO THE

16<sup>TH</sup> SAM CHAMPS

WESTOVER A.F.B. CHICOPEE, MASS.

JULY 3, 4, AND 5 1982

AMA SANCTION No. 330 AAAA MEET

23 FREE FLIGHT - 9 R/C ASSISTED  
OLD TIMER AND ANTIQUE EVENTS

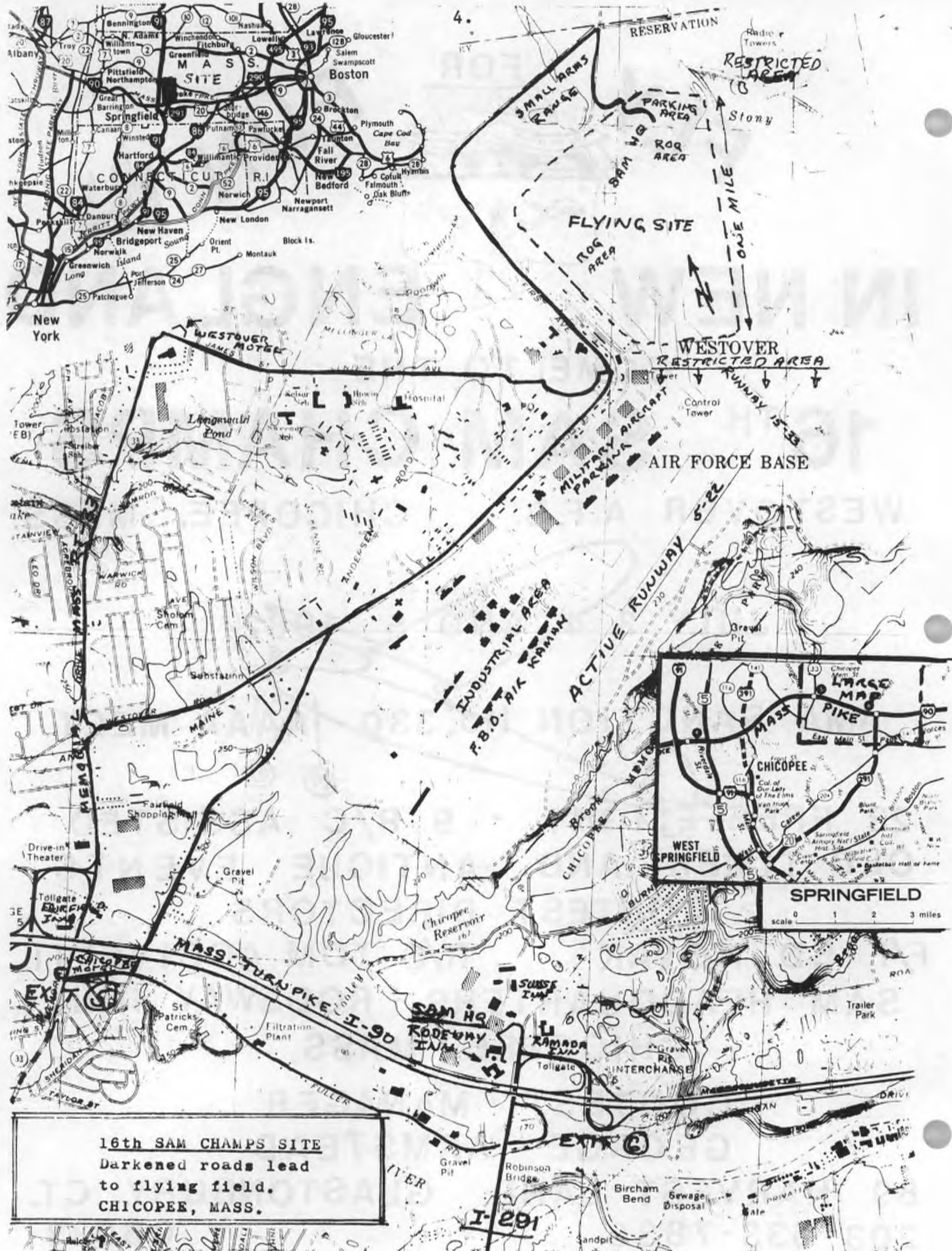
CONTEST DIRECTORS

F/F ED NOVAK R/C TOM ACCIVETTI

SAM HEADQUARTERS - RODEWAY INN  
CHICOPEE, MASS.

CONTEST MANAGER  
GEORGE ARMSTEAD

89 HARVEST LANE, GLASTONBURY, CT.  
203 633-7836 06033



**16th SAM CHAMPS SITE**  
 Darkened roads lead  
 to flying field.  
**CHICOPEE, MASS.**

# 16TH ANNUAL S·A·M· CHAMPS 1982 OFFICIAL ENTRY FORM

CLASS AAAA

CONTEST MANAGER

George B. Armstead (203) 633-7836  
89 Harvest Lane  
Glastonbury, Conn. 06033

CONTESTANT NO. \_\_\_\_\_  
DATE RECEIVED \_\_\_\_\_

Do not fill in above  
AMA Function No. 330

NAME \_\_\_\_\_ AGE \_\_\_\_\_ AMA NO. \_\_\_\_\_  
ADDRESS \_\_\_\_\_ SAM NO. \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ FCC NO. \_\_\_\_\_  
FREQUENCIES \_\_\_\_\_

## FREE FLIGHT

### SATURDAY JULY 3 9AM—5PM

EVENT	MODEL NAME	ENGINE/POWER	WING AREA	WGT. REQ'D
Class A Cabin				
Class C Pylon				
30 Sec. Antique				
H.L. Glider				
Rubber Stick				
Small Pylon (Glow-Ign)				
Baby R.O.G. (Noon)				
Compressed Air				
.020 Electric				

### SUNDAY JULY 4 9AM—5PM

Class B Cabin				
Class A Pylon				
.020 Pylon Replica				
.020 Cabin Replica				
Cabin Rubber (R.O.G.)				
Large Cabin (Glow-Ign)				
Twin Pusher (Noon)				
Compressed Air				

### MONDAY JULY 5 9AM—4PM

Class C Cabin				
Class B Pylon				
Rubber Scale				
Power Scale				
Fowlie Glider				
Large Pylon (Glow-Ign)				
Small Cabin (Glow-Ign)				
Compressed Air				

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_

CONTESTANT NO. \_\_\_\_\_  
 DATE RECEIVED \_\_\_\_\_

Do not fill in above.

## RADIO CONTROL

### SATURDAY JULY 3 9AM—5PM

EVENT	FREQ.	MODEL NAME	ENGINE	WING AREA	WGT. REQ'D
CLASS A					
1/2A TEXACO					
CLASS C IGN					

### SUNDAY JULY 4 9AM—5PM

CLASS C					
ANTIQUE					
CLASS A—B IGN					

### MONDAY JULY 5 9AM—4PM

TEXACO					
CLASS B					
ELECTRIC					

Entry Fee: \$5 first event, thereafter \$3 each add'l event to \$17 max. Total \$ \_\_\_\_\_

Entries after June 1, 1982 are \$6 each event, no maximum

Bean Feed: Friday evening 7:00 PM, \$8 per/person. No. tickets \_\_\_\_\_ Total \$ \_\_\_\_\_

SAM Business Meeting: Sunday evening 8:00 PM. No charge. Members only.

Victory Banquet: Monday evening 8:00 PM. \$13 per/person. No. \_\_\_\_\_ Total \$ \_\_\_\_\_  
 Grand Total \$ \_\_\_\_\_

Refund on entry fee if no show. No refund on food after June 15

I (We) hereby release the "Society of Antique Modelers" and all persons connected with this meet from any liability whatsoever for any accidents incurred while participating in this meet. I (We) also agree to abide by all Flying and Field rules in force for this meet.

Signed: \_\_\_\_\_  
 (Parent or Guardian, if under 21)

Early entry will avoid last minute rush. Please mail entry with remittance made out to:  
 George B. Armstead  
 89 Harvest Lane  
 Glastonbury, Conn. 06033

GENERAL FIELD RULES

At Westover Field we have to conform to Base restrictions and geographic limitations. The flying area is about one mile square. The launching site is designated by Base Operations. No models may be flown from other areas. No models may be flown prior to 9:00 AM or after 5:00 PM. Motor vehicles are not allowed in the field. This restriction includes motorcycles and motor-bikes. Bicycles are allowed. Auto parking areas will be designated for both contestants and guests. No models will be launched from parking areas. All models landing in restricted areas will be retrieved by Base personnel as available. Tree climbing is not allowed. SAM-7 people are experienced in extracting models from trees and will assist visitors.

FREE FLIGHT RULES

The two minute maximum will be in effect for all events (Free Flight) except Baby ROG and Twin Pusher. An attempt is 40 seconds. Two models will be allowed to complete 3 official flights. No times will be posted before 3:00 PM.

Engine runs for Basic events will be 18 seconds. Antique will be 30 seconds. Ignition engines must use a gas and oil mixture with no additives. The C.D. will have white gas the #70 oil available for any contestant whose fuel is challenged. All ignition events are ROG. All Old Timer ignition models must weigh 8 oz./ft.<sup>2</sup> of projected wing area. Models must be weighed prior to flying and all added weights must be permanently attached.

All Basic Events flown to SAM National Rules, 1981 edition. Special Event Rules are as follows:

SMALL PYLON AND CABIN, Glow, Ignition & diesel motors up to .24 disp.

LARGE PYLON AND CABIN, Glow, Ignition & diesel motors .24 to 1.20 disp.

Engine Runs: Original ignition-18 seconds, Converted ignition-14 sec.  
Glow-10 seconds. Ignition engines must use gas and oil mixtures only. No additives allowed.

Models must be a pre 12-31-42 design, weigh 8 oz./ft.<sup>2</sup> projected wing area, and must R.O.G.

020 REPLICIA PYLON & CABIN, .020 engine max. 10 second run, ROG, Pre 12-31-42

TWIN PUSHER, Mass hand launch, Last down wins, Pre 12-31-42 design

COMPRESSED AIR, ROG, 3 best flights, unlimited attempts, flown any day,

original design allowed, engine and tank similar to pre-war designs, No CO<sub>2</sub> engines.

TOWLINE GLIDER, Must meet L<sup>2</sup>/100 cross section, Pre Nordic design,

100 ft. towline, auto-rudder or launching stich must be shown on plan. No weight rule.

POWERED SCALE, Airplane pre 12-31-42, Any I. C. engine power, 2 min. max.

D.T. OK, Hand launch, no scale judging, Engine runs- original ignition-18 seconds, converted ignition-14 seconds, glow-10 seconds.

BABY R.O.G., Mass ROG launch, 20" max. wing span pre 12-31-42 design. Rubber outside stick fuselage, prop shown on plan or 1/3" w.s. dia. max. No plastic props, free-wheeling allowed if shown on plans. Last down wins. SAM-7 Perpetual Trophy will go to last SAM-7 member down.

020 ELECTRIC, Pre 12-31-42 design, any size, Astro-Flight .020 electric motor with 2 prong Deams Connector (+ red) for battery charge. C.D. will provide a 2 minute charge. Hand launched, flight to motor run-out through glide. First 3 flights over 10 seconds are officials. 6 attempts.

R/C ASSIST RULES

ALL R/C ASSIST events will be flown to the rules printed in the MAY-JUNE

1981 "SAM SPEAKS" with the following exceptions:

1. Maximum times will depend upon number of entries.
2. No spot landing required, but plane must land on field.
3. Engine Runs: Glow engines - 20 seconds, Converted ignition engines - 30 seconds, Original ignition engines - 40 seconds.
4. Fuel for 1/2 A Texaco event will be supplied by C.D.
5. R/C Electric will be flown between 9:00 and 10:00 AM, July 5th. The engine run will be 2 minutes. Two flights (attempts) Best time.
6. Models must be airborne 4 minutes after timer is assigned.
7. Entrants must specify frequency on entry forms. PRE-ENTRY SUGGESTED TO ASSURE FREQUENCY CHOICE.
8. There is no muffler requirement at this field.

SAM CHAMPS PROGRAM

<u>July 2</u>	<u>July 3</u>	<u>July 4</u>	<u>July 5</u>
7:00 PM	9:00 AM - 5:00 PM	9:00 AM - 5:00 PM	9:00 AM - 4:00 PM
Bean Feed, RODEWAY INN	Flying, WESTOVER A.F.B. Class A Cabin Class C Pylon 30 Sec. Antique H.L. Glider Rubber Stick Small Pylon Glo-Ign Baby R.O.G. (Noon) R/C Class A R/C 1/2 A Texaco R/C Class C Ign Compressed Air .020 F.F. Electric	Flying, WESTOVER A.F.B. Class B Cabin Class A Pylon .020 Pylon Rep. .020 Cabin Rep. Cabin Rubber ROG Large Cabin Glo-Ign Twin Pusher (Noon) R/C Class C R/C Antique R/C Class A-B Ign Compressed Air	Flying, WESTOVER A.F.B. Class C Cabin Class B Pylon Rubber Scale Power Scale Towline Glider Large Pylon Glo-Ign Small Cabin Glo-Ign R/C Texaco R/C Class B R/C Electric Compressed Air
	5:30 PM RODEWAY INN MECA Collecto	8:00 PM RODEWAY INN SAM Annual Meeting	8:00 PM RODEWAY INN Awards Dinner

BEAN FEED Will be held around the pool at the RODEWAY INN at 7:00 PM Friday evening. The meal will consist of salad and cold meat buffet as well as the normal beans and franks. Breads and beverages are included. A cash beer bar will be available.

AWARDS DINNER Will be held in the Margeux's Room at the RODEWAY INN. Cash cocktails at 7:00 PM. Buffet dinner will be served at 8:00 PM. The buffet will include assorted relish, salads and aspics, Turkey, Meatballs, Sliced Ham, Baked Stuffed Sole, Steamship Round of Beef, Potatoes, Rice, Vegetable, Rolls, Desserts and Beverages. Trophies will be awarded after the meal.

Meal prices include service, tips and taxes.



WHERE TO STAY

SAM HEADQUARTERS -

RODEWAY INN, 296 Burnett Road, Chicopee, MA 01020  
Site of Bean Feed, Annual Meeting, Awards Dinner and MECA Collecto.  
Singles \$29.00, Doubles \$34.00, 100 rooms reserved through June 1st.

OTHER MOTELS WITHIN 5 MILES OF FLYING SITE

RAMADA INN, 357 Burnett Road, Chicopee, MA 01020 1-\$30, 2-\$37.  
SUSSE CHALET, Burnett Road, Chicopee, MA 01020 1-\$20, 2-\$24.  
CHICOPEE MOTOR LODGE, Memorial Dr., Chicopee MA 01020 1-\$26, 2-\$28.  
FAIRFIELD INN, 450 Memorial Dr., Chicopee MA 01020 1-\$30, 2-\$34.

MOTELS WITHIN 10 MILES OF FLYING SITE

HOWARD JOHNSON MOTEL, 1150 Riverdale Rd., West Springfield, MA 01089  
SHERATON INN, 1080 Riverdale Rd., West Springfield, MA 01089  
HOLIDAY INN, 711 Dwight St., Springfield, MA 01103  
MARRIOTT MOTOR INN, 1500 Main St., Springfield, MA 01103

CAMPING AREAS

OVERNIGHT CAMPING IS NOT ALLOWED ON WESTOVER AIR FROCE BASE

PRIVATE CAMPGROUNDS All off 1-90 (Mass Pike) and within 25 miles.

SUNNYSIDE CAMPGROUND, Westfield, MA (413) 568-3055  
SUNSETVIEW FARM CAMPING AREA, Monson, MA (413) 267-9269  
PARTRIDGE HOLLOW, MONSON MA (413) 267-5122  
QUINEBAUG COVE CAMPSITES, East Brimfield, MA (413) 245-9525  
OLD SAW MILL CAMPGROUNDS, West Brookfield, MA (617) 867-2427  
LONG-VUE CAMPGROUNDS, BRIMFIELD, MA (413) 245-3504

OTHER ATTRACTIONS IN AREA

STRUBRIDGE VILLAGE, recreation of 1850's New England farming community.  
MYSTIC SEAPORT, recreated shipping village with collection of sailing vessels,  
ropewalk, sail loft, shipyard, and chandlery.  
SPRINGFIELD ARMORY, museum of U.S.A. long arms.  
SPRINGFIELD MUSEUM, Miller Zeta aircraft, Granville Brothers display.  
BRADLEY AIR MUSEUM, Connecticut aviation collection.  
CONNECTICUT STATE MUSEUM, Hartford, Igor Sikorsky collection, R-4 helicopter

**MAIL TO:**

**Rodeway Inn  
& Conference Center**

296 Burnett Road  
Chicopee, MA 01020

**MINIMUM DEPOSIT OF  
\$10.00 REQUIRED TO HOLD ROOM**

Special Requests:

**Note:** Reservation request must be postmarked at least three weeks prior to arrival to be qualified for group rates. 1st night Deposit required, cash or credit card no.

PLEASE PRINT				ARRIVAL _____
LAST NAME		FIRST	MIDDLE	DEPARTURE _____
ADDRESS				No. of People <input type="checkbox"/>
CITY STATE ZIP PHONE				1 Double Bed (1 or 2 persons) <input type="checkbox"/>
ORGANIZATION				2 Double Beds (2 or more) <input type="checkbox"/>
SHARING WITH				Remarks:
ADDRESS				
OFFICE USE ONLY				

ARR	DEP	TIME	NAME	# of NGTS	# of PARTY	# of ROOMS

MISS SAM CHAMPS, 1982

Hold the presses. I am sending you a hot news release from Yankee Land. SAM-7 has just selected Miss SAM Champs of 1982. She is Linda Stott. Her father John Stott calls her "his ever present faithful assistant", and we are all in agreement. I have never been to a free flight meet that John attended that Linda wasn't there too. Linda is a well trained towline glider launcher, a rock steady model holder while her Dad winds, and a fast retriever. Besides all this she is a pretty 19 year old young lady.



Linda Stott holds her father's "McMann Compressed Air Tractor Monoplane" The plans for this model were published in Aerial Age during 1920. The ship has a 60" wingspan and is powered by a 3 cylinder Hoosler engine. The model averages one minute flights.

SAM - 7 is proud to have Linda Stott as our MISS SAM CHAMPS, 1982.

Herb Wahl has donated two Ohlsson Commorative Engines - one to be awarded to the Free Flight Champ and the other for the RC Assist Champ. The contest champ will be calculated by totaling points awarded as follows: 5 for a 1st, 4 for a 2nd, 3 for a 3rd, 2 for a 4th, and 1 for a fifth. A tie will be broken by awarding the prize to the flyer who entered the most events.

Advance entries have already started to come in. So far they are all Free Flight.

I hope you will be able to get to the Champs.

Sincerely

George B. Armstead Jr.

AUTOBIOGRAPHY'S Cont'd Woody Woodman,

As a dedicated member of SAM for 11 years, I've worked to promote the organization and for the past 4 years have represented the east coast membership. I've served as R/C C.D. at the SAM Champs many times and at present am on the R/C Rules Review Committee.

John Pond, Candidate Secy-Treas.

"John Pond, founding father of the Old Timer movement, has held positions of Director, Vice-President and President in the SAM Organization. He is now offering his services as Secretary Treasurer fully recognizing that Tim Banaszak needs a well deserved rest after ten years of dedicated work."

"Part of my platform as a candidate will be to try to place everything on a computer to give readouts on membership status, addresses, preferences, listing by areas for V-P and many other things that can be accomplished once the correct input has been made."

Sounds like a lot of work, huh? It is!! But am willing to try to put the SAM membership on a more orderly basis. Poor old Tim was going nuts trying to keep up and possibly build a model once in awhile, but then of course, it was all practically done by hand. Hope this new system will work.

Sal Taibi, Candidate for Western VP

My model building career started with a 24" scale model Bellanca, after 3 or 4 scale models I started building endurance rubber models and then in 1936 at Hadley Airport N.J.. It took me 3 years to win my first contest. In February 1939 I won a first place at Creedmore, L.I., with the Powerhouse. Won a first place at the 1941 Nationals then took a job with N.A.C.A. at Langley Field, VA. Served as tool maker apprenticeship and then worked as a tool maker until 1955. In 1968 took position as Shops Supervisor for the machine shop, weld shop, foundry pattern shop and sheet metal shop, remained in this position until my retirement in 1970.

Have designed the following models, the Powerhouse, Hornet, Pacer, Brooklyn Dodger, Winged Yankee, Zenith, Zephyr, Spacer, Starduster, etc.. Have been building and competing for 48 years, have attended every Nationals since 1939 and every SAM Champs. In 1975 was voted into the hall of fame, in 1976 the AMA awarded me a fellowship, have been an AMA member since 1939 and have held a contest directors card since 1948. Currently building and flying old timer models, AMA competition gas models, R/C gliders.

Jim Thomas, Candidate Rocky Mtn. VP

In reply to your letter of March 10th, here is a short autobiography per your request:

Born 1930 McKinney, Texas - BA Baylor University, MA Ohio State - U.S. Army 1954-1956 - experience in private business and politics - Executive Manager of IBC 1974 to present.

Active modeler since 1939 with primary interest in OT free flight power and rubber scale.

Licensed private pilot - served two years as Treasurer of SAM #1.

I hope this supplies your needs.



OLD TIMER WHO'S-WHO SERIES NO. 13 "THE COMMANDO"

The Commando: Kitted by Modelcraft of Canada

The commando was advertized in pre-war "Air Trails" magazines. The ship is 48" span, designed for the '23' sized engines. The ship is an excellent contest design and handles the power of an Ohlsson 23 or the Cameron 23 very well.

The proud builder is Bud McNorgan, Garden Grove, California and charter member of the SCAMPS. Bud also hails from Canada and likes to reminisce about the good old days at the Canadian Nats.

OLD TIMER R/C FUN FLY

The American Turf Flyers, newly organized and 50 members strong, is sponsoring an O.T. R/C fun fly on July 25, 1982 in the Tulsa area. The meet will be patterned after the Sam 40 fun fly rules as published in the Mar/April 1980 issue of "Sam Speaks".

The C.D. is William Salnikov, you can reach him at Rt.#1, Box 42AD, Coweta, Oklahoma, 74429 for further information on the event.

MEMBERSHIP RENEWAL

It's time to renew your S.A.M. membership. Dues become due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.

**SOCIETY OF ANTIQUE MODELERS**

**MEMBERSHIP APPLICATION**

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

AMA \_\_\_\_\_ No. \_\_\_\_\_

MECA \_\_\_\_\_ No. \_\_\_\_\_

SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

Enclose Membership Dues of \$10.00 and send to:  
Tim Banaszak  
Society of Antique Modelers  
1947 Superior Avenue  
Whiting, IN Zip 46394

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE REC'D  
NO. DO NOT WRITE IN THIS SPACE

# SAM SPEAKS

Official Publication of the Society of Antique Modelers



Rudy Calvo launches his .020 replica "Strato-Streak" at VAMPS annual in Las Vegas, Nevada.

## SAM SPEAKS

Official Publication of the Society of Antique Modelers

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Santa Ana, Ca. 92706

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Indianapolis, Ind. 46241

Al Hellman, Western VP  
1218 Bienvenida Ave.  
Pacific Palisades, Ca. 90272

Tim Banaszak, Sec.-Treas.  
1947 Superior Ave.  
Whiting, Ind. 46394



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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

May - June 1982

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 49

## SAM EDITOR SPEAKS - By, Jim Adams

By this time most of you will have received your 1982-83 SAM rules books. If you have not, write to SAM's Secretary-Treasurer and ask that he send you a copy.

The books were late being mailed, and I must apologize for that. A lot of time was spent at the first of the year discussing the various rules changes and charter changes with the officers of SAM in order to obtain the correct interpretation and order of the changes voted-in over the past four years. Several changes were passed with out specifying what was to be done with other rules in the book, and this then required clarification to determine the intent of the changes.

Once the document had been submitted to the printer, new problems arose. The economic recession that we are currently in, also affected our printer and he has reduced the help at his plant. This resulted in our having to wait several extra weeks for the finished books.

The book was finally mailed in late May, I even had to hold it up for two weeks while we expedited the March-April SAM Speaks that contained the entry forms for this years SAM Champs.

I would like to acknowledge the help that I received from Don Bekins in preparing the rules layout and technical assistance received from John Pond, Jim Banaszak and Al Hellman.

## AMA NATS OLD TIMER EVENTS

John Pond is running the old timer events at the AMA NATS again this year at Lincoln, Nebraska. We are listing the events below for those planning on attending the NATS.

### Wednesday - R/C Old Timer

Limited engine run A+B+C combined  
Antique  
Texaco

### Thursday - Controline (1952 AMA Stunt Rules)

Glow powered stunt  
Ignition powered stunt

### Friday - Old Timer F/F

Class A	.020 Replica
Class B	Rubber Stick
Class C	Rubber Cabin
30 Sec. Antique	Junior O/T Rubber Combined
	16 years max. age

A special twin pusher event sponsored by Bill Baker will be flown at lunch time.

There will be trophies through third place in all events and of course, current SAM rule will prevail.

Free flight and u-control will be flown at Lincoln Airport, the location of the R/C event will be announced at the contest site.

## THE GROWING SAM CHAMPS

The Champs are being watched with interest this year due to the increase in the number of events being flown. It will be interesting to see how this will effect participation in the basic events and if this large number of events can be held in the 3 days without creating a snafu somewhere along the line.

In particular we'll be watching to see if the increased number of R/C events brought on by separation of glow and ignition into separate events will cause a jam-up at the frequency control table. C.D. Woody Woodman has warned that early pre-entry is urged in order to assure your choice of frequencies. Woody is well experienced in this port of contest flying having run the table at several earlier Champs.

The scheduling of R/C flights at big contests can become a very difficult problem. For instance on an average day at the Champs, say you have 3 R/C events and if you had 25 entries in each event and each flyer gets 3 flights, the C.D. is working with an 8 hour contest day or 480 minutes. This figures out to be (3 events X 25 entries X 3 flights = 225 official flights. Divide the 225 flights into 480 minutes and that says you must launch a model every 2.13 minutes.

This is further complicated because many attempted flights must be reflown and flights last from 7 minutes to 15 or 20 minutes depending on the event. Add to this time spent calling the flyer to the flight line, time spent starting the engine and retrieving the model and returning the transmitter to the impound area.

Of course on the other side of the coin we have 7 different frequency channels to choose from but it seems like at every contest we attend you must wait to fly - now you can see why.

The R/C committee is considering adding still more events to the contest agenda. We wonder where you're going to find the time to fly them - probably we'll have to increase the contest to 4 days to get in all the planned flying.

## APPROVED OLD TIME DESIGNS

We have just received the following list of old time model designs that have been approved for SAM competition. The committee for passing on these designs is made up of the SAM President and the four Vice-Presidents. The last three should make Bill Winter happy. Since he was the designer of the Vagabond, Wog, and Old Square Sides. The 70% bombshell looks good and the RC-1 could be a real sleeper.

Acceptor	O/T Rubber
70% Bombshell	O/T Gas
Sporty Cl. C	O/T Gas
Freya	O/T Gas
Super Stuff	O/T Rubber
Ad Astra	O/T Gas
Therno	O/T Rubber
Classy Gassie 328	O/T Gas
Classy Gassie 350	O/T Gas
Classy Gassie 500	O/T Gas
Classy Gassie 750	O/T Gas
Lanzo RC-1	Antique
Vagabond	O/T Gas
Wog	O/T Gas
Old Square Sides	Antique



Dan Harshman of Cincinnati, Ohio shows off twin stack torpedo powered zipper. That is Wright Patterson's Air Force museum in the background.

### CHANGE OF ADDRESS

Have you or a SAM Member you know moved? If so please notify either John Pond, 4269 Sayoko Circle, San Jose, CA 95136 or SAM Speaks 2538 No. Spurgeon St. Santa Ana, CA 92706.

Every month we receive a dozen or so undelivered copies of SAM Speaks in the return mail

## SAM OF ENGLAND (SAME)

The SAM Organization in England has grown considerably. So much so that a new method of sending SAM Speaks to our English friends has been developed. Mr. Dick Hardwick of SAM Chapter No. 35 has volunteered to forward copies of SAM Speaks to all of the old timer enthusiasts in the UK. The newsletters will be drop shipped to Mr. Hardwick starting in June. He will in turn mail the issues to all of their members. Under the new plan English members will receive the newsletter at a lower rate and the SAM Organization will achieve a considerable savings in postage that was being spent on overseas mailing. Currently 78 members are signed up with SAM 35. Interested modelers living in the UK who would like to get in on this reduced membership rate should contact:

Mr. Dick Hardwick  
117 Clifton Road  
Shefford, Beds SG175AG



If you could only read lips - John Pond being Assisted by Bill Bowen and Charlie Critch. I think John's in trouble from looks on their faces.

### COMBO F/F MEET AT BONG

The Pelican M.A.C. is sponsoring a combination Old Timer and Modern F/F meet at Bong Field, August 15, 1982. Per the C.D. Tim Banaszak, the events to be held will be 3 O/T events and 3 Modern events as follows:

- (AMA) '1/2 A' & "A" Gas Combined
- (AMA) B&C Gas Combined
- (AMA) H/L Glider
- (O/T) .020 Replica
- (O/T) Rubber Combined Stick & Cabin
- (O/T) A+B+C Combined

Write Tim for more info at 1947 Superior Avenue, Whiting, IN 46394

## WEST COAST SAM CHAMPS John Pond

The West Coast Champs as sponsored by SAM-21 and directed by C.D. John Pond turned out to be a huge success despite persistent winds which would promptly turn up at 11 o'clock and remain the rest of the day.

C.D. Pond wishes to thank the people who made the meet such a smooth running success; Maryann Pond, Registration; Sandy Alton, Recording; and Neva Nicholau, Frequency Control. Thanks to Maryann Pond's grandson, sandwiches and soft drinks were available. Loren Schmidt rates a few kudoes for bringing up the frequency storage rack and the all important stakes for policing the parking of cars on the dichondra grass.

Three Los Angeles (SAM-49) boys made it up to this meet and none went home empty handed. As a matter of fact as many as seven to eight places in prizes were given out. Certainly added to the fun knowing you would be rewarded for trying to compete.

Saturday night featured a friendly "get together" dinner at Vinces in West Sacramento. Highlight of the session was Pond returning Ernie Payne's kiss on the field right in front of God and everyone! That'll learn those pesky southerners to get fresh!

As usual, at the Merwin Ranch several frequency clashes were noted, resulting in several un-warranted crashes. There were also quite a few "zilch" flights where the boys were unable to get their models back to the confines of the field. Among those were Jack Albrecht, landing a good quarter mile away. Another southerner, Dr. Chuck Patterson landed off field in the Antique Event (and again with his class B ship, I timed for him both times, Editor), and not to be outdone, Don Carrl showed them how to lose a model directly overhead in the Texaco Event. Old "Hard Luck" Kafer also qualified with a zero flight but did it the hard way, breaking up his 1/2 A Texaco "Mike" in the process.



A Beautiful Weather's Westerner powered by O.S. 4 stroke at Northern Calif. contest. Model was built and flown in R/C by Eut Tileston.

## CLASS A

1. Jack Albrecht (Sam 49) 15:14
2. Jack Alten (SAM 21) 10:34
3. Loren Schmidt (SAM 30) 7:02
4. Chas Patterson (SAM 49) 5:49
5. Al Slaten (SAM 30) 4:52

## CLASS B

1. Jack Albrecht (SAM 49) 21:03
2. Loren Schmidt (SAM 30) 13:32
3. Don Carrl (SAM 21) 10:24
4. Jim Caughran (SAM 21) 4:32

## CLASS C

1. Ed Solenberger (SAM 27) 29:20
2. Jim Kyncy (SAM 30) 27:01
3. Jack Alten (SAM 21) 24:45
4. Jack Albrecht (SAM 49) 21:40
5. Chas Patterson (SAM 49) 18:09

## ELECTRIC

1. Loren Schmidt (SAM 30) 5:01
2. Chas Patterson (SAM 49) 4:34
3. Jack Albrecht (SAM 49) 2:51

## SWEEPSTAKES

1. Jim Kyncy (SAM 30) 55 points
2. Jack Albrecht (SAM 49) 39 points Tie
2. Ed Solenberger (SAM 27) 39 points Tie

## ANTIQUÉ

1. Jim Kyncy (SAM 30) 30:40
2. Loren Schmidt (SAM 30) 29:31
3. Jim Caughran (SAM 21) 28:35
4. Speed Hughes (SAM 30) 27:25
5. Jack Albrecht (SAM 49) 24:20

## 1/2 A TEXACO

1. Ed Solenberger (SAM 27) 30:00
2. Jim Kyncy (SAM 30) 29:33
3. Paul Forrette (SAM 21) 28:44
4. Dave Bruner (SAM 21) 25:36
5. Karl Chulech (SAM 21) 23:92

## COLUSA SUN-HERALD 3RD ANNUAL

The Colusa Sun-Herald Old Timer R/C meet is being held again this year on July 10th and 11th at the high school athletic field in Colusa, California.

This contest will again feature cash prizes as they have the past two years.

The events to be held are limited engine run and antique on Saturday from 9am to 5pm, and Texaco and 1/2 A Texaco on Sunday from 9am to 3pm. Entry fee is \$1.00 per person (one time), you can't beat that. 1982 SAM rules will be used.

For further information contact:

F. L. (Frank) Swaney  
928 Carson Street  
Colusa, CA 95932  
(916)458-5396

WEST COAST FREE FLIGHT CHAMPS Lee Norcross

The biggest contest of the season for free flieters was held at Taft, California over Memorial Day. This years big bash was again a three day affair drawing over 250 entrants. Old Timer participation was down some, but this was offset by a large turnout in moderns. Upon arrival at the field Sunday morning it looked like a trailer and camper conclave - I have never seen so many cars and people at Taft. The weather was super - California is having cooler weather this year it seems like.

The Old Timer events were run by the SCIF's Larry Clark, and the SCAMP's Jim Adams and Bill Cohen. Old Timer events were stretched over three days again this year with Texaco and Nostalgia being run on Monday. I've included the results as follows: (Notice O.T. Rubber is still the most popular event.)

Lee Norcross launched his "Lanzo Record Breaker" about 9:40 am Monday Morning and the ship promptly climbed out of sight in 4 minutes 4 seconds. The ship landed in the K-Mart parking lot in Taft 35 minutes later. Of course since it was not timed by the official timer Lee ended up in fifth place instead of first place he could have had with a little more luck.

Carl Cogar who won 1st in rubber stick easily won 1st place for the guy traveling the farthest - Carl traveled all the way from Las Cruces, New Mexico.

O/T Rubber Cabin 15 Entries

1. Mike Mulligan	12:18	Tie 1st
2. W.H. Langenberg	12:18	Tie 1st
3. Al Heinrich	11:04	3rd
4. R.J. Mikkelson	11:01	4th
5. Cliff McBaine	10:55	5th

B Old Timer Cabin 4 Entries

1. Ross Thomas	9:25	1st
2. Bill Cohen	9:12	2nd
3. Larry Clark	8:09	3rd
4. Cliff Silva	3:51	4th

.020 Replica 18 Entries

1. Brad Levine	15:00	1st
2. Eric Strengell	12:05	2nd
3. Tom Carmen	11:07	3rd
4. W.R. Stroman	8:53	4th

30 Sec. Antique 8 Entries

1. Larry Boyer	9:20	1st
2. Sal Taibi	8:25	2nd
3. Fred Emmert	8:12	3rd
4. Al Richardson	7:58	4th
5. Bill Cohen	5:00	5th

C Old Timer Pylon 9 Entries

1. Tom Keppler	12:11	1st
2. Jack Jella	12:10	2nd
3. Sal Taibi	11:59	3rd
4. Bob Dodds	7:55	4th
5. Larry Clark	5:36	5th

A Old Timer Pylon 3 Entries

1. Al Hellman	13:28	1st
2. Bruce Chandler	10:25	2nd
3. Cliff Silva	7:32	3rd

C Old Timer Cabin

1. Bob Dittmer	15:00	1st
2. Sal Taibi	14:15	2nd
3. Larry Boyer	12:07	3rd
4. Tom Rice	10:17	4th
5. Lee Norcross	6:48	5th

A Old Timer Cabin 8 Entries

1. Bruce Chandler	11:39	1st
2. Larry Boyer	11:28	2nd
3. Cliff Silva	11:27	3rd
4. Bill Cohen	4:59	Tie
5. Al Richardson	4:59	Tie

B Old Timer Pylon 10 Entries

1. Larry Clark	15:00	1st
2. Rudy Calvo	12:56	2nd
3. Steve Beebe	12:25	3rd
4. Walt Parker	11:25	4th
5. Bill Cohen	11:23	5th

Old Timer Rubber Stick 22 Entries

1. Carl Cogar	15:00	1st
2. Mike Mulligan	13:51	2nd
3. John Langdon	11:47	3rd
4. W.H. Langeberg	11:32	4th
5. Ed Kelley	11:28	5th

Texaco

1. Tom Rice	32:46	1st
2. R.B. McKenna	17:51	2nd
3. Bill Cohen	16:09	3rd
4. Eric Strengell	10:53	4th
5. Lee Norcross	4:04	5th



Clarence Haught launches Clipper MKI. Clarence hails from Idaho and writes a F/F column for Model Aviation.



## MAKING AN INEXPENSIVE SCALE by Bob Dittmer

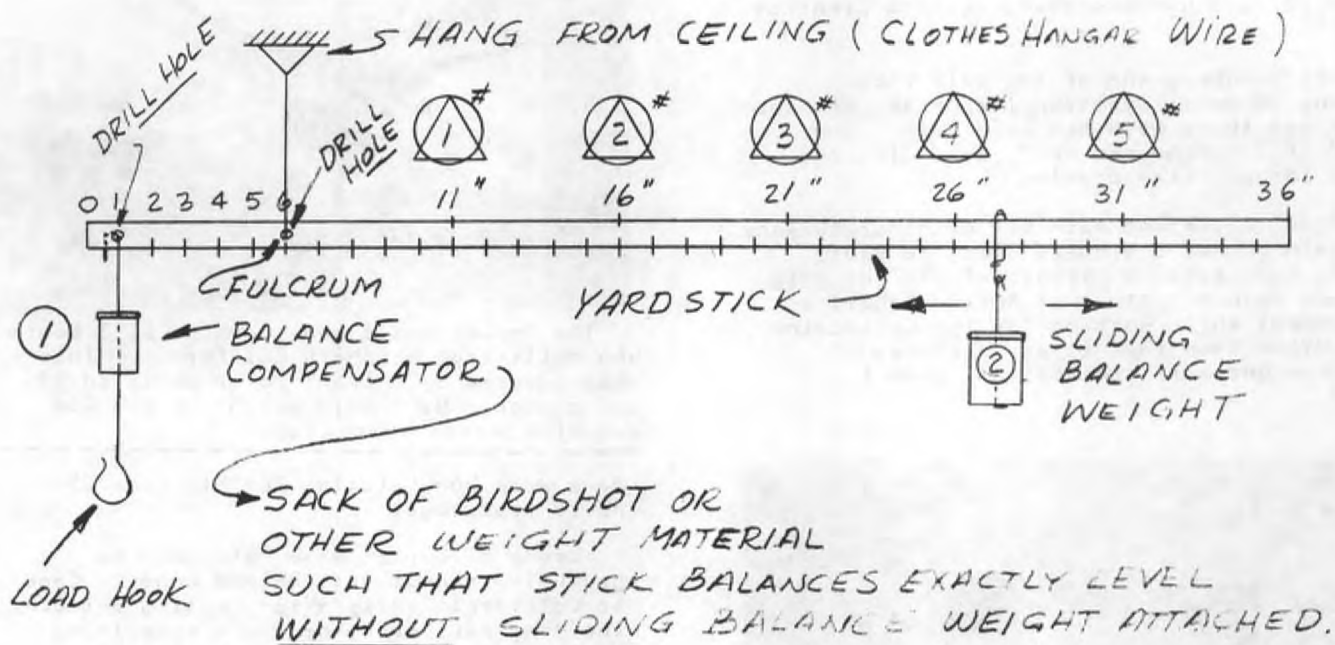
How many times have you wished that you had a scale that you could use to weigh that new gas job. Here are plans for a simple, easy to make beam balance that is as accurate as you could ask for.

The materials required are: (1) one yard stick (2) buckshot as required (3) coat hanger (4) large paper clip (5) two snap top plastic containers (1" dia. X 2" long & 2" dia. X 2" long).

Construction starts with drilling two 1/8" dia. holes in the yard stick. Bend the ceiling hanger and the load hook from the hanger wire. Form the sliding weight hook from the large paper clip or use some of the coat hanger wire. The plastic containers are used to hold the shot weight. You can drill a 3/32" dia. hole through them, and slip the wire right through. The balance compensator and hook must just balance the weight of the beam without the sliding balance installed. The balance weight and its hook must weigh exactly one pound. If you have a need to weigh ships over six pounds, make-up a two pound balance weight assembly, the beam balance will then weigh up to twelve pounds.



Tom Alden, British Columbia, Canada, and his Rubber Stick by Daniel Clini. Plans were in 1937 Zaic Year Book (or was it 1936?)

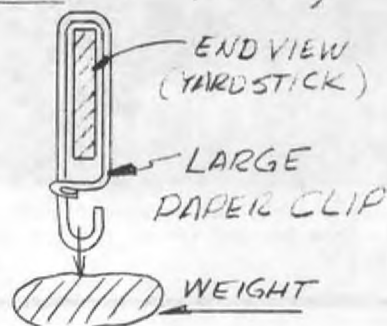


- ② MAKE SLIDING BALANCE WEIGHT EXACTLY 1# (100g)  
(SACK OF BIRDSHOT)  
OR EQUIVALENT

NOTES:

5" ON STICK = 1#

EACH 5/16" INCREMENT = 1 OZ.



ONCE A "NUT" ALWAYS A "NUT" By Fudo Takagi  
(Lifted from "El Torbellino")

Which is to say that the far west squadron of the Chicago Aeronuts held a gathering of the clan at the Casa Royale in Bakersfield, CA.

How did yours truly get involved. It all started with a phone call - with the caller, (Ed) saying "How come they (Post Office) sent my letter back?", Rattles off the right address. The letter was a notice and invite to attend. He then said "You'd better be at my place by 10AM Sat. Nov 21ST, don't care how but just be there etc etc.

A few days later, I get another call, this time from Lou Vargo, ex Orbiteer, who left the club back in '67. Hey why don't you ride up with me, Ed has to pick up some one at LAX.

Anyway there I was at the Casa Royale amongst the Bald Eagles & Grey Hawks. All Chicago Aeronuts from the '30 & '40s. The "Nuts" was one of the dynamic clubs of the period and held a bunch of NAA and AMA records. These guys flew and lived, what the current Old Timers movement is all about, of course a lot of the old timers flying now never left. Average age of the Aeronuts then under 20, and now according to Dick Crenshaw 40 PLUS.

Carl Goldberg one of the well known persons in model aviation (He never left the game) was there with his wife Beth. She asked if I remembered her? Sure did, one never forgets fine people.

"Teen" Beckstead with his original 50 year old twin pusher & winder. (Got me Beat) should have taken a picture of it. He said he once took a picture of Amelia Erhart on assignment while working for the Catapillar Co. Other than that it was pictures of tractors and more tractors all over the world.



Frank Swaney and his delong powered "Alert". Frank, originally from Indiana is now retired and living in Northern Calif..

Frank Neikimkin who funneled talent as they graduated from his park district classes in craft, to the Aeronuts. Masterminded the famous '40 NATS and others in the later '40s. He had a W.P.A. artist draw up the Aeronut emblem. Oh, W.P.A. stood for Works Project Administration, one of President Franklin D. Roosevelt's depression era New Deal programs.

Lou Vargo, winner of Junior Mulvihill stick back at the '40 NATS. He was the youngest Aeronut in attendance.

Jim Tangney wearing his Aeronut T shirt drew the group query. You mean you've never taken it off after all these years. He was also one of the early importers of Pirelli rubber.

Pete Vacco related how being an Aeronut taught him not to be Conventional by being creative and not to be confined by square one, and as always reminded me that I had



The Topper built and flown by Bill Booth who hails from northern California. This ship powered by a front rotor Ohlsson 23 was designed by Scotty Murray of the Old Brooklyn Skyscrapers Club.

done some baby sitting for him some 35 or so years ago.

Lenny E. Curiel whom Pete said he graduated school just before Lenny. Came to California early after getting out of the Army Air Force, became a consulting engineer and made his mark in the CA. landscape. Hear tell he designed the home of the Goldbergs here in California.

Ed Ligard best known for his Sparky, current inductee to modeling hall of fame, told of how someone once accused him cheating cause he got more turns in a gum band motor than anyone else. I can attest to the getting more turns in a motor bit, for back in 1945 at a meet in Peoria, Illinois, a fellow Aeronut and I was cranking the turns into my model, when Ed comes up and says "you haven't got that motor wound up enough. I thought the motor was tighter than hell!! So did Stan. Ed grabs the

winder and starts cranking, with me holding on for dear life expecting the motor & model to explode at anytime. Nothing happened, and that the last I saw of the model. I chased it for miles as the model hooked a thermal after getting a "mile high".

Nick Johnen told of making a model and watching it dent the ground after a short launch. When a bounding over a hedge comes a stranger asking how did it go. Turned out to be none other than Ed Ledgard who pointed him the right way to the Aeronuts. Nicks latest feat was in helping to promote a flying site & a \$5,000 black top runway in the middle of a river bed for his R.C. club up in Camarillo. He doesn't reside in the "nut house" - We Asked.

Dick Crenshaw still building up in the bay area, credits his association with Aeronuts in getting to his current status.



The happy trio were the winners at the 49'ers Annual R/C Texaco Meet. Left to right Tom Kulp, Chuck Thompson, holding the beautiful Airtrails bent prop trophy, and Ross Thomas

AH!! Charlie Bell(Belsky) Family changed the name cause his sister a budding actress had used the name Bell. Anyhow Charlie built some of the nicest indoor models I've ever seen, Clarence will back me up for he saw them too.

Charlie told of going to a Mississippi Valley meet back when modeling was younger. Frank Nekimkin was driving the car towing the trailer with all the models. Tail end Charlie was to follow to see that none of the models bounced out. Franks car also held the fellows going to the meet. Every time the trailer hit a bump Charlies model being on top would bounce, so naturally he tried to get Franks attention. No luck, finally after a long spell he was successful, and found the group had been singing and didn't hear him. By the time they got to the meet after all that hollering Charlie lost his voice.



A beautiful Tambe, this one built with the airfoil shown on the M.A.N. plans. Powered by a converted Forster 29 Glo. The builder is Tom Heiser of Goodyear Arizona.

Anyhow, here was Charlie chasing his gas model through a farmers back 40, when out comes a farmer with his shotgun demanding to know what Charlie was up to. Not being able to utter a word, Charlie kept pointing his finger in the air at his model, not a sound coming from his wide open mouth. The farmer shook his head wondering what kind of "Nut" he had run into and went back in his house. (Aeronut what else).

Then we had a couple of guests, Dick Everett recently returned to the modeling circuit and Sal Tabi who was flying at the Taft Tri-Club bash. A couple more new Californians.

My claim to fame was that I was the only original Californian, who wound up in Chicago and by qualifying by the Aeronut rules. Was voted in by the club and became Chicago Aeronut when notified by mail, by who else but Ed Lidgard.

We think Ed was the instigator of the whole deal. Once an Aeronut always an Aeronut. What a great bunch of people. Just like all of the Orbiters, those Aeronuts I knew and flew with when modeling and the world was a bit younger.



## LETTERS TO THE EDITOR

Dear Jim,

I feel I must drop you a line and say that I second the request of Joe Beshar that the membership at large be allowed to have their say about a donation to the A.M.A. building fund. As small as the Brainbusters M.A.C. of the Hampton - Newport News, Va. area is, we have donated \$100.00 to the fund and our A.V.P.. Bob Champine has done a wonderful job of selling building fund patches and so forth. Sure does not set well with me that the western members of SAM appears not to want to support A.M.A..

Anyway I sure am looking forward to the meet at Westover AFB and I sure am disappointed that Lakehurst for the AMA Nats fell through. Well, since the temperature in this area has been in the low 20's for some time; I'm building.

Keep up the excellent work on the SAM Speaks. I enjoy it very much.

May your planes always come down in one piece.

Sincerely

E.J. Hartmangruber

This picture was taken at Fontana, CA. in the summer of 1948. The event was an annual sponsored by the San Diego Aeroneers (now SAM 41) back row; left to right

Dick Everett, Ed Rominger, 2 unknowns, Lud Kading, Whitey Glines, unknown, Ada Marie Davis, Don Hoyle.

Front Row; left to right

Unknown, Jim Saftig, Denny Davis, George Wagner



A seldom seen design, the KGS, powered by a super cyke. The builder is Buck Zehr of St. Joseph, Michigan. Picture sent in by Bob Larsh, Mid-West VP.



They make make-um big in Texas - Dick Huang, Co-Chairman of the R/C committee and his OS 60 4 cycle powered Dallaire Sportster.





No modelers aren't getting smaller....even old timers have their **BIG** is BEAUTIFUL nuts. 14 ft. Quaker flash weighs 26 lbs., powered by 1.35 hp chain saw engine. Builder is Don Wolfer, Niles, Michigan.



LARRY SCHWARTZ ONE OF THE GOOD 'OLE BOYS FROM LAS VEGAS SHOWS OFF HIS PACER. HEY LARRY! PACERS WON'T FLY WITHOUT THE COWLING.



A Brooklyn Dodger caught in mid-air at the 79 S.A.M. Champs. The builder is Jim Robinson of Indiana. That's a good pop-up tail design.

## REPEAL INFLATION SPECIAL SALE - SPECIAL !!

### "BAY RIDGE MIKE"



#### CONTENTS

This kit contains all the material to build the air frame. (Covering and liquids excepted). The parts are pre-cut, sanded or pre-bent. Also, **HARDWARE, NYLON and a WHEEL KIT !!!**

TO STIMULATE INTEREST IN ALL OLD TIMER R.C. FLYING, ESPECIALLY .049 TEXACO AND CLASS "A" LIMITED, WE WISH TO OFFER THIS KIT FOR ONLY -

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**TYRO PLAYBOY SR. 80" SPAN**  
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*Going thru my piles of correspondence I cam upon this little gem. I print this not just to enlighten you prospective contest directors, but to enlist a little sympathy out of the rest of you guys for your hard working CD's. (Ed.)*

SUGGESTED RULES FOR CONTEST DIRECTORS Bristol/Bekins

R/C ASSIST OLD TIMERS  
Society of Antique Modelers

The following are guidelines for contest directors who wish to organize and run old timer model meets in the R/C assist category:

1. It shall be the responsibility of the Contest Director to arrange for and/or provide all equipment as necessary to run the contest as follows (Minimum quantities are specified):
  - (1) Folding Table
  - (1) Chair
  - (1) Tally sheet/event
  - (1) Frequency flag control
  - (1) Transmitter impound area (shaded if possible)
  - (1) Tent cover (if temperature requires it)
  - (1) Scale (one to fifteen pounds)
  - (1) Stopwatch (at least one)
  - (1) Calculator
  - (1) Syringe (measurement to 3 oz.)
  - (1 set) Timer cards
  - (1) SAM Rule Book
  - (1 set) AMA registration sheets (if a sanctioned meet)
  - (1 set) Timer rules
  - (1 dozen) pencils or pens
2. The CD shall be responsible for weighing and processing all models. Fuel allotments shall be dispensed by the CD or authorized delegate.
3. The CD shall be responsible for all timing, entering of times, and totaling of all scores. He shall instruct the timers as to their responsibilities. He shall award all prizes based on the results.
4. The CD shall designate the takeoff and landing areas as well as the general flying area.
5. The CD shall conduct a pilots' meeting before the start of the contest; informing all contestants of the field rules applying to this particular meet.
6. The CD shall be responsible or shall delegate the responsibility to check all transmitters into and out of the impound area and shall verify that transmitters are turned off when returned.
7. The CD shall collect all contest fees and render an accounting to the Treasurer of the sponsoring club.
8. The CD shall have the authority to change the flying rules dependent on weather and field conditions.
9. The CD shall have the authority to choose the events to be flown depending upon the number of contestants entered.
10. The CD shall have the final authority to settle all disputes and/or questions about the flying rules.
11. In case of ties, the CD shall establish the rules for fly-offs to determine the winner of that event.
12. The CD is responsible to make the contest report to AMA when the meet is a sanctioned contest.
13. The CD shall be capable of walking on water and be able to jump tall buildings with a single leap.



We received a letter from Edward Soltis from Yonkers, New York. He writes that he is a professional model plane builder and that he would like to receive SAM Speaks. Ed says he remembers old time free flight, but that he no longer participates. His interest now is in 1/2A RC.

His gainful employment now is building R/C kits for hobby shops and individuals. He believes that he holds the record; 175 kits assembled since 1973. That does sound like some kind of a record. Ed does beautiful work but says that the work is a slow business.

Any of Ed's old friends that would like to write to him; his address is 57 Morningside Avenue, Yonkers, New York. 10703.



Fortworth Planesman, Richard Greer and his Trenton Terror - K&B 35 power. Picture snapped at their Labor Day meet.



OLD TIMER MODEL WHO'S WHO NO.14 "THE MERCURY"

Designed and Kitted by Scientific Model Airplane Company

The Mercury was kitted and released in 1939 an obvious competitor to Comet's Clipper.

"Designed especially for model builders who want a high performance contest gas model that will also be able to "take it". A quote from an add in November '39 M.A.N.. The wingspan is 6 ft., over-all length 52" - The price was \$4.95.

The ship in the picture was built and flown by Bill Ladner. The ship powered by a hot Ohlsson 60 won first in Class "C" Cabin at a past SAM Champs.

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A-2 Atom 3rd model				1.50
B-1 Bantam				1.50
B-2 Barker				2.50
B-3 Bunch teacup				2.50
C-1 Comet .35				1.50
D-1 Dennyrite P.A.C. complete-less mounting bracket				3.25
D-2 Dreadnaught .23				1.50
F-1 Forster "29"				1.50
F-2 Forster "99"				1.50
H-1 Hurricane "24" plain w/lid				1.50
H-4 Hurricane "24" model Streamline w/lid				2.75
M-1 Super Merlin				1.50
M-2 Madewell .14				1.50
O-1 Ohlsson Custom				2.25
O-2 O & R "60" Special				1.50
O-3 O & R 19 & 23				1.50
P-1 Pierce "R" small				1.50
P-2 Pierce "j"				1.50
Add \$1.50 handling and postage				
\$2.50 overseas				
FUEL TANKS	FUEL TANKS	FUEL TANKS	FUEL TANKS	FUEL TANKS

## ADVERTISEMENT

Kirn-Kraft, P.O. Box 785, Anaheim, CA 92805 has Cox TD Needle Valve Assemblies (128 threads per inch) glow heads for Baby Bee, TD .020 & PeeWee, left hand crankshafts (.049-.051) heat sink heads for .049 and "Old Cox Tolerance" .049 double bypass cylinders. Write to Dale for price sheet.

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Challenger 05 . . . \$75.00  
Challenger 15 . . . \$100.00  
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Challenger 40 . . . \$150.00

Motors made to order, Please allow 30 days for delivery. Send stamped self addressed envelope for specifications to:

**ASTRO FLIGHT INC.**

13311 BEACH AVENUE VENICE, CA 90291

## ADVERTISEMENT

Looking for parts for you ORWICK? Look no farther - they're here! Write to William E. Daniel, 8165 Castenada Road, Atascadero, CA. 93422, M.E.C.A. #013. He's got cylinder heads, (9 fin & 11 fin model) all parts for ignition points assy., exhaust stacks, prop washers, prop nuts, All Brand New. Also some timer parts for O&R, Baby Cyke and Bunch. S.A.S.E. for price list.



A flying wing from Zaic's year book flew well. Tex Rickard the designer; Art Watkins, Mt'n View, Calif., the builder.



Clarence Myerscough with a seldom seen design the "Kayoe". The ship did 13 minutes on its test flight, it's powered by a Super Cyclone.

**SAM SPEAKS**

Official Publication of the Society of Antique Modelers

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

JULY-AUGUST 1982

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 50

## MARKIEWICZ & NORMAN GRAND CHAMPIONS



FREE FLIGHT GRAND CHAMPION

Bruno Markiewicz - Detroit Michigan  
Hi-Point Trophy and Ohlsson Commemorative Engine

Bruno Markiewicz many time winner from Detroit Michigan again swept the Free Flight SAM Champs. Grand Champion previously in 1980, he repeated his win by winning six trophies in the regular SAM events and three others in the SAM 7 special events. His wins were as follows:

- 5th - "C" Pylon
- 5th - "C" Cabin
- 3rd - "A" Cabin
- 1st - 30 Second Antique
- 2nd - Large Cabin (Glo-Ignition)
- 1st - Small Pylon (Glo-Ignition)
- 1st - Small Cabin (Glo-Ignition)
- 1st - "B" Pylon
- 5th - "B" Cabin

Whew! All this in three days. Looks like Bruno was very busy. Our congratulations to him. An effort like this takes real consistency and determination - and a little luck.

FREE FLIGHT RUNNER UP

Sal Taibi-Lakewood, Calif., "SCAMPS" SAM 13  
(1981 Grand Champion)



R/C Assist Grand Champion

Bruce Norman - Ft. Worth, Texas  
Hi-Point Trophy and Ohlsson Commemorative Engine

Bruce Norman, backed by an enthusiastic Texas team of modelers, won the R/C Grand Champion Trophy. A previous R/C Grand Champion in 1980, Bruce won easily, accumulating 25 points. Bruce placed in the following events:

- 3rd - R/C Electric
- 1st - R/C Class B
- 1st - R/C Antique Ignition
- 3rd - R/C Class A
- 1st - R/C Antique
- 2nd - R/C Class C

This was Bruce's second big win in the R/C events. His previous wins in 1977-78 at Ohio were in the Free Flight category. Bruce who brought a large trailer full of beautiful models from Texas, was assisted by his wife, Leslie, a very capable modeler in her own right.

The Texas team of Buice, Norman, Percy, Swaim, Barton, and Huang made an excellent showing capturing 21 of the 45 R/C Trophies.

R/C ASSIST RUNNER UP

"Doc" Buice - Ft. Worth "Planesman", SAM 29

# 1982 SAM CHAMPS ISSUE

SAM CHAMPS REPORT by George Armstead

The 1982 Champs are now history. There were a total of 143 entrants. The entry's went something like this:

80 Free Flight Only  
 22 Combined F/F and R/C  
 41 Radio Control Only  
 Average Age 50.3 Years  
 Youngest Entry 14  
 Oldest Entry 81  
 Only 15 of 143 Under 40 Yr's  
 F/F Events 23 - Entrants 275  
 R/C Events 9 - Entrants 220

Grand Champions - F/F Bruno Markiewicz (Detroit)  
 R/C Bruce Norman (FortWorth)

Each of the Champions received a new gold plated Ohlsson Commemorative Engine donated by Herb Wahl.

In Free Flight Three Events were settled by Fly-Offs

Some Events were Dominated by Particular Models

A Cabin	-	So-Long + Cabruler
.020 Pylon	-	Strato Streak
Cabin Rubber-		Nelder
H.L.G.	-	Hervat
Large Pylon	-	Playboy
Small Cabin	-	Cabruler
B Pylon	-	Alert
B Cabin	-	Brooklyn Dodger

In R/C Assist it was a Playboy Year - 18 out of 45 Trophies to Playboys

Accidents 3 All Recovering  
 a) One broken finger - stuck in prop.  
 b) Facial lacerations from powered Model  
 c) Collision of gliding .020 with top of head. Bad bump.

Weather - Good, not too hot, shifting winds. Really we lucked out.

Conclusions - C.D.'s ran a good show - Motel, dinners and meetings were excellent - Meals sold out.

Westover AirForce Base was a good site.

The contest Manager heard many compliments and was pleased that so many people had a good time - SAM 7 flies for fun and it looks like we did again.

CHANGE OF ADDRESS

Have you or a SAM Member you know moved? If so please notify either John Pond, 4269 Sayoko Circle, San Jose, CA 95136 or SAM Speaks 2538 No. Spurgeon St. Santa Ana, CA 92706.

Every month we receive a dozen or so undelivered copies of SAM Speaks in the return mail

SAM EDITOR SPEAKS - By, Jim Adams

This month we have the pictures and results of the SAM Champs held at Westover A/F Base, Chicopee, MASS. Since your editor was not fortunate enough to attend, a short report from George Armstead, this years C.D., will have to suffice. A more lengthy, first hand report will appear in John Pond's column "Plug Sparks" in Model Builder Magazine and I am sure in the other magazines in the near future.

We also received a picture report on (SAM 49) Southern California happenings from Jack Albrecht which we will run in the next issue.

Another interesting report on South Africa happenings was received from Jack Abbott. Just too much for one issue of SAM Speaks.

SAM Speaks received at least 65 photos on the Champs and several dozen on other subjects. So! - There will be much to share with you in coming issues.

CONGRATULATIONS FROM A.M.A.

July 15, 1982

Mr. Michael Granieri  
 President, Society of Antique Modelers  
 Box 78  
 Pottersville, NJ 07979

Dear Mike:

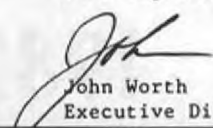
Congratulations on your election to the presidency of S.A.M.! This event assures that the organization will continue to grow and prosper--your past experience will help to guarantee that S.A.M. fulfills the intent of its original formation while coping with the problems that growth brings.

I enjoyed being at the Westover SAM Champs, seeing all the activity and meeting so many old friends. It brought back a lot of memories of my old Free Flight contest days and reminded me that my Buzzard Bombshell (RC with electric power) is almost ready to fly again. I had previously crashed the gas powered version when the wing folded. So I'm anxious to get back to flying the old timer again since it gives more pleasure than any other kind of flying I've tried.

In the meantime, the recent S.A.M. donation of \$1,000 insures that the name "Society of Antique Modelers" will be permanently displayed in AMA's Museum, Visitors Center and Headquarters Building. We broke ground on June 27 and already the foundation has been laid, with a scheduled completion by the end of this year. It's great to have SAM and AMA united in such a grand project that will live on long after--it's nice to be part of the beginning of a new era for model aviation.

Your personal contribution at the SAM meeting which approved the building fund donation was significant. It sparked additional contributions that raised the basic donation from \$500 to \$1,000. Because of that, SAM will be much more prominently a part of the new building; properly so because so many SAM people are part of where AMA came from. AMA's history is full of the names of those who are SAM members and both organizations are the better for that.

Best regards,

  
 John Worth  
 Executive Director

MINUTES OF THE ANNUAL SAM BUSINESS MEETING  
July 4, 1982 - Chicopee, Mass.

The meeting was called to order by the President, John Pond. Other SAM Officers in attendance were, Woody Woodman, Eastern VP, and Tim Banaszak Secretary-Treasurer. Sixty regular members were also present.

After the President's opening remarks, the minutes of the 1981 Annual Meeting were read by the Secretary-Treasurer and after a motion for acceptance of the minutes as read was made by Carl Hatrak the members present voted to accept the minutes as read. The Secretary-Treasurer also read a report from Jim Adams, SAM Speaks editor, outlining the cost of publishing SAM Speaks (About \$1,100.00 per issue) and also covering the expense of publishing and distribution of the 1982 edition of the Official SAM Rulebook (\$1,874.80).

Tim Banaszak, Secretary-Treasurer, reported the SAM Treasury balance was \$9,322.92 as of May 31, 1982, and that \$8,462.59 was being carried in a high interest money market fund account to maximize SAM's interest return.

After presenting a re-cap of the directive passed by membership vote at the 1981 Annual Meeting to create a R/C Rules Committee, the President called upon Dick Huang (in the absence of committee chairman Don Bekins) to present a brief report on the doings of the committee. Dick outlined the areas and problems the committee is working on and stated the committee plans to present its recommended rules changes for membership vote in time for the 1984 rules change cycle.

1982 SAM Champs Manager George Armstead reported that as of the SAM meeting 145 contestants had entered the 16th Annual SAM Champs. George also discussed some of the problems encountered with running a major model meet on a military base. At the conclusion of his report George Armstead and his SAM Champs crew received a round of applause and a very sincere thank you from the members present for a job well done.

Continuing with the meeting, John Pond announced that as Mark Fechner had withdrawn from a post on the SAM Engine Approval Committee Bob Hartman had been appointed to fill the vacancy. The President then called on Sal Taibi who also serves on the Engine Committee to give a brief report. Sal reported the committee had approved for SAM Free Flight competition (the engines noted have been approved for all official SAM events) the Ohlsson Commemorative, the M&G Forster .35, and the Lindberg .19.

To conclude the old business before this meeting the President, John Pond called on Don Garafallow, election committee chairman, to report on the outcome of the 1982 SAM Officer elections. Don reported that the SAM officers for 1982 - through June of 1984 are:

President	-	Mike Granieri
Eastern VP	-	Woody Woodman
Midwestern VP	-	Bob Larsh
Rocky Mtn VP	-	Jim Thomas
Western VP	-	Sal Taibi

As this report concluded the old business before the 1982 meeting, John Pond turned the gavel over to incoming president, Mike Granieri.

After SAM President, Mike Granieri concluded his opening remarks he entertained a motion by Woody Woodman to appoint John Pond as SAM Historian for life. The motion was seconded by Larry Nye and approved by the members present.

Joe Bershar requested and received the floor for the purpose of presenting the following resolution as a motion;

Whereas; The Academy of Model Aeronautics is in the process of raising funds for the construction of its new headquarters building, and  
Whereas; That organization has contributed immeasurably to the welfare of model aviation by encouraging professional standards and excellence in modeling, and  
Whereas; That organization has effectively represented its members and worked for the betterment of the entire Aero modeling environment now, therefore be it,  
Resolved in the form of a motion;  
That the Society of Antique Modelers offer a donation of \$500.00 to the Academy of Model Aeronautics Building Fund in the spirit of cooperation and support of model aviation past and future.

Upon receiving a second for this motion the President called for the vote and this motion passed 50 to 7 by the members present. The President then directed Secretary-Treasurer John Pond to carry out this resolution.

John Pond presented to the members present a bid as received from SAM Chapter number one to host the 1983 SAM Champs in the Denver, Colorado area. After a recommendation to the members present to accept this bid as it is the Rocky Mountain Region's "turn" to host a SAM Champs John Pond made a motion to this effect. The motion was seconded by Carl Hatrak and received the unanimous vote of the members present.

There being no further business to be brought forth before this annual meeting the meeting was adjourned.

Tim Banaszak, Secretary-Treasurer  
The Society of Antique Modelers 1972-1982

John Pond, Secretary-Treasurer  
The Society of Antique Modelers 1982-1984



L-R George Armstead receives a pound of English Tea to replace that which we Yankee's brewed in Boston Harbor, from Syd Sutherland of London, England

## 1982 SAM CHAMPS RESULTS

## FREE FLIGHT

CONTESTANT	DURATION	MODEL	ENGINE
------------	----------	-------	--------

Class A Cabin			9 Entries
---------------	--	--	-----------

Jim Walston	360	Cabruler	Arden 19
Bob Edelstein	335	So-Long	Arden 19
Bruno Markiewicz	332	Cabruler	Arden 19
Woody Bartelt	305	So-Long	O+R 19
Jim Robinson	293	So-Long	

Class B-Cabin			
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Sal Taibi	653	Brooklyn Ddgr	O+R 29
Bill Hale	355	Brooklyn Ddgr	O+R 29
Bob Edelstein	337	Brooklyn Ddgr	Forcester 29
John Lessig	273	Brooklyn Ddgr	K+B 29
Bruno Markiewicz	271	Boomerang	O+R 29

Class C Cabin			14 Entries
---------------	--	--	------------

Sal Taibi	360	Playboy Cabin	O+R 60
Al Bailey	346	Bombshell	Cyclone
Larry Fair	340	Clipper I	OSMAX Convert
Jim Walston	338	Cabruler	O+R 33
Bruno Markiewicz	332	Playboy Cabin	O+R 60

Class A-Pylon			16 Entries
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Sal Taibi	360	Kerswap	O+R 19
Jim Walston	323	Stormer	Arden 19
Bill Hale	320	Ranger	Arden 19
Mitch Post	312	Snuffy 6 <sup>th</sup>	Arden 19
Gene Martha	310	Ranger	O+R 19

Class B-Pylon			14 Entries
---------------	--	--	------------

Bruno Markiewicz	347	Alert	K+B 23
Herb Wahl	344	Out of Sight	O+R 23
John Lessig	341	Alert	K+B 29
Mitch Post	341	Alert	DeLon 30
Jim Robinson	305	Alert	O+R 23

C-Pylon F.F.			17 Entries
--------------	--	--	------------

Woody Bartelt	697	Zipper	O+R 33
Tom Lucas	577	Playboy	Atwood 60
Bill Hale	480	Zipper	McCoy 38
Mitch Post	349	Super Viking	Cyclone 60
Bruno Markiewicz	348	Sailplane	O+R 60

30 Sec. Antique			8 Entries
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Bruno Markiewicz	450	Gas Bird	O+R 23
Mitch Post	360	Anderson Pylon	Spitfire 60
Herb Wahl	357	Clipper I	Ohlsson Com.
Bob Edelstein	335	Guff	Brown 60
Bob Bissett	318	Rambler	O+R 60

Rubber Stick			19 Entries
--------------	--	--	------------

Ray Factor	360	Lanzo Stick	
Sal Taibi	356	Lanzo Stick	
Gene Martha	353	Gollywock	
Alex Dashko	348	Korda Stick	
John Stott	336	Cloud Chaser	

Cabin Rubber (R.O.G.)			16 Entries
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Jim Fiorello	360	High Climber	
Carmen Botticello	348	Flying Cloud	
Stan Colson	338	Nelder	
Bob Bissett	304	Nelder	
Alex Dashko	291	Nelder	

CONTESTANT	DURATION	MODEL	ENGINE
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.020 Replica Pylon			20 Entries
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Mike Poorman	360	Stratostreak	TD.020
Bob Bissett	295	Stratostreak	TD.020
Kevin Barrett	293	Interceptor A	TD.020
Fred Schlegel	285	New Ruler	TD.020
Merl Shanno	280	Stratostreak	TD.020

.020 Replica - Cabin			13 Entries
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Bill Hale	304	Brooklyn Dodgr	TD.020
Bob Edelstein	286	Brooklyn Dodgr	TD.020
Rich McLellan	277	Request	TD.020
Jim Walston	269	Cabruler	TD.020
Henry Hill	227	Clipper MKII	TD.020

Power Scale			2 Entries
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Bill Bell	132	Interstate Cdt	TD.020
Sid Sutherland	79	Fokker D8	O+R 23

Hand Launched Glider			17 Entries
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Jim Fiorello	320	Hervat	
Peter Mann	313	Hervat	
Dick Sherman	303	Hervat	
Denny Dock	250	Zoomer	
Ed Konefes	171	Hugelot	

Rubber Scale			12 Entries
--------------	--	--	------------

John Stott	295	Curtiss Robin	
Bob Moulton	286	Lanzo Puss Moth	
Bob Bissett	280	Puss Moth	
Chet Bukowski	269	Curtiss Robin	
Ray Factor	243	Lanzo Puss Moth	



Chet Lanzo wins the 1937 Perpetual R/C Trophy - Again!

## 1982 SAM CHAMPS RESULTS

## SPECIAL EVENTS

CONTESTANT	DURATION	MODEL	ENGINE
Large Cabin (Glo-Ing)			6 Entries
Sal Taibi	320	Playboy	O+R 60
Bruno Markiewicz	315	Boomerang	O+R 29
Tom Lucas	276	Cabin Playboy	Atwood 60
Nick Wyeth	274	Bombshell	Sp. Cyclone
Ed Knoefes	261	Bombshell	Sp. Cyclone
Large Pylon (Glo-Ing)			6 Entries
Tom Lucas	306	Playboy	Atwood 60
Bob Edelstein	305	Playboy	O+R 60
Sal Taibi	248	Swoose	Vivell 35
Harry Fager	235	Playboy	Fox 29 Glow
Allan Martenson	111	New Ruler	O+R 60
Small Pylon (Glo-Ing)			7 Entries
Bruno Markiewicz	302	Gas Bird	O+R 23
Jim Robinson	291	Alert	O+R 23
Louis Black	249	Playboy Jr.	Cameron 23
Harry Fager	244	Zipper	Fox 19 Glow
Jerome Persh	211	Zipper	RD 049 Glow
Twin Pusher - Mass Launch			11 Entries
Dave Dodge	O.O.S.		
Bill Bell			
Mike Poorman			
Karl Speilmaker			
Tim Banaszak			
Baby R.O.G. - Mass Launch			12 Entries
John Stott			
Bob Champine			
Gene Hartmangruber			
Compressed Air			7 Entries
John Stott	227	McMahan	
Danny Sheelds	165	King Burd	
Loren Schmidt	149	Solenberger Special	
Karl Speilmaker	145	OQ2A	
Chet Bukowski	133	Own Design	
.020 Electric			6 Entries
Bob Edelstein	275	Strato Streak	
Larry Fair	271	Albatros	
Arnoldo Hernandez	271	Bombshell	
Fred Kovel	203	Bombshell	
Joe Beshar	120	Playboy	
Towline Glider			11 Entries
Jack Gutens	310	Trooper	
Stan Colson	291	Super Sinbad	
Paul Nelson	270	Sinbad 40	
Chet Bukowski	264	Hi-Rider	
Eric Martenson	232	Thermic 70	
Small Cabin (Glo-Ing)			10 Entries
Bruno Markiewicz	480	Cabruler	Arden 19
Jim Walston	360	Cabruler	Arden 19
Bob Edelstein	318	So-Long	Arden 19
Jim Robinson	302	Brooklyn Ddgr	O+R 23
Sal Taibi	302	Cabruler	Bantem 19

## RADIO ASSIST

CONTESTANT	DURATION	MODEL	ENGINE
A/B Ignition R/C			16 Entries
Bruce Norman	1005	Kerswap	Torp 29
Art White	880	Zipper	O+R 29
Jim Buice	669	Rambler	O+R 29
Loren Schmidt	650	Wasp	Torp 29
Steve Boucher	629	MG 23	McCoy 29
C - Ignition R/C			25 Entries
Bob Walter	1260	Lanzo R/C Stick	Saito 60
"Buck" Zehr	1249	Playboy Sr.	Super Cyclone
Jim Buice	1113	Playboy	Super-Cycke
Dick Huang	1064	Playboy Sr.	Super Cyclone
Chet Lanzo	1025	RC-One	O+R 60
Class A R/C			22 Entries
Roger Barton	1260	Playboy	K+B 3.25
Joe Percy	1212	Playboy	K+B 3.25
Bruce Norman	1194	Thomas Chalngr	K+B 3.2
Dick Huang	1137	Playboy Sr.	K+B 3.25 cc
Hugo Mercoli	1111	Playboy	K+B 19
Class B R/C			31 Entries
Bruce Norman	1561	Playboy Sr.Cbn	K+B 4.9
Art Peterse	1528	Playboy Sr.	K+B 29
Hugo Mercoli	1182	Playboy Sr.	K+B 29
Jack Swain	1129	Playboy Sr.	K+B 4.9
Roger Barton	1080	Playboy	K_B 4.9
Class C R/C			31 Entries
Ralph Turner	1026	MG-2	HP-40
Bruce Norman	999	Cabin Playboy	K+B 5.8
Steve Mozukewich	966	Buzzard	S.T.35 Diesel
Jim Buice	920	Playboy Sr.	K+B 5.8
Joe Percy	870	Playboy Sr.	K+B 5.8
Texaco R/C			27 Entries
Chet Lanzo	2748	RC-One	O+R 60
Jim Buice	1684	Cumulus	OS40-4CYC
Loren Schmidt	1641	Dallaire	OS60FS
Arnoldo Hernandez	1400	Dallaire	SAITO 60 Ing.
Steve Boucner	1223	Nimbus	OS60-4CYC
1/2 A Texaco R/C			28 Entries
Joe Beshar	1427	Fox	049 Cox
Stu Murray	1358	Stratostreak	.049
Roger Barton	1229	Bombshell	Black Widow
Don Schnieder	1217	Bay Ridge Mike	Black Widow
Art White	1110	Commando	Cox 049
Antique R/C			30 Entries
Bruce Norman	1800	Cumulus	60 Rossi
Hugo Mercoli	1777	Delair	60 Rossi
Joe Percy	1733	Cumulus	60 Rossi
Dick Huang	1632	Cumulus	Osmax 60 RSR
Esio Grassi	1378	MG	HP .40
Electric R/C			10 Entries
Loren Schmidt	620	Playboy Sr.Cbn	Astro
Dick Huang	480	Playboy Sr.	Astro
Bruce Norman	426	Playboy Sr.	Astro 15
Steve Boucher	326	Playboy 72"	.05
John Pond	274	Theoradical	Astro 10

## 1982 SAM CHAMPS PHOTOS by Harold Johnson



Dick Sherman flew a 1940 Boxcar at Westover Champs - Dick's from Plymouth N.J..



Frank Fay flew the "Pylon Buster" designed by Armand Vasquez. This one is powered by an Enya 19.



Stan Colson adjusts his Korda Dethermalizer. Newg stands for "New England Wakefield Group"



Miss SAM Champs, Linda Stott, presents trophy to Dave Dodge



All the comforts of home - Roger Barton and his 42" Buzzard Black Widow powered 1/2 A Texaco



Bob Bisset, Buffalo N.Y., holds his 1941 "Nelder" Canadian Champ.

## 1982 SAM CHAMPS PHOTOS by George Armstead



Sal and Nan Taibi with his "Playboy Cabin". Sal was very competitive at the Champs placing only one point behind the sweepstakes winner.



Col. Bowden's "Blue Dragon" vintage 1934 English Gassie, built and flown by Danny Sheelds, Randalstowne, M.D.. Power is Brown Jr.



Jim Fiorello with twin pusher uses his 1938 props



Bob Bisset about to release his O&R powered Rambler. Those paved runways look nice - but hard.



Perennial R/C Contest Director, Woody Woodman looking for a "Playboy Thermal"



John Pond's newest job, the "Gulliver", by Dick Schumaker. Powered by 05 electric, plans available from him.

## 1982 SAM CHAMPS PHOTOS contd.



R/C CD, Tom Acciavati weighs Chet Lanzo's Bomber. We wonder if Tom noticed the wing tips



L-R Tim Banaszak and Bert Pond discuss compressed air models. Bert uses beer cans for air tank



A Miss Valiant, powered by O+R 23, and the proud builder Gerald Donohue, Central Falls, R.I..



John Lessig from Philadelphia PA pauses to let us get a shot of his "Alert"



George Armstead shows off his cyclone powered 1938 Sadler Lo-Wing pacemaker



Tom Dennard (Texas) holds Karl Speilmaker's (Mich.) compressed air model



LETTERS TO THE EDITOR

Amy's Letter

SAM SPEAKS received this letter from Amy Percy. Mrs. Percy was struck by an out-of control model at the SAM Champs and suffered facial lacerations and a broken nose. We're happy to hear that she is doing so well.

August 2, 1982

Dear "SAM" Members,

Thanks to all those who took such good care of Joe and me on July 3 at the Chicopee SAM Champs. Everyone was wonderful to us, including many whose names I don't know- particularly the nurses at the field.

We will always be indebted to Jim and Nancy Buice, Bruce and Leslie Norman, Tom and Edie Dennard, and the Others who handled all the problems so well.

I am recovering nicely, thanks to all the tender, loving care. We'll see you all in Denver in 1983.

Sincerely yours

Amy Percy

P.S. I'll be easy to spot in Denver - I'll be the one in the football helmet.

Dear Jim

I just returned from the SAM Champs and read my issue of SAM Speaks about the growing SAM Champs.

I flew in all the R/C events and 2 FF events comp air and Baby ROG. The turn out was good over 30 contestants with over 150 flights in R/C 3 days and there was no real frequency ball up. The worst were R/W Blue/W P/W but not all 3 on all 3 days - different colors on different days. In Texaco we were only allowed 2 attempts for 1 official flight because there were over 30 contestants in that event. Splitting glow and ignition is the only way to go.

With the large turn out and the frequency control when your name was called you had better fly or you may not get all the flights in and that way all the flights were in before the 5 pm cut-off time.

I think 4 days is not necessary.

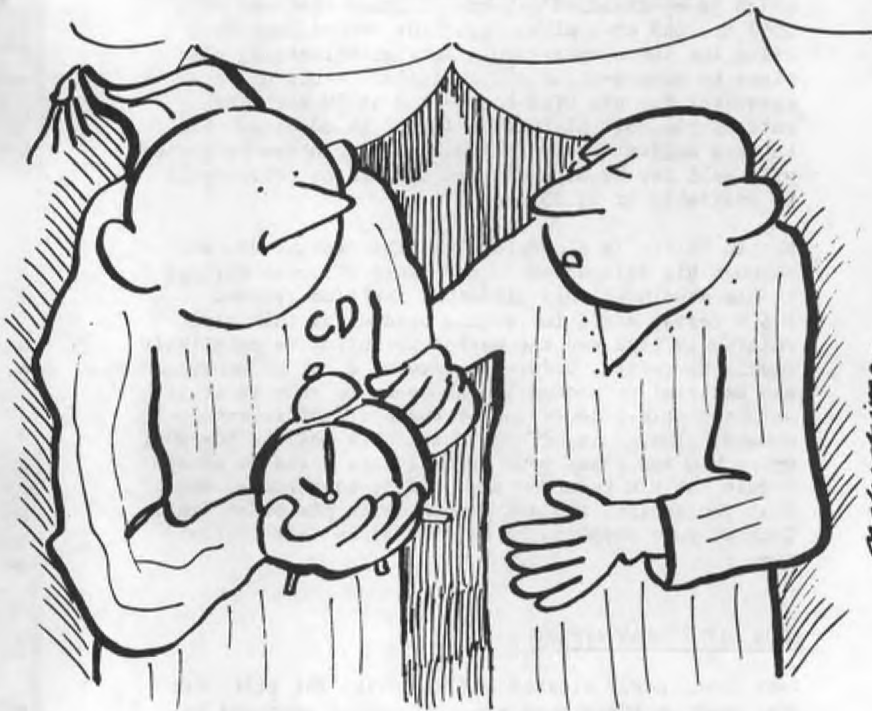
The contest was well run and the bean feed and the banquet were really good. SAM 7 did a good job.

Sincerely

Loren Schmidt, SAM 737



Carl Hatrack flew in from California to time. Badge say's "So. Calif. Czech Team"



"We wont need that. Sal will wake us up."

#### A NEW PRODUCT FOR IGNITION FLYERS by Jack R. Albrecht

A new lightweight, miniature ignition coil has become available for ignition flyers. Martin W. Gettig of GETTIG ENGINEERING AND MANUFACTURING COMPANY, INC., 1 Streamside Place East, Spring Mills, PA 16875, has developed a very nice small, lightweight model aircraft ignition coil. See accompanying photograph of the prototype cell that I tested. It's size is 1.25" long X 0.75" in diameter. It weighs a scant 1.19 ounces. Martin tells me he developed it for his own use in a lightweight .049 ignition engine powered model of the old Scientific Mercury. His .049 engine was converted for ignition operation by Bruce Chandler. All up weight of the ignition system, including two AAA penlite batteries and a miniature 0.1 UF capacitor is 2.22 ounces.

The small size and weight makes it ideal for the smallest of ignition-powered models. A standard AA penlite battery is included in the photograph to give you a size comparison. The next obvious question is—how well does it work? I tested the coil to determine how it would work with our R/C old timer ignition engines when using the 10K ohm suppression resistor in the hi tension lead. This is standard practice in an unshielded ignition system when the model is radio controlled, to suppress the large transients that can cause servo jitter. This small amount of suppression is all that most radios need to operate reliably in an ignition environment.

The test results were excellent, as expected. I ran a K & B Torpedo 29 and Super Cyke using the coil, and they both ran very well. The coil produces a good hot spark which will jump 3/16 to 1/4 inch when using two NICAD 450 MAH cells for ignition power, which is my standard set-up. I found that use of a .047 to .068 mfd. milar capacitor worked best when using the 10K suppression. Gettig Engineering also plans to make available a subminiature 0.1 uf capacitor for use with the coil @ \$1.50 each, as well as the coil hi tension lead @ \$1.00 each. The battery holder for two AAA miniature penlite batteries will sell for \$2.00 each, and the AAA batteries will be available at \$1.25 each.

Martin Gettig is a modeler like the rest of us, and through his dedication to the sport of model flying, he has developed this miniature ignition system. R & D costs, etc., for such a product as this are relatively high and the market potential is relatively small; therefore, before he devotes a lot of money and material to production he needs to know if it is an acceptable product and if there is sufficient demand. Therefore, if you think this coil is for you, write him and place your order today. Send no money—just let him know how many coils, capacitors, etc., that you desire, and get your name on his order list. Without your support, he can't produce this little gem.

#### MORE OLD TIMERS APPROVED

John Pond, newly elected SAM Historian for life, has just sent me three more names of models approved by the committee for SAM use. They are:

Baby Sailplane	Old Timer
Struck 1937 Wakefield	O/T Rubber
Holleck Bob Tail	O/T Gas



The new lightweight Lessig coil.



The line-up at the R/C Antique Event



Assistant C.D., Jack Chilmark Weighs-In Gerry Donahues Red Ripper



Allan Martenson, East Hampton, Conn. launches his O&R 60 powered "New Ruler"

**OLD TIMER MODEL WHO'S WHO No. 15 "THE ALERT"**

Designer: Michael La Torre, Brooklyn, New York

The Alert appeared in a construction article in the December 1942 "Air Trails" magazine. The plans shown are for a Forster 29 powered Class B ship. La Torre also speaks about a 42" span Bantam powered prototype that was lost on a test flight.

The Alert is a very popular design that seems to win for everyone.

The ship in the picture was built by Otto Bernhardt and is a potent competitor powered by a 77 Products O.S. ignition conversion.

**MEMBERSHIP RENEWAL**

It's time to renew your S.A.M. membership. Dues are due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.

**SOCIETY OF ANTIQUE MODELERS**

**MEMBERSHIP APPLICATION**

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

AMA \_\_\_\_\_ No. \_\_\_\_\_

MECA \_\_\_\_\_ No. \_\_\_\_\_

SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

Enclose Membership Dues of \$10.00 and send to:

The Society of Antique Modelers  
4269 Sayoko Circle  
San Jose, CA 95136

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE REC'D NO. DO NOT WRITE IN THIS SPACE

**ADVERTISEMENT**

Are you looking for a source of OLD TIMER engines and accessories. **77 Products** has everything that you can think of for the serious old timer flyer. Send \$2.00 for their catalog. Catalog also contains 27 pages of how-to information for operating, maintaining and trouble shooting ignition engines. Write to Otto Bernhardt, 77 Products, 17119 So. Harvard Blvd., Gardena, CA 90247

For Sale - Bunch Tiger Engines. Very good condition - complete. Write to SAM Speaks, 2538 N. Spurgeon St. Santa Ana, CA 92706 for prices.

Here's a correction on prices for replica tanks offered by Air Accesories, 3600 Pittman Rd., Independence, MO 64052

**FUEL TANKS FUEL TANKS FUEL TANKS FUEL TANKS**

**TANKS**

A-1 Arden .099	1.75
A-2 Atom 3rd model	1.75
B-1 Bantam	1.75
B-2 Barker	2.50
B-3 Bunch teacup	2.50
C-1 Comet .35	1.75
D-1 Dennyrite P.A.C. complete-less mounting bracket	3.25
D-2 Dreadnaught .23	1.75
F-1 Forster "29"	1.75
F-2 Forster "99"	1.75
H-1 Hurricane "24" plain w/lid	2.00
H-4 Hurricane "24" model Streamline w/lid	2.75
M-1 Super Merlin	1.75
M-2 Madewell .14	1.75
O-1 Ohlsson Custom	2.25
O-2 O & R "60" Special	1.75
O-3 O & R 19 & 23	1.75
P-1 Pierce "R" small	1.75
P-2 Pierce "j"	1.75

Add \$1.50 handling and postage  
\$2.50 overseas

Air Accesories 3600 Pittman Rd., Indep., Mo. 64052



A classic Twin Pusher launch by Skip Robb,  
Los Angeles, Calif.

## **SAM SPEAKS**

Official Publication of the Society of Antique Modelers  
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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

SEPT - OCTOBER 1982

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 50

## SAM EDITOR SPEAKS - By, Jim Adams

This should be a bonanza issue of SAM Speaks. Your editor has received a tremendous amount of correspondence the past 3 months and lots of pictures. I've included a picture story from Jack Abbott in South Africa, and another bunch of pictures from Jack Albrecht, SAM 49 Member.

For you guys that sent in pictures in September, just be patient - we will get to you in the next issue. We are working on a way to increase the number of pages in SAM Speaks

### The Gettig Coil

Elsewhere in this issue you will see pictures of the new miniature coil to be manufactured by Martin Gettig. The shots show the ignition installation in a .049 glow-ignition conversion powered ship. We are indebted to Jack Albrecht, National Service Manager, at Kraft Systems for the excellent pictures.

We also received a very nice letter from George Alrich from San Antonio, Texas, you all remember George "The Engine Man" from a few years back. George is also beating the drum for the Gettig Coil. He says Gettig needs orders for 1000 units to justify tooling and his investment. No money now just a commitment to justify it. George says it's an excellent unit and very light. What better recommendation could you ask? Place your order with Martin Gettig  
#1 Streamside Pl. East  
Spring Mills, PA 16875

### SAM Is Now Official

The following news item was taken from the "AMA National Newsletter", edited by Jim McNeil.

At the August AMA Council Meeting held at the 1982 Lincoln Nats: "Ed McCollough, Dist. XI AMA VP, gave a fine report on the progress and recommendations of a Committee formed to evaluate the various Special Interest groups within our modeling hobby. Upon Ed's recommendations, two special interest groups the SAM, Society of Antique Modelers; and NASA, National Association of Scale Modelers, were both unanimously voted by the Council to be the representative organizations within the AMA structure to represent such special interests. Thus SAM and NASA now come under the AMA umbrella.

*I don't know what this does for us as yet, as you may have noticed AMA has printed the SAM rules in the back of their rule book for several years, but they have never listed our events as official events on the sanction applications. Anyhow, it sounds like we're making progress, will let you know when I hear more. (JEA)*

### SAM 35 S.A.M.E.

We received a letter and several newsletters from David Baker Editor of SAM 35 Newsletter. Dave reports that SAM 35 is continuing to grow. He reports that they now have 500 members involved in old timer activities in England. The number of S.A.M.E. members subscribing to SAM Speaks has also grown to 85 at last count.

Dave has asked me to put out a call for photos of unusual interest suitable for use on the cover of SAM 35 Speaks. He currently is using pictures of modelers that have made significant contributions to model history.

Baker also is planning to issue an "annual" devoted to old timer activities. If you are interested write to him at this address: 22 ellington rd., Muswell Hill, London N10 England.

### SAM Membership Standings

A growing problem within SAM, is the number of members that are delinquent in their dues. John Pond, SAM Treasurer, reports that an estimated 500 persons have not paid their 1983 dues.

John also reports that in a careful ongoing review of the SAM Members and their membership status, he was appalled to find many of the winners were two years delinquent and in some cases, not even a member of SAM!

Fun is fun, but remember if SAM is to continue to provide the newsletter and the SAM Champs to its members, we must be prepared to support SAM financially.

Letters are being sent, as a reminder, to those that are in arrears with their dues, but in the event that you are not paid-up for 1983, don't wait for a letter, put your \$10.00 in an envelope and send it to: J. Pond, SAM Treasurer, 4269 Sayoko Circle, San Jose, CA 95136. Don't wait till your SAM Speaks stops coming - do it now!

## SOCIETY OF ANTIQUE MODELERS

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Signed \_\_\_\_\_

DATE REC'D  
NO. DO NOT WRITE IN THIS SPACE

### Something Old - Something New

Your editor has been on a real nostalgia kick for the past few weeks - I built a twin rubber tractor! Yes, I'll bet many of you have never seen one fly. I had never seen one. I found the drawings in the May 1933 issue of Universal Model Airplane News. The article was by Charlie Grant, the Editor, and it was entitled "The Twin Tractor That Amazed Experts". Well it truly is amazing. The first flight with 900 winds on the motors, and R.O.G. take off, was right out of the book. Followed by a long beautiful circling climb to the right. The glide transition to the left was very nice and required just a tad of clay on the outboard wing to produce a super glide.

The ship looks deceiveably simple and almost fragile but it sports a sheet balsa covered wing, a feature that was way ahead of its time. The bottom line - a great fun ship - anybody for a twin tractor contest?

### Lessons Learned

Several months back a friend came to me with five "bunch" engines that he had purchased from an old friends widow. He asked if I would help him restore these engines so that he might make them available to the old time modeling fraternity.

If you have never attempted a job like this, you are in for an experience. First I had to locate parts that we could copy or as it turned out, we located original bunch engines drawings. Well to make a story shorter, we made prop nuts, prop washers, tank tops, tank caps, and spark arms.

We stripped the plating off the cylinder assemblies, and worked out the minor dings and dents. Next after protecting the interior walls, we had the assemblies re-plated. Then came the careful assembly. Bunch Tigers have to have just the right combination and thickness of shims so that after you tighten up the cylinders the intake and exhaust ports will face in the correct direction.

We were rewarded with some really nice engines, but what a job! Don't attempt it unless you have lots of patience, a machine shop at your disposal, and lots of Time. Oh yes my reward - a beautiful "Cleveland Tom Thumb" one of the engines made by Dan Bunch.



Three men and a boy - er 2 men, 1 gal, and a boy. Abe Gallas and Brad Levine assisting Sandy Chapin with her rubber job.

### Southwest Regionals

Received information from Dick Bringgold saying that SAM 31 will host the old time events in the 1983 Southwest Regionals again this coming January. He says they will be following SAM rules with the following exceptions:

1. Old Time ABC Pylon and Old Time ABC Cabin will be flown as separate events. He says that they like to see competition in both pylon and cabin but feel that the cabin models are at a disadvantage against the pylons.
2. Antique airplanes shall be original ignition engine powered only. Engine runs will be 10 seconds per pound of airplane. Aircraft must be the same size as the original models. This event will be pure antique.
3. 1/2 A Texaco will allow needle valve modifications only. Fuel will be provided, and a landing circle available for spot landing points for tie breaking.

Dick says he would appreciate any comments from the other chapters. He says "we have no interest in changing rules, only in maintaining the spirit of SAM as stated in the preable." If you have comments, forward them to: SAM Chapter 31, Robert Wubben, 4222 West Waltann Ln. Phoenix, Ariz. 85023.

The events to be flown are:

#### Old Time Free/Flight

ABC Cabin (JSO Combined)  
ABC Pylon (JSO Combined)  
.020 Replica (JSO Combined)

#### Old Time R/C Assist

AB O/T Cabin Combined  
AB O/T Pylon Combined  
C O/T Cabin  
C O/T Pylon  
Antique Original  
Ignition 1/2 A Texaco

### SALE....SALE....SALE!

In updating the files and clearing out most of the SAM paraphernalia to make room, the following specials are offered:

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SAM decals (large)	3 for \$1.00
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In addition to the foregoing, for those who want to complete their collection of "SAM Speaks", the following back issues are offered at 50¢ each.

#20 March-April 1976	#34 March-April 1979
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#24 January-February 1977	#41 January-February 1981
#27 September-October 1977	#42 March-April 1981
#28 November-December 1977	#44 May-June 1981
#29 January-February 1978	#45 July-August 1981
#30 March-April 1978	#46 November-December 1981
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Please Note: Minimum order of any item (s) is \$2.00. We have to break even with postage! So gettum while they are hot!

Send your order to: John Pond  
4269 Sayoko Circle  
San Jose, CA 95136

### Engines Approved For SAM Use

We have just received tentative approval of another engine for oldtimer use as an original spark ignition engine. The S&A McCoy 29 produced by S&A Engines, 3027 Pruneridge Ave., Santa Clara, CA 95051. The S&A stands for Jack Alten and Ed Solenberger, two well known modelers in Northern California. Several recommendations have been made to the manufacturer's of the engine by the Engine Committee, as improvements to facilitate use as an old timer. A change in the prop nut has been suggested to improve installation of thicker propellers and the addition of a spark arm to allow advance or retarding the points when the engine is running. (The prototype has points locked in one position for electric starter type operation).

The manufacturers state that the engines will be made from new original McCoy parts manufactured prior to 1950 with the following exceptions:

The case is model #39 Circa 1952 and the head is the glow type Circa 1955.

The biggest problem faced was finding a supply of original liners and rings so they propose to use Enya lapped cylinder, piston and wrist pin. The exhaust timing is nearly identical to the original McCoy 29. The intake port is higher by .010" and the bore of the original McCoy is .745" as compared to the Enya of .735" (smaller).

The points will be the McCoy 60 shape using the 77 products point arm. The engine is to be finished in gun-metal gray so as to be easily identified.

Testing by Sal Taibi, one of the Engine Committee disclosed 10,200 R.P.M. on a 10-4 rev-up prop and burning 3½ to 1 gas and oil. Jack DeFond reports runs of 9,000-10,000 R.P.M. at 6100 ft. above sea level.

No information has been received on price or delivery dates as yet, but we will make this information available as soon as we receive it.

### The M&G Forster 29 and 35 Engines

SAM Speaks previously announced approval of the M&G 29 and 35, but we did not print any of the test data on these engines. Herewith we are including excerpts from Bob Hartman Sr's letter regarding his testing.

The engines were run on Y&O 12X5 topflite 11X4, 10X6, and rev-up 9X6 propellers using 3T01 gas oil mixture

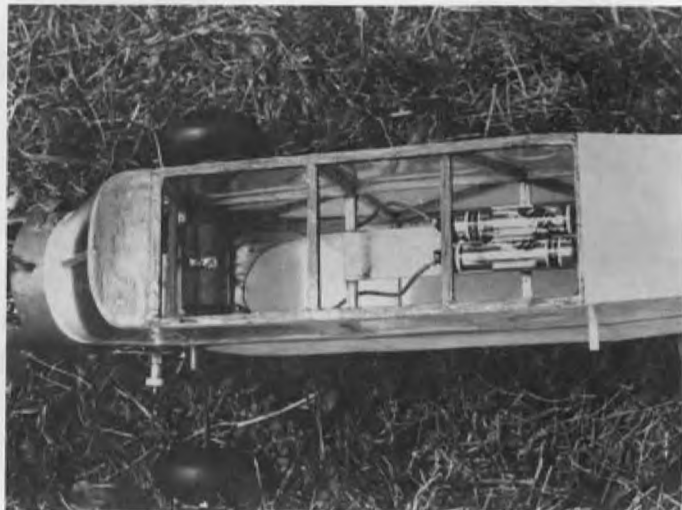
The 1st Engine Turned---8800RPM on a 11X4 prop  
8000RPM on a 10X6  
9500RPM on a 9X6

The 2nd Engine Ran-----8600RPM on a 11X4 prop  
8000RPM on a 10X6  
9000RPM on a 9X6

Once being run-in, both engines were consistently easy starting, not critical to either timer or needle valve settings. In my opinion these engines are no better or worse than any good 29 or 35 of the 1941-1950 spark ignition era.

The engines have been approved for use in the basic events as defined in the SAM Rule Book (Section III Power & Classes).

The M&G Forster is produced by Ralph Mroch and Les Payne.



Coils that are small and light enough for ¼A models are soon to be available from Gettig Engineering & Manufacturing Company, 1 Streamside Place East, Spring Mills, PA 16875. Write to them if you are interested.



Martin Gettig's ¼A Cox.049 converted ignition powered Mercury. The ship has over 2 dozen flights on it, according to Gettig, and performs very well.



Californians do-it-in-the-dirt. Walt Parker, Salinas, CA, caught tweaking his zipper at Taft F/F Champs. That's just part of the crowd in the background.



SAM Houston Chapter 82 of S.A.M. left to right, Back row: E.D. 'Doc' Martin, Jerry Heller, Paul King, Louis Poirrier, Burt Striegler, Carl White, Charles Rodgers, W.R. 'Bud' Frazier. Front row: Louis Faerman, Bill Breazene, Marion Knight, Gene Dobesh, Jim Horner.

S.A.M. Houston Chapter 82 by W.R. 'Bud' Frazier

On August 5, 1982; 13 old timers from in and around the Houston, Texas area, met and formed a S.A.M. chapter. We named it the SAM HOUSTON CHAPTER 82, in memory of our famous General Sam Houston, who led the band of Texas patriots that liberated Texas from Mexico in 1836; and for the year that the chapter was formed, 1982.

Jim Horner was elected as a sort of chairperson and honorary ramrod of the outfit. Our organization is very loose and flexible; with as few rules as possible, and we combine our meetings with Fun Flies and/or mini-contests. These are held at the different club fields in the area.

The first meeting-contest was held Sept. 19, 1982 at the Houston Radio Control Club field, near Rosenberg, Texas, in conjunction with their Fun Fly. There were 13 entries in the Old Timer contest, and we recruited 4 new members. Along with out 13 charter members, and 3 others, this brings our total membership to 20.



Orwick .64 powered Sunduster built by Burt Streigler. First place winner at SAM Houston Chapter 82 contest.

To add a little extra interest to the meet, and a little extra money to the chapter's treasury; engine collector, Jerry Heller, donated a very nice Ohlsson .60 engine, complete with everything but coil and condensor, to be raffled off. The engine was won by, who else, your erstwhile reporter, "Bud" Frazier. Many thanks to Jerry.



10 ft. span Shereshaw "Eaglet" built and flown by Marion Knight, Houston TX. Power is O.S. 'Gemini' 4 cycle twin.

Aerobatic demonstrations were performed by Bob Lane with his Sadler designed "Low Wing", and by Marion Knight with his 10 ft. span Shereshaw designed "Eaglet" powered by an OS Gemeni 1.20 4 cycle twin. Would you believe an outside loop by the "Eaglet". We didn't either; so Marion tried it, but the engine just wasn't quite up to it that day. The best he could do was about 8/10 of an outside loop, but that, plus the recovery, was spectacular, to say the least. Marion still swears the "Eaglet" will do it, we'll see. He also put on a demonstration with his electric powered "Zaic Experimental #2"; very quiet and slow, I think the word to describe it's flight is "Majestic".



Jim Horner and his Ohlsson 60 powered Buzzard Bonbshell.



At 1:00 P.M. the contest was shut down for the "Barbecue Feed". This consists of some of the best brisket, ribs, and sausage, that you ever tasted; complete with all the trimmings. This meal is as traditional with this contest as the "Bean Feed" is at the S.A.M. Champs.

The weather was beautiful, but hot. Very little wind in the morning and plenty of thermals way up there. You had to get high to catch them; some of the contestants had no trouble getting up there, others did. In the afternoon we had some rain showers visit us, and one of our members, Lou Faerman, bemoaned the fact that the rain would kill all of the thermals. After the first shower ended, three brave souls took off, and all three maxed (7 minute max.). Needless to say all of the guys razzed Lou pretty good. Comments flew thick and fast, something like, "hey Lou, there's something wrong with my airplane, I can't get it to come down".



Dave Norris with his "clipper Mk II". Picture taken at S.A.M. Chapter 82 contest.



Sadler Low-Wing complete with Ailerons. Don Lane put on an acrobatic demonstration at SAM 82 contest with this ship.



Flying Quaker with proud owner, Gene Pelech, at SAM Houston meet.

We were glad to have three contestants from San Antonio at our contest. Don McClusky brought his Madewell .49 powered "Guff", Jim Reynolds with a Supertigre .35 in a Playboy, and K.C. Barnett with a .35 in a Buzzard Bombshell. Jim took second place with the Playboy.

First place was won by Burt Striegler with his strong ignition Orwick .64 powered "Sunduster". He was having a little engine trouble, but still managed to put together three maxes in a row. Second place to Jim Reynolds and his Playboy, third place went to Marion Knight with his O.S. schneurle powered Gas Champ, that goes up like an express elevator. Fourth and fifth places were taken by the Buzzard Bombshells of Bill Breazeale and Jim Horner, both powered by ignition Ohlsson .60's.



A real live Good Bros. "GUFF" caught at the SAM 82 Chapter's contest. Power is madewell .49. The owner is Don McClusky.

SAM 49'ers Hold a 4th of July Fun-Fly by Jack Albrecht



A close up shot of Ross Thomas' McCoy 60 powered Swoose, a tremendous combination of power, climb & superglide.



Jerry Doyle shows off his Super Cyclone powered Ehling R/C, ship sports a Flying Stab.



Busy C.D., Bill Cohen assisted by his wife Pam, is processing Chuck Thompson, (holding the transmitter) last years Texaco Club Champion.



Another shot of the scaled-up Swoose for Class C R/C. The proud builder is Ross Thomas of Santa Ana, CA.



A Super Gorgeous "Miss Philly" built and flown by Tadaei Sato. The ship is powered by an Ohlsson 60. That's Perris, CA in the background, the site of the 49ers field.



Club Prexy, Pat (Doc) Patterson from Corona Del Mar, CA holds his Lanzo Stick rubber job. Pat who has been in R/C for several years is trying his hand at rubberpower.

July 3rd and 4th Meet Seguin, Texas by George Aldrich

Free flight is alive and well and, then some in South Texas. The Tri-City RC Flyers (a multi-interest club in the San Antonio area and the '81 NATS host) conducted their first annual free flight meet at the USAF Auxiliary field, Seguin, Texas. "Cat II" was flown both Saturday and Sunday (4th of July weekend), the weather and flying site both being first class. The Tri-City Free Flt team, a special interest group within the club, organized and conducted a very fine operation. Interest was high in AMA gas and .020 replica. 1/2A, A, B, and O20 R had sixteen entries each with C/D (combined) sporting nine. Old timer (FF), Mulvihill, and Old Timer R-C Assist were also flown.

The big gun in A.M.A. gas was Joe Slovacek, of Houston, winning 1/2A, B, and C-D combined. Joe also won the high time trophy. C.C. Johnson also from Houston, took Mullvihill, going away with a really nice model. Johnson also had a gorgeous A-B model. Elipitcal, geodetic surfaces, molded balsa fuse with engine semi-cowl and spinner, are just some of its unique features. Marcy Martin came all the way from Oklahoma City with some great flying models, winning A with a good 643 time. Ed Till, flying his original which he's flown for several years (but it looks similar to a Toothpick) took third in 1/2A & A. Carolyn Burks continues to compete and do well. She pushed Martin hard into the fly offs only to lose her model on the third max.

Marion Knight walked off with O/T R/C Assist, scoring a solid 18:24. Knight flew a 10Z plus, Simmon's Eastern States Champ, to first, Jim Reynolds with a Playboy Sr. took second, and ace old timer Bert Striegler slipped into third with a seldom seen Sunduster.

Talk about piggy-backing--The R/C O/T boys just sat and waited until they saw a FF go up before they flew. Located 1/4 of a mile down wind it was easy to "see" the lift coming.

The predominate models in AMA gas were Pearl's, Satellites, a few elliptical surface originals, and of course. Slovacek's fleet of "Holy Smokers". Playboys, Swooses, and Streaks dominated in .020 replica. Duke Horn and Frank Parmeter, fought it



Part of George Aldrich's family holds his new ruler and ?? Maybe a "Spearhead"? Nice cowling on the "New Ruler" - very pretty girls -



George Aldrich gives us a look at his "New Ruler". That looks like Super Cyke with original Cyke engine mounts - by golly!

out in .020 replica. Duke won with 487 seconds, a very respectable time with the 15 second R-O-G rule utilized. Horn flew a 3 3/4 ox. Playboy to first, and Gene Simpson pushed the original Swoose-man Parmenter with guess what?---Another Swoose! There was a unique combo in Old Timer Free Flt. Jim Propst - flying his Rogers 29 Megow Ranger on GLOW! Built in the 1940's, Jim placed 3rd in the event. Marcy Martin had a "going" So Long with an O&R .23 F/R Glow, and BAD air for second. George Aldrich flew a Schulman Skyrocket with a K&B .29 ignition to first place. The Skyrocket cork screws up to the left for 10 seconds, power loops up for 5 seconds, and cork screws up to the right for the last 10 seconds. We're beginning to understand that Leon didn't have a K&B when he designed the Skyrocket.

An Outstanding flying site, good weather, and super management contributed to the overall success of the meet. The contestants themselves, along with the many sponsors from the hobby industry made this meet possible. Next year's will be bigger and better... the goal is not to have a "flood" of events, but more and better competition in those displaying the most interest, i.e. like AMA gas, O20 replica, etc...

Initial contestant comments indicate we are on the right track. The meet was one for the books...due largely to the planning efforts of Russ Synder and C.D., Jim Summerset,--and of course all those non-flying helpers. Russ Synder received the Sportmanship award for his tireless work. Very competitive, Russ concentrated more on working than flying.

Enginewise, K&B Schnuerles' dominated all A.M.A. events, with a scattering of Super Tigers and Rossi's. Truly reminiscent of those free flight days long-long ago. Ya all come, to Seguin next summer, you won't be sorry.

CHANGE OF ADDRESS

Have you or a SAM Member you know moved? If so please notify either John Pond, 4269 Sayoko Circle, San Jose, CA 95136 or SAM Speaks 2538 No. Spurgeon St. Santa Ana, CA 92706.

Every month we receive a dozen or so undelivered copies of SAM Speaks in the return mail

Reprinted from SAARF News  
 DOWN MEMORY LANE

EARLY DAYS IN EAST LONDON AND GRAHAMSTOWN  
 RECALLED BY JACK ABBOT

Before and during the early part of the war, only rubber power was known, with the bigger boys building "Kordas", "Flying Clouds", "Miss Worlds Fair" and "Gulls", while the small fry busied themselves with 16" Megow kits, the occasional "Phantom Fury" and "Pacific Ace", and also Jim Walker's fabulous folding-wing catapult glider. Then the supply of kits and other modelling necessities dried up, and we were left to hack out solid models from workshop scrap-tomato box slats for wings and tailplane. Colouring of these models was done with ordinary oil paint-48 hours to dry for each coat. There were few exotic and detailed colour schemes under that handi-cap, while brushes were guaranteed to shed hair at a remarkable rate.

Just after the war, the odd kits arrived, but loose balsa was almost unknown. But we had the advantage of "Gold Cement", an acetate-based adhesive produced locally by Adhesion Chemicals, and this marvellous substance did duty as glue, dope, and filler. Unfortunately it is no longer available in small packs suited to our requirements.

The youngsters were still joining, but the average age was creeping up (and has done ever since the early '40s), and some of the slightly less impecunious modellers had graduated to car ownership and found themselves transporting the truly-impecunious to the flying field. I recall Vic Anderes swinging into the kerbside in his hand-painted Ford to pick up some of the brethren, and wiping out the wingtip of his own design "Incognito" on the verandah support because the one-piece wing projected through both rear windows. Quick trip home to repair the damage before returning for patient modellers still waiting to go to the Berlin Flats-and that wing was made from Yarwood (a much worse material than mugongo)!

"Incognito" was a handsome 7 foot cabin model for Ohlsson 60 and would make a genuine indigenous South African Old Timer. Plans? Vic drew them on butcher's brown wrapping paper and later Dulcie used it for just that-wrapping. Sad.

The Ohlsson 60 in Roy Bryson's "Guff" wouldn't keep running on the flight batteries. The "Guff" had a cavernous fuselage, so pop in the double booster batteries and lo! the Ohlsson kept running! The "Guff" had gained some altitude before a gust disturbed its flight path and the unsecured boosters tumbled to the rear. After the monumental tail slide, the "Guff" reversed altitude and the boosters obediently tumbled forward up against the firewall and there they stayed.....assisting in driving the Ohlsson deep into the Berlin Flats.

It was shortly after this event that the Berlin Village Management Board requested us to desist from using the Flats, as we were allegedly causing soil erosion! After that, major events were held on derelict Kingwilliamstown aerodrome, home ground for Beau Pautz and Trevor Goetsch. Many of us made use of odd patches of undeveloped ground amongst the suburbs, which led to some peculiar recovery problems. The local indigenous bush can be as thick as any jungle.

Memory of a "Sailplane" taking off from a tarred road connecting suburbs. The occupants of the approaching car were quite understanding in spite of having an



This crew travelled 600 miles in the truck from Cape Town to East London for the 1950 Nationals.

intimidating full front view of a pylon job with revving Ohlsson. Why launch towards an approaching car? If you had spent two hours trying to get those bl----ignition engines going then you grabbed opportunity while it was still running. Bob Masters and Alan Morris once got a GHQ motor running late one night in the workshop. So gratified by this unique occurrence, they took the model out of the workshop and released it into the night, and it circled away over the suburb never to be seen again - a fitting end to a GHQ engine.

We had heard about U-control and it wasn't difficult to imitate Jim Walker's system. But how to keep the engine going under the influence of centrifugal force. Soon after take-off, cut, cut, cut after monotonous cut. The standard transparent Ohlsson tank was discarded and another made from brass shim-stock, and another tank, and another tank - all of weird and wonderful shapes to conform with equally weird and wonderful theories. Present-day modellers have little conception of the infinite patience of adjustment after adjustment as failure after failure continued. (And those ignition engines weren't easy to hand-start, either!) Eventually success! The model flew around and around until it emptied the tank. Two weeks later, an overseas magazine arrived giving details of how to make a U-control tank. Ah well!

Now we could go round and round, but apart from wing-overs, how to go about stunting. As the demolition of balsa took place faster than the acquisition of ability to fly inverted, the cost of models was cheapened by making profile fuselages of cedar pine, leading to a long line of locally developed designs.

Meantime, glow had arrived on the scene and the flying fields smelt of old boot polish as methanol got consumed in vast quantities by the speed craze. To heck with loops and inverted! Fit a McCoy or Dooling or Hornet in a Speedwagon and go, man, go! There were many new techniques to be learned. Do not attempt a wingover from take-off with a speed model. They have limited recovery potential. If the damn thing drops off the dolly on take-off, the prop blades break and the engine goes up to an incredible number of revs under free load. Correct procedure is to push the needle nose spinner into the turf or tarmac. But when it had recently rained, we drilled beautiful conical holes across the sport field before

The speed orgy saw its swansong in the final frenzy induced by the Dynajet. This spawn of German "doodlebug" required trembler coils, double-acting pneumatic tyre pumps, and a well-trained team of three ground mechanics to get started. Once started, you were rapidly on your own. Three seconds running on the ground could distort the tailpipe-five seconds and it could melt! At the first sustained boom (there were many hiccups before that state was reached), your pride and joy would suddenly appear out of the knot of helpers and accelerate rapidly. There were no half-throttle tests, it was all or nothing and none did less than 100 m.p.h. and some exceeded 150 m.p.h.. Truly a case of going in at the deep end!

To get more speed, Willie Schlaphoff sheeted the wing of his scheduled world-beater with 1/32" balsal! He thought he was saving weight, but the acceleration of his model was only matched by the rapid disappearance of his starting crew for cover! Sure enough, during the flight a shower of black parts burst into the slipstream and fluttered to the ground. Inexplicably, the model continued booming unabated. After the engine stopped (consumed all the fuel) and the inevitable five or six laps of gliding to the scraping touchdown, the bits were investigated. Sparrow population had been reduced by one, and Willie's grin was larger than ever as he daubed "Slaysparrow" in white dope on the black-painted 1/32" sheet wing!

Willie invariably daubed, and virtually all of his models were tested while the dope or paint was still wet. Dope and/or fuel proofer was not always available, and many were the experiments with anything that came in a can. Willie had an ignition Super Cyclone and he tried a new silver paint on a U-control biplane. Trouble was getting someone to hold the plane while starting-the paint was a good conductor!

U-control was not the only activity. There was still plenty of free flight activity going on, although rubber-power was gradually taking a back seat after the rash of "Gulls" and "Sparkys" in the immediate post-war period. Catons rubber was becoming hard to get, but the increasing reliability of motors with the advent of glow caused more attention to be paid to power duration. "Cadets", "Wogs", "Banshees", and "Zippers" screamed skyward, follows more sedately by various sizes of "Buccaneers" and the rarer "Sailplanes" and "Black Magic". These gave way gradually to "Powerhouses" (by Korda, not Taibi),



1948 model display at East London, South Africa.

"San de Hogans" and "Super Quakers".

There were no dethermalisers and many were the epic chases. People seemed to be more honest in those days and the owner's name and address tag fixed to the model often saw a successful return from many miles away. Of course, not all the models flew away, some flew not very far at all. There was this question of spiral stability (or was it instability?) in the climb, and the inability to trim that out correctly was the first step in the decimation of the Ecuador balsa forests.

Recollection of a Keilkraft "Outlaw" overpowered with a Mills 2.4 c.c.. The entire club discussed the trim for the first flight. Launch - and a beautiful steep stable climb for 20 seconds when the timer cut the motor, followed by 20 seconds of beautiful, steep, stable dive! The termination of the dive in a 44 gallon drum utilised as a dustbin seemed singularly appropriate.

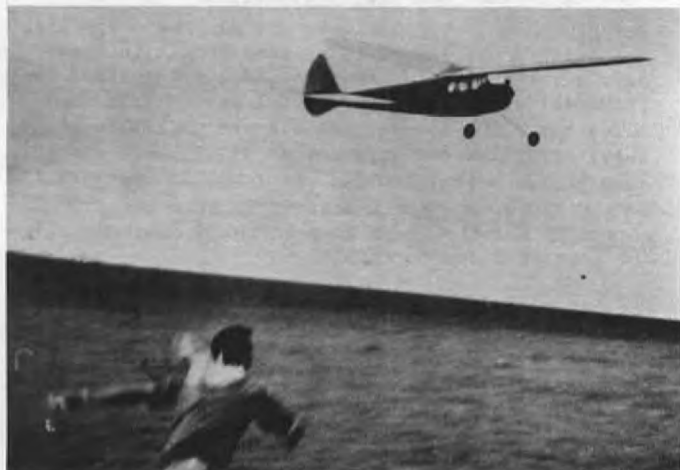
Gliders gained in popularity as rubber declined. After all, they went missing as frequently as their power brethren, but at least there was no agonizing as to whether the DeLong or the Bantam or the Arden would return. "Sinbads" were the first on the scene (they are still being kitted!), but they were a swine on the line. The entire Jasco fleet of "Thermic 50, 70, 72 and Floaters" really gave gliding a boost, to be followed by the "Fugitive" craze. That didn't last long - "Fugitives" inevitable disappeared early in their lives.

A similar fate also awaited those who built "Leprechaun", that enormous 1650 sq.in. free-flight glider which was just a twice-size version of a normal lightweight glider. Even the spacing of the ribs and other structural members was doubled, and it bore a strong resemblance to an airship with its relation of space enclosed to supporting structure.

East London is notorious for its winds, and many scheduled contests were wiped out because of the perennial gale. When the odd calm day did occur, it was not possible to take advantage because one was invariably repairing the ravages of the previous windy weekend. Bennie Els won the Engler Trophy on one gale-cursed day with a single flight. As the glider was released from his helper's hands, Bennie ran towards it to ease the strain on the wings. He had passed his helper before he was satisfied with the height gained. He then threw the line after the model to effect release and continued his downwind run in hot pursuit of his rapidly dwindling glider. The time recorded was less than two minutes out-of-sight and Bennie had the cup!

Jetex came and went (the fuel banned by Government regulation). It required a new learning curve of weight against thrust, thrust lines, etc., and the learning of this was marked by the expulsive hiss as the units shoved their charges skywards or earthwards. Typically, one of the most successful was a last-minute kabanga conversion just before a competition. A jetex 200 was screwed onto the underside of a "Sunnanvind" glider - what a combination!

U-control underwent a rejuvenation with the advent of the Amco 3.5 c.c. diesel, a reliable, inexpensive and relatively powerful motor. With motor starting becoming more consistent, attempts were made with flying two in the same circle and ultimately up to five together. Invariable there were mix-ups - Keith Kayton's clodhoppers getting inextricably entangled in the dormant lines on the ground so that he could no longer rotate



Vic Andrews launching "Incognito", an own design, in 1948 at East London, South Africa.

- but the model carried on rotating! A plane that had never been able to loop before did perfect loops behind his back on two consecutive laps as he struggled to pass the handle from hand to hand, but on the third attempt - splat! A memory of Keith, Bennie Els and Cliff Roberts lying flat on their backs looking upwards at three tangled handles suspended 4-5 metres above ground, maintained in equilibrium by two "Squaws" looping at opposite ends of a diameter, with Bennie's biplane doing tight circles vertically above. Eventually, one "Squaw" touched ground and the whole edifice came crashing down.

Chief memory was that all crashes were greeted with laughter and banter. There was no point in crying - invariably it was your own fault and your peers had done it all before, and knew that it could well happen to them on the very next flight, so what the hell - have a laugh!

It is pleasant to record that this light-hearted approach to aeromodelling is still prevalent at Old Time Re-unions. Even though some of the participant's experiences do not go back to those magic days of trial and experiment and when no-one was an expert, they still recognize that the ultimate object of the models of those days was to give their owners FUN!



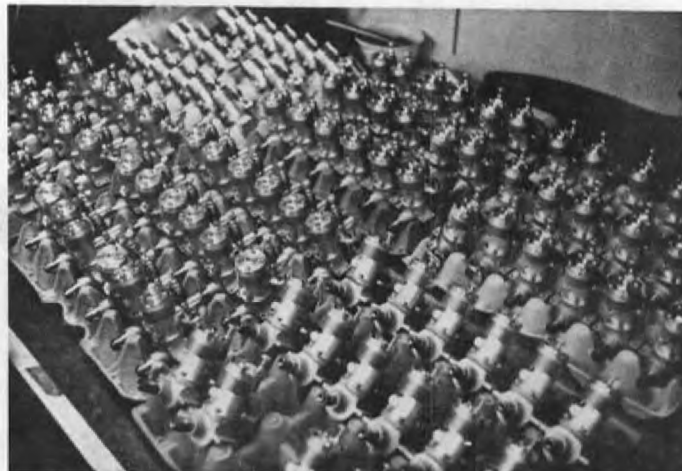
Jack Abbot, Keith Kayton, and Athol Perkins weighing speed models before checking line strength at the 1950 Nationals held at East London, South Africa.



A good shot of Dick Huang and his Rossi 60 powered Shereshaw "Cumulus". Dick is from Fort Worth, Texas. Is that a pen bladder tank on that old timer?



Shades of 1940! A modern day Irwin Ohlsson!! It's John Morrill, manufacturer of Simplex Miniature Engines. See his ad in Oct. 1981 Sam Speaks.



A close-up shot of the first 200 Simplex Hornet 19's just before delivery. John's taking orders again, write to him at: 143 Richmond Street, El Segundo, CA 90245.



Oldtimer Model Who's Who No. 16 "The Powerhouse"

Designer: Sal Taibi, Brooklyn, New York

The Powerhouse appeared in M.A.N. and the Air Age Gas Models book. Generally accepted as an "Antique" gas model by S.A.M. standards, the model has been built by everyone and is no stranger to SAM members. We chose the model for the who's who column because it's a classic picture.

The model was built by Eric Strengle of Covina, CA. The old master F/F'er Sal himself is assisting Eric in making first flights with the new ship. This is a job Sal loves to do.

#### ADVERTISEMENT

Looking for parts for you ORWICK? Look no farther - they're here! Write to Willima E. Daniel, 8165 Castenada Road, Atascadero, CA. 93422, M.E.C.A. #013. He's got cylinder heads, (9 fin & 11 fin model) all parts for ignition points assy., exhaust stacks, prop washers, prop nuts, All Brand New. Also some timer parts for O&R, Baby Cyke and Bunch. S.A.S.E. for price list.



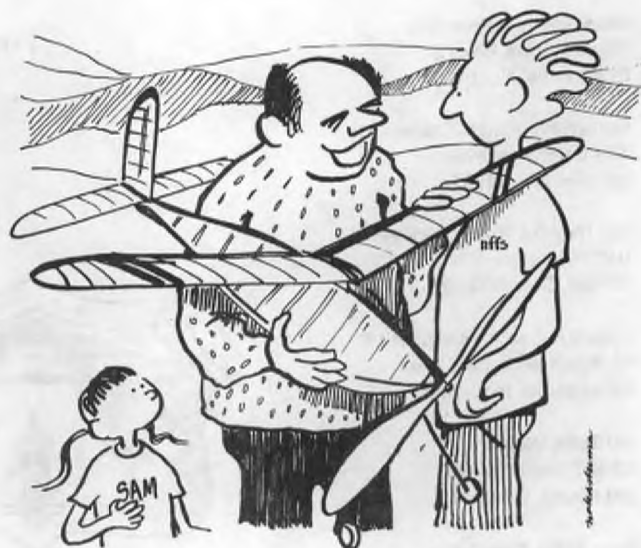
Joe Beshar (right) examines Alex Imries "King Burd", G.H.Q. powered - flies well!! Joe didn't believe the GHQ would run so Alex gave him a demonstration. Picture taken at region #13 (England) MECA Collect-together.



Joe Percy from the Fort Worth Texas bunch and his 1/2A Texaco "Lanzo Record Breaker" at the '82 SAM Champs.

For Sale - Complete ignition harness' for old timers, includes all needed components. Write to Don Kress, Rt. 4 Box 88, Georgetown, IN 47122 for particulars and prices.

Are you looking for a source of OLD TIMER engines and accessories. 77 Products has everything that you can think of for the serious old timer flyer. Send \$2.00 for their catalog. Catalog also contains 27 pages of how-to information for operating, maintaining and trouble shooting ignition engines. Write to Otto Bernhardt, 77 Products, 17119 So. Harvard Blvd., Gardena, CA 90247



"I stopped aging when I started flying old timers."



Bob Oslan's "Scientific Commodore" that he re-designed for R/C from Ben Shereshaw's original design. The ship appeared as a construction article in "Model Aviation" it's a super flyer.

## **SAM SPEAKS**

Official Publication of the Society of Antique Modelers  
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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

NOVEMBER-DECEMBER 1982

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 52



THE WAHL COMMEMORATIVE OHLSSON ENGINE

**SAM EDITOR SPEAKS - By, Jim Adams**

Another oldtimer model flying season is drawing to a close with Christmas just weeks away. Time to put away 1982 and all of it's pleasant memories. Seems like only last month we were attending the Free Flight Champs at Taft, and the Texaco Meets and the 49'ers big R/C bash.

Looking back over 1982 we can't forget the big and beautiful SAM Champs held at Westover AF Base. The big meet, so ably run by George Armstead and assisted by all the members of SAM 7 was highly successful and is sure to be remembered by all that attended.

Yours Truly looks back with satisfaction on his third year as your SAM Speaks Editor. The newsletter is fun and is rewarding in the fact that it has produced so many new friends. The job, and lets fact it, some months it is touch and go whether we will receive enough material to fill the issue with good, interesting stuff, is a job.

The biggest impact of course is on my model building time, but somehow I managed to produce several new models this past year. The time I sneak off and go slope glider flying of course makes up for the otherwise lost Sunday free-fighting.

On the cover this month we featured a picture of Herb Wahl's Gold Plated Ohlsson Comemorative Engine. Herb reports that he has delivered 270 engine plus and is moving right along on delivery of the 800 motors ordered. Herb say's every engine starts right up and he has no trouble whatsoever with the engines or the plugs. One problem with crazing of the fuel tanks has given him trouble, but he believes he now has that solved. We're looking forward to seeing some of these new engines on the flying flied. Herb reports that he did not realize the Gold Seal type engine was such a good running engine. He flew one at the '82 SAM Champs and placed 2nd in 30 second antique - it really hauls his Comet Clipper up there!



The British have landed. "Brian Tyke a look at this Aerodrome." Snapped at 1982 SAM Champs, Fokker D-8 (O&R 23), Brian Cook, Syd Sutherland.

**1983 SAM CHAMPS**

Rocky Mountain VP, Jim Thomas reports that the dates for the 1983 SAM Champs are July 19-21, 1983, with practice days available on July 17th and 18th.

The location is La Junta, Colorado, at a WWII B-25 base. La Junta is located in the southeastern quadrant of Colorado on U.S. Highway 50. It is 150 miles from Denver. Field elevation is 4,300 MSL. The temperature in July ranges from the 90's in the afternoon to the 60's at night. Humidity is very low, usually no more than 30-40%. Field conditions for flying are excellent: no trees, flat as a billiard table, visibility around ninety miles, and chase areas extending for several miles in all directions.

Accommodations are comfortable and very reasonably priced. All room reservations and other arrangements will be handled through Convention Center, Inc., Denver, with details in the next issue of SAM Speaks.

La Junta sits astride the Arkansas River - the historic route of access from the Mississippi River to the Rocky Mountains. Just seven miles east of La Junta on the north shore of the river is Bent's Fort, the principal trading post for the fur trade during the 1830-40's, which was meticulously restored by the National Park Service for the 1976 Bicentennial and is a site definitely worth visiting. Also in La Junta is the Koshare Indian Kiva - a building constructed for performances by local Boy Scout troop for pueblo Indian ceremonies. The building houses an impressive array of artifacts. The Koshare Scout Troop is the life work of Buck Jones, the Scoutmaster, and has been visited by many Indians because of its authenticity. Some 100 miles distant is the U.S. Air Force Academy at Colorado Springs, and, of course, in Colorado are the Rocky Mountains with fifty four peaks over 14,000 MSL. La Junta is not in the mountains, but at the western edge of the Great Plains and receives only some thirteen inches of annual precipitation.

The city of La Junta ("the junction") was founded by the AT&SF Railroad in the 1880's. At that point the main rail line from Chicago to California split with a spur going west and then north to Denver. La Junta, more importantly, was a division point on the railroad, i.e. the end of the Plains Division and the beginning of the Mountain Division. In the days of steam locomotives, many different types were to be seen in the yards and shops. The main shell of an extensive roundhouse remains. The AT&SF was the first "standard" U.S. railroad to convert to deisel power.

Our Denver Club, SAM I, is the host for the 1983 Champs and is fortunate that it is receiving eager support from the citizens of La Junta - some of whom are bemused at the thought of scores of grown men traveling great distances to their city to fly model airplanes. SAM I is committed that the Champs be an excellent occasion for everyone, and in particular, our friends from the U.K., should they be able to attend.

Please Note: Minimum order of any item (s) is \$2.00. We have to break even with postage! So gettum while they are hot!

Send your order to: John Pond  
4269 Sayoko Circle  
San Jose, CA 95136



Woody Bartelt and his Zipper ready to take an official at the 1982 SAM Champs. Ed Novak F/F C.D. seated at the table.



Carmen Botticello, Carl Emde, Jim Robinson, & John Pond discussing rules at the Champs bean feed.

#### IT PAYS TO PAY YOUR DUES

The 1983 year will reveal a new policy by the SAM Treasurer; a tightening up of issuance of SAM Speaks based on current membership, an allowance of a six month over-run in dues delinquency before striking the name from the rolls, and a general all-out effort to inform all members of their current membership status.

The foregoing policy has been brought about by the startling discovery that over 500 members had not paid their 1981-82 dues. This represents a loss of \$5,000.00 to the SAM Treasury, a sum we can ill afford to lose!

This has brought about a deluge of 850 letters sent to individual members asking for the 1982-83 dues. The treasurer takes the attitude that there is no way to collect the 1981-82 dues and regards this as a lost cost.

So, if you, the individual member, finds himself no longer receiving SAM Speaks, it is a good bet you have not paid your dues. This must be done in all fairness to the general membership who faithfully support SAM activities with their monies. In fact, it is just plain bad business to carry non-paying members.

To help spur the payment of SAM membership dues, a new ruling will be employed at the upcoming SAM Champs at La Junta, Colorado. Non-SAM members will be charged more to enter. This is as it should be. After all, what is the membership paying for?

To those members who have supported SAM over the years, and yet find themselves dropped, they must realize that over six months have elapsed since dues were payable. To top it off, all members in arrears were notified by personal letter from the Treasurer. This treasurer does not want to see a repeat of the 1981-82 fiasco!

To that end, the Treasurer issues this call for all SAM members, past and present, to once again join the greatest fun movement in model aviation. It really is!



Larry Fair with his Miss New York at Taft. Larry was trying to catch some of the sun - I'm sure he got plenty!

#### SALE....SALE....SALE!

SAM decals (small)	5 for \$1.00
SAM decals (large)	3 for \$1.00
SAM patch (cloth)	Each \$1.50

In addition to the foregoing, for those who want to complete their collection of "SAM Speaks", the following back issues are offered at 50¢ each.

#20 March-April 1976	#34 March-April 1979
#21 May-June 1976	#35 January-February 1980
Spcl June 1976	#36 March-April 1980
#22 July-August 1976	#37 May-June 1980
#23 November-December 1976	#38 July-August 1980
Spcl December 1976	#40 November-December 1980
#24 January-February 1977	#41 January-February 1981
#27 September-October 1977	#42 March-April 1981
#28 November-December 1977	#44 May-June 1981
#29 January-February 1978	#45 July-August 1981
#30 March-April 1978	#46 November-December 1981
#31 May-June 1978	#47 January-February 1982
#32 July-August 1978	#48 March-April 1982
#33 November-December 1978	#49 May-June 1982

SOUTHWEST REGIONALS - JANUARY 22-23, 1982

SAM 31 will host the Oldtime and Antique events for both Free Flight and R.C. Assist this year again. The only deviation from the SAM rules will be in an Ignition Only antique event and this will be in addition to the regular SAM Ignition/Glow event.

The weather in Phoenix area in late January is usually very nice. Headquarters will be the Cross Roads Inn. This facility is new, well run, and they have offered the contestants special commercial rates. The contest is scheduled in the height of our tourist season; so, if you are planning to attend, we would suggest making your reservations as early as possible. If you plan to stay at the Cross Roads, make your reservations through Judith Perry, Director of Sales, to get the commercial rate.

There will be dry camping facilities on the field (Porta Biffs). Advance contest registration will be available either by mail or at the Cross Roads, Friday, January 21, 1983, from 3 P.M. to 10 P.M..

SAM 31 members are by and large rather loose until it comes to beer time, then they get tight. We had a fine time last year and are looking forward to a repeat in 1983.

Events being held are:

F/F

ABC Gas O/T Cabin-Pylon  
ABC Gas O/T Cabin  
.020 Replica

R/C

A/B Pylon  
C Pylon  
A/B Cabin  
C Cabin  
1/2 A Texaco  
Antique (Ignition)

All events flown either day.

The contest site is 30 miles from Phoenix on Interstate 10 to Blythe, adjacent to Buckeye Airport at Palo Verde Road.

If we can be of further assistance, please write:

Dick Bringgold  
1216 E. Encantada Place  
Phoenix, AZ 85014

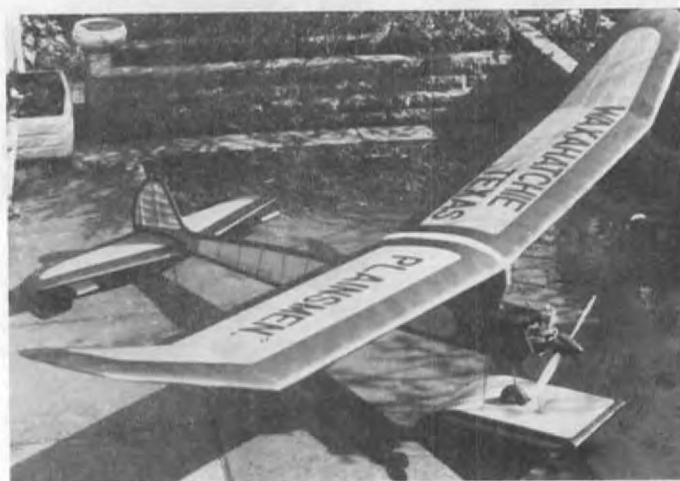
or call: 602-265-5918



Ohlsson 60 powered "Miss Delaware" built by Larry Clark Past President of the SCIFS (SAM 3).



Forster 29 powered "Simplex". The ship was built and flown by George Wagner of San Diego, CA (SAM 41's Newsletter Editor). The pic was snapped at the 49'ers R/C fun fly at Perris, CA.



A Ted Enticknap "Gool", the 9' span ship was built and flown by Dave Baker, England. The ship has 2 channel radio, one servo for the ignition cutoff and the other for the parachute D-T.



Ed Kelly of 4 k's Models about to fire-up his .049 Hornet powered Ramrod for the Nostalgia event.

## SCAMPS (SAM 13) ANNUAL

The Scamps annual was held November 20-21 at the Condors Field in Taft California. The attendance was very good; 42 flyers posted 91 entries. The weather was dark and rain clouds were lurking around on Saturday morning, but typical of Taft weather the sky kept clearing and the thermals were in abundance by afternoon. Sunday was a beautiful day but somewhat cool, with lots of downers.

The Scamps have increased the size of this contest by adding several new events this year. In addition to the usual oldtimer gas events, four events for rubber powered models were added. The events were Rubber Cabin, Rubber Stick, Commercial Rubber (for under 36" span models) and old time (pre-war) 8 oz weight rule Wakefield. The Wakefield was flown with 7 min. maxes to add some additional oldtime flavor. The beautiful new perpetual trophy was donated by the Scamps most enthusiastic rubber flyer, Bud McNorgan.

Competition for the new trophy was very keen. Models entered for the Wakefield included Stahl's Gypsy, California Champ, Cahils Clodhopper II, a Canadian "Veteran", Zaic's New Yorker, C.C. Johnson's '40 stout winner, and all kinds of Kordas.

Another new event included this year was A-B-C Nostalgia. A number of Hogans, Ramrods, Spacers, and a couple of Dixielanders made their appearance. This event is continuing to grow and seems to be gaining momentum. The highlight of this event was when Ralph Prey's Ramrod shed it's engine shortly after V.T.O. launch.

The 30 second antique event was won by Hal Cover who posted 2 maxes and a 3:19 late on Sunday afternoon. This was reminiscent of the way that Larry Boyer of San Diego used to show up late in the day at the timer's table, ask for a timer and proceed to win the event in the last hour of flying. Larry didn't make it to this years meet and he was missed.



Al Richardson (left), Fullerton, CA, receives the new SAM 13 perpetual Wakefield Trophy from donor Bud McNorgan. Al's last flight was 39 minutes plus, with a Korda cabin of course.



Jim Quinn, Modern Wakefield expert, tries his hand at 'C' Cabin flying a Trenton Terror. Jim resides near Fallbrook CA.

The 1/2 A Texaco event flown on Saturday morning with 1/2 oz. fuel allowance and unlimited maxes produced many long spectacular flights. Sal Taibi, the eventual winner, started the flying off early Saturday morning by posting a 22 minute flight at 8 am. .051 Texaco is flown usually early in the morning to take advantage of the windless conditions at Taft. Bill Cohen and Bob Dittmer both from Fountain Valley, CA were close on his heels with totals of 1558 & 1443 seconds.



Phylliss & Bill Hanmer of Boulder City, Nevada with her F00-2-U-2 .020 Replica.

Oldtime scale with its unlimited fuel allotment produced the longest flights of the contest. Again Sal Taibi flying, his trusty Corben Ace, put up the highest time. Cliff Silva from Livermore, CA gave Sal a close run for his money flying a 6 ft. span Dewotine. Cliffs model is very pretty and flies very realistically with minimal power. Bud McNorgan was also flying a 6 ft. Corben Ace powered by a .15 diesel. cont. on pg. 6

SCAMPS ANNUAL Cont.

The high time Ohlsson '60' trophy was won by Sal Taibi, flying a Cabin Playboy. The .020 replica event as usual required six straight maxes to win. Bill Holt of Las Vegas was the eventual winner closely followed by Dick Lyons of Camarillo, CA. and Phyllis Hammer of Boulder City, Nevada.

The Scamps annual is a very colorful event drawing contestants from Nevada, Arizona, Washington and even Bruce & Leslie Norman from Fortworth Texas. The Las Vegas team of Bill Holt, Larry Schwarz, Bob Chambers, Bill and Phyllis Hammer made an excellent showing at the winners table.

The contest was C.D.'d this year by Jim & June Adams, ably assisted by Harvey & Susan Parker. The meet was a big success topped off by gorgeous silver trophies for 3 dozen winners. Everyone is invited to attend next year. The meet will be held over Veterans Day (November 12-13) Holiday.



Ed Krecek Perennial SCIF releasing his own design commercial rubber job at one of the all rubber funflays held at mile square, Fountain Valley, CA. Ed is a real oldtime rubber enthusiast.

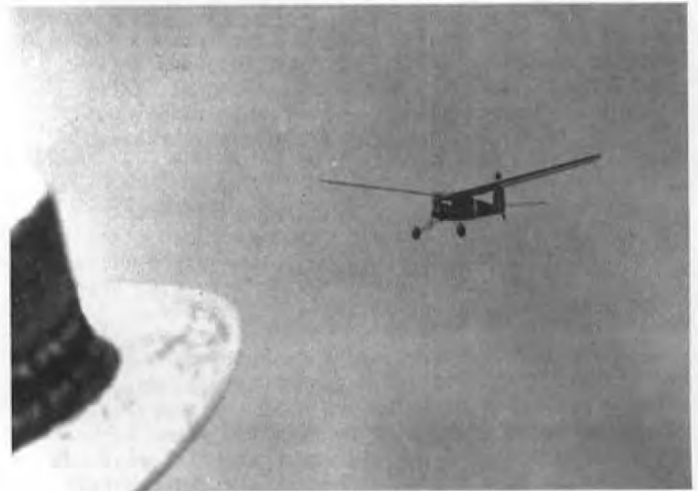


Don Weitz launching Playboy SR. at the V.A.M.P.S. annual held at the Las Vegas dry lake.

FCC APPROVES AMA PETITION  
FOR NEW RC FREQUENCIES!

Four Year Effort Results in Eleven Additional RC Frequencies for Model Aircraft and Others for Boats and Cars--January 1!

On April 1 of this year the FCC approved the Notice of Proposed Rule Making (NPRM) which promised practically all that we asked for in our original petition of November 1978. Then the FCC Commissioners, on November 4 by vote of 6-0, officially approved a Report and Order, which is essentially the same as the NPRM.



R/C Dallaire Sporster does a touch and go for Norm Burnham from Elsinore, CA.

The next step is to implement the AMA plan for gradual transition to the new frequencies. The plan has been carefully worked out to permit the old and new 72 MHz frequencies to co-exist for the next five years. Actually, the FCC has authorized more frequencies than can practically be used at this time, with the idea that there will be enough for many years down the road if we use them right. To do that, it is first necessary to operate for the next five years according to AMA's new plan, after which a transition will be made to converting our previous 72 MHz frequencies while we add still more new ones.

AMA has approved the following eleven new frequencies to operate together with the previous seven:

Channel 12--72.030 MHz  
Channel 38--72.550 MHz  
Channel 40--72.590 MHz  
Channel 42--72.630 MHz  
Channel 44--72.670 MHz  
Channel 46--72.710 MHz  
Channel 48--72.750 MHz  
Channel 50--72.790 MHz  
Channel 52--72.830 MHz  
Channel 54--72.870 MHz  
Channel 56--72.910 MHz

More details are being published in the February issue of MODEL AVIATION magazine (to be mailed in December). The information will be in color, showing the new identification flag system to distinguish the new from the old.

**Note:** The new frequencies can be either AM or FM. This should not cause problems since, on any one frequency at any given time, the operation will be either, not both. Thus, compatibility is a matter of frequency (channel) numbers rather than whether AM or FM is in use.

WHAT EVERY R/C MODELER NEEDS TO KNOW (AND WAS AFRAID TO ASK) ABOUT FREQUENCY CONVERSION FOR THE NEW CHANNELS

There has been much discussion at the local modeler level about the new "FM frequencies: that have been requested for R/C modelers. The truth is that any new frequencies that are obtained will not be just for FM use only.

The following information is provided in an effort to clarify what is proposed. Kraft Systems was the major contributor of technical data to the Academy of Model Aeronautics for use in the petition to the F.C.C. to obtain these new frequencies; therefore, we are very knowledgeable about the overall plan.

The AMA petitioned the F.C.C. to allow use of any form of modulation that might be developed in the future.

In order to provide for an orderly phase-in of any newly designated frequencies for R/C, a Phase-In-Plan was prepared by the AMA Frequency Committee. The plan was developed to accomplish the following goals:

1. Protect the existing seven 72-75 MHz R/C frequencies from interference from any new frequencies.
2. Prevent the existing R/C systems from becoming obsolete overnight.
3. Prescribe a plan for the orderly phase-in of any new frequencies.
4. Separate the aircraft user frequencies from non-aircraft users to preclude future interference.

The end result of the above is a plan of some 19 pages that provides the details of how the phasing will be accomplished, in addition to the frequency identification and control system. The AMA will distribute the complete plan to all AMA chartered clubs. An encapsulated version follows:

Although there will probably be 50 new frequencies approved for R/C use in the 72 MHz band and 30 for non-aircraft use in the 75 MHz band, they cannot be immediately implemented. The reason being, that the new frequencies are spaced every 20 KHz, and use of them would cause present day wideband AM equipment to interfere with each other, as well as any other type FM receiver. To prevent this from happening, the Phase-In Plan restricts the initial frequencies available to eleven (11) new channels in addition to the existing six frequencies on the 72 MHz band. Eleven new channels are also designated for the 75 MHz non-aircraft band. The new 72 MHz frequencies will be designated by channel number and will be for aircraft use only.

After 5 years from the initial release date, the existing six 72 MHz frequencies and 75.640 MHz will no longer be legal to use. At that time, additional new channels can be phased in. Three years later, all 50 aircraft only frequencies and 30 non-aircraft frequencies will be available for use.

The question most modelers have is, "will my present Kraft R/C equipment be able to be converted to the new frequencies." The answer is a qualified "YES!" If the unit was built in 1976 or later, Kraft Systems or its Authorized Service Stations will convert a unit to one of the new channels, following F.C.C. authorization. Conversion of existing wideband AM equipment will consist of installing new crystals and/or modules and realignment to insure that the system will operate at 40 KHz channel spacing. Existing AM receivers such as the KPR-5C, KPR-7C, KPR-8D, etc., cannot be converted to operate on FM. If a modeler has a KPT-7C or KPT-7CS Bicentennial Series through present day MK III, or KP-6C units they can be converted to FM operation by purchase of a new FM transmitter module and its matching receiver. Note that FM receivers and transmitter modules must be closely matched to insure correct operation. None of the current model narrow band FM receivers by any manufacturer can operate at the 20 KHz channel spacing for the eventual 50 channel use. This is primarily caused by the generation of image frequencies and intermodulation (IM) products. New receivers will be developed by all the R/C manufacturers to be able to meet the future 20 KHz channel spacing 8 years hence. Obviously, these new technology I.M. immune receivers, when available, can be used at 40 KHz channel spacing to achieve additional immunity from interference.

As indicated previously, Kraft Systems will offer frequency conversions to any of the eleven new channels (when approved by the F.C.C. for any unit we manufactured since 1976. We visualize that many modelers will want to change their frequency from a currently authorized 72 to 75 MHz frequency to one of the "aircraft only" channels. The following charges will apply for in-band, i.e., 72 or 75 MHz changes. The customer pays shipping charges. Contact the factory or an Authorized Service Station for out-of-band frequency conversion charges, check-out, alignment and frequency change.



Don Hoyle applies the "stick" to his Buzzard Bombshell at Perris R/C fun fly. Don is from SAM 41, San Diego.

SOCIETY OF ANTIQUE MODELERS (CHAPTER 35)  
FIRST NATIONAL EXHIBITION - OCTOBER 17th 1982

The exhibition was held at The Samuel Whitbread School, Shefford, Beds, organised by a committee formed from Eastern region members of SAM 35 and the Parents and Staff Association of the school.

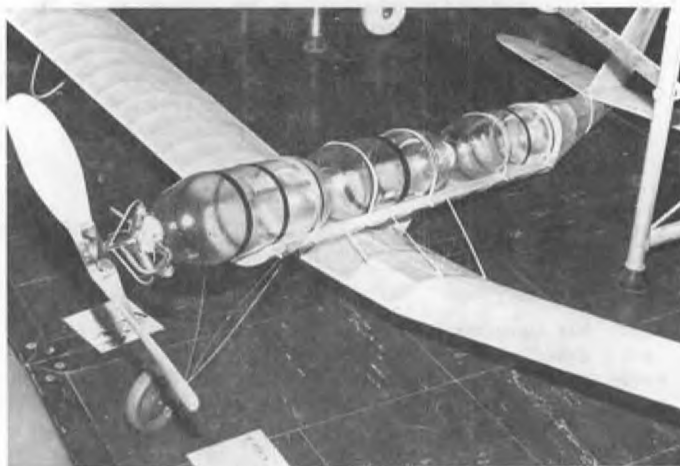
The 230 models on display were mainly vintage types but a small number of more modern designs were also shown. Within each of the vintage and non-vintage categories there were three main competitive classes, namely rubber powered, engine powered and gliders, with special awards for scale and unorthodox models. In addition there was a non-competitive, display actual flying took place in the sports hall - an ideal venue for small indoor models, if a little draughty as a result of the high winds outside which not only penetrated the building, but also devastated the planned outdoor radio control flying activities. Nevertheless a few individuals braved the elements to put on an outdoor show, ably organized by the Flying Co-ordinator.



Guests & organizing committee at the first SAM 35 National Exhibition at Shefford, October 17, 1982. Left to Right; Peter Coe, David Hardwick, Peter Harvey, Philip Frances, Dick Hardwick, Alwx Imrie, Bob Copland, Howard Boys, Alwyn Greenhalgh, Unknown, Len Jackson, Peter Weate, Jim Bassett, Ramon Alban & Brain Welch.

Guests of Honour for the day were Alex Imrie, President of SAM 35 and Alwyn Greenhalgh, the noted modelling historian. Judges were Bob Copland, Peter Neate and Howard Boys, all of whom have made their own special contribution to the history of aeromodelling in the British Isles.

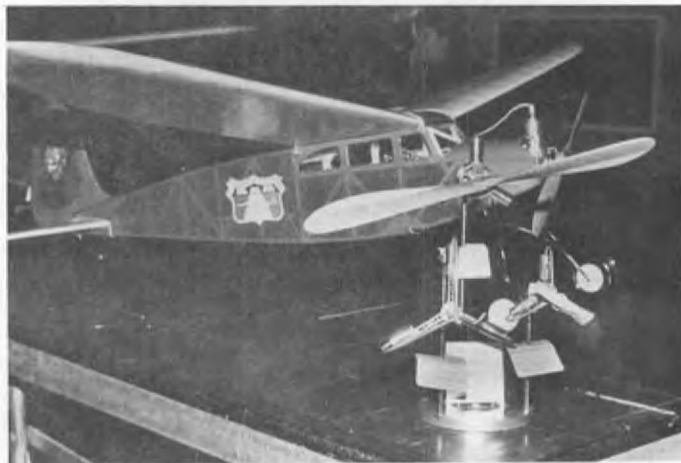
The organising committee's two months of planning and arranging reached a peak on the afternoon before the event, when the first models arrived for staging - or more correctly "hanging" as some 20 models, typically with wing spans of over 8 ft, were suspended from the ceiling in the main hall. Many of these were entered by the Humpreys family and someone commented that "this must be the first time Jack had put 9 of his aircraft in the air at the same time!" Staging continued early Sunday morning with models being checked in, assembled and positioned under the watchful eye of the Display Steward: The Entries Secretary had even enlisted the help of his son,



Abnormal use of Coke bottles for Jack Humphrey's Compressed Air Model. Good for 160 p.s.i. so far!

plus his home computer, to keep track of the arriving exhibits! Thus by 10:00 am most of the entries had been staged, trade stands set up, refreshments made ready and the general public allowed access to the show. Special rooms had been set aside for SAM members and exhibitors to relax in and for members of MECA (The Model Engine Collector's Association) to use for their display and sale of engines.

The judges began arriving at about 11:00 am to be met and briefed by the Judge's Steward: Their only guideline was that models should be judged on "overall merit". This allowed these experts considerable freedom and was an admirably sensible approach to their massive task, being entirely in keeping with the spirit of modelling as practiced by members of SAM 35. The judges completed their task on time and while they enjoyed a late buffet lunch certificates were completed in a beautiful copperplate script. Within the hour award cards were in place on the winning models, together with several highly commended certificates for some excellent models which didn't quite match the outstanding merit of the winners. A full list of class awards is given later.



John Kemp's sparky powered Club Conquest, behind 3 of Jack Humphrey's home made compressed-air motors.



One of the highlights of the afternoon was a demonstration by Alwyn Greenhalgh of the history of model aircraft, using indoor models, ranging from a hot air balloon via canard pushers, A-frames, and low wing sports monoplanes to ornithopters. His audience of some 400 people were so enthralled by these models and his entertaining explanations that the was promptly asked to do a repeat performance later in the day!

During the course of the day there were many visits from photographers representing most of the local press as well as a camera crew from Anglia Television. This publicity can only enhance the popularity of our hobby and hopefully the public's understanding and tolerance of the objectives of 'SAM' in particular.

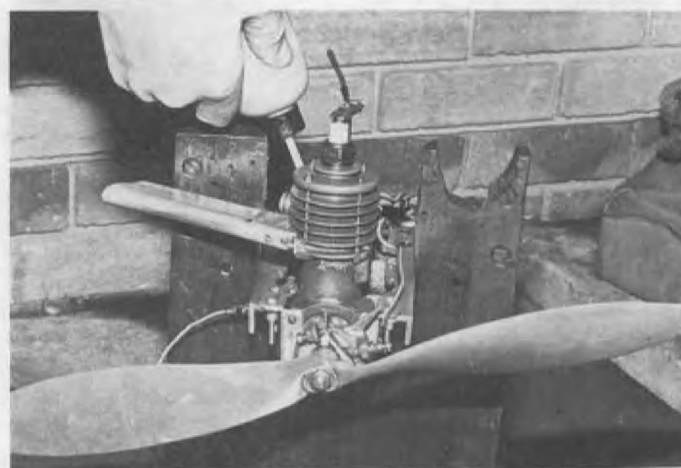
The President of SAM 35, Alex Iurie called the audience to order for the announcement of awards and introduced Alwyn Greehalgh to do so. In his address



Jack Humphrey's copy, of his wife, Ann's, replica of Carl Goldberg's Valkyrie. Justifically won first place in Vintage Power.

Alwyn expressed the opinion of the judges, as well as himself, that the standard of the models shown was very high and that there was not one 'bad' model to be seen. The winners were invited to collect their awards from the SAM 35 display stand which was ably manned by members of the Society throughout the day and which had been the centre of much activity and attention. All too soon the exhibition was closed by the general co-ordinator who publicly thanked those who should receive thanks but in particular the judges, the guests of honour, the school's Parents and Staff Association, the organizing committee and most of all the exhibitors and the visiting public, without whose support the event could not have been a success.

RAMON ALBAN



The sound of this 18 cc Atom Minor brought music to the ear.



Founder Chairman, Ramon Alban, shows he finds time to build, as well as organize, with E.D. Bee power Taibi Cadet.

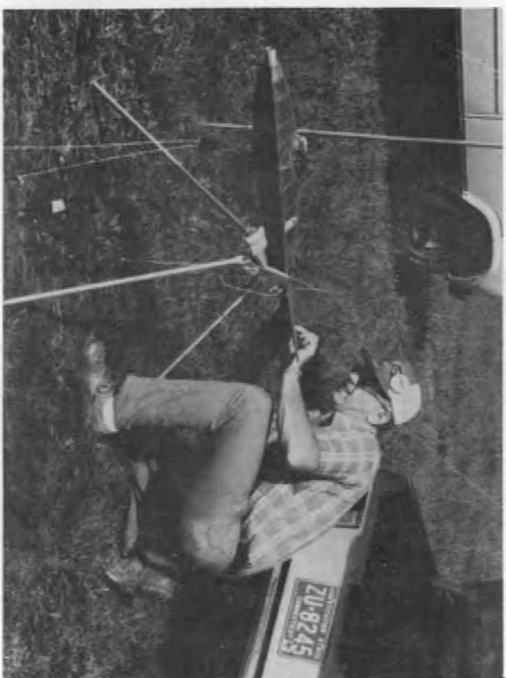


Authentic reproduction by Ken Tansley of his original 1945 Design, T9, right down to the correct shade of paint!

#### CHANGE OF ADDRESS

Have you or a SAM Member you know moved? If so please notify either John Pond, 4269 Sayoko Circle, San Jose, CA 95136 or SAM Speaks 2538 No. Spurgeon St. Santa Ana, CA 92706.

Every month we receive a dozen or so undelivered copies of SAM Speaks in the return mail



Carmen Botticello assembles his "Flying Cloud".



Mike Poorman lights up the fuse on his fullsize Strato Streak. Note the 2 wheel for guaranteed takeoffs.



Danny Sheels holds, while Mike Moskow puts the winds in his Gollywock.



Diane Humphrey's (aged 15) Miss Philly IV. 1 of 12 models from the Humphrey's stable!

## REPEAL INFLATION SPECIAL SALE - SPECIAL !!

### "BAY RIDGE MIKE"



#### CONTENTS

This kit contains all the material to build the air frame. (Covering and liquids excepted). The parts are pre-cut, sanded or pre-bent. Also, **HARDWARE, NYLON** and a **WHEEL KIT !!!**

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CA. Residents Add 6% Tax



Are you looking for a source of OLD TIMER engines and accessories. 77 Products has everything that you can think of for the serious old timer flyer. Send \$2.00 for their catalog. Catalog also contains 27 pages of how-to information for operating, maintaining and trouble shooting ignition engines. Write to Otto Bernhardt, 77 Products, 17119 So. Harvard Blvd., Gardena, CA 90247



Clarence Bull from Oregon releases his super pretty Quaker Flash at the Salt Lake SAM Champs.

For Sale - Complete ignition harness' for old timers, includes all needed components. Write to Don Kress, Rt. 4 Box 88, Georgetown, IN 47122 for particulars and prices.

OldTimer Model Who's Who No. 17 "The Coronet"

Designer: Scientific Model Airplane Co.,

The "Coronet" was manufactured by Scientific, located in Nemark, N.J. in the months just prior to Pearl Harbor. Scientific also kitted "The Ensign", "The Starling", "The Flagship" & "The Varsity". The Coronet was intended for the Class 'A' event having only a 46 1/2" wing span and 300 sq. inches area.

The model in the picture was built by Eric Strengle of Covina, CA. The ship is powered by a converted O.S. engine and is a snappy performer.

### SOCIETY OF ANTIQUE MODELERS MEMBERSHIP APPLICATION

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

AMA \_\_\_\_\_ No. \_\_\_\_\_

MECA \_\_\_\_\_ No. \_\_\_\_\_

SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

Enclose Membership Dues of \$10.00 and send to:  
The Society of Antique Modelers  
4269 Sayoko Circle  
San Jose, CA 95136

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE REC'D  
NO. DO NOT WRITE IN THIS SPACE



"This old thing makes me feel young."

#### MEMBERSHIP RENEWAL

It's time to renew your S.A.M. membership. Dues are due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.



Al Hellman (left) assisted by Phil Bernhardt prepares to launch his MG at last years John Pond Commemorative. The MG was designed by Mike Granieri, SAMS President.

## SAM SPEAKS

Official Publication of the Society of Antique Modelers  
2538 N. Spurgeon St. - Santa Ana, California 92706

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# SAM SPEAKS

Official Publication of the Society of Antique Modelers

JAN-FEB-MAR-APR 1983

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 53-54

## SAM EDITOR SPEAKS - By, Jim Adams

In this issue you will find the complete information package and entry blanks for the 1983 SAM Champs. The SAM Champs are to be held at LaJunta, Colorado, July 19, 20, & 21. Practice days at the field will be July 17-18.

Entry fees are slightly higher this year, but the maximum cost is to be \$20.00. A new additional cost has been instituted this year for non-members. This cost will be \$10.00, the cost of a 1 year membership. So make sure your paid-up when you show up at LaJunta, or else expect to pay-up then.

A large crowd is anticipated this year by Jim Thomas, Rocky Mountain V.P., with the Champs returning to the mid and western part of the country. So get your reservations in early it's going to be a big one.

### SAM Speaks Late?

Yes! This issue is late. A combination of things caused us to be behind schedule with this issue. We wanted you to have the Champs information as soon as possible so we held up until it was ready. Then there were the new R/C rules change proposal. These have just been received from the committee in time for this issue, and last but not least, news this time of year is scarce.

We're making this double-issue, covering January-February, March and April (a sneaky way of getting back on schedule).

We're changing our format somewhat, including more types of material. Let us know what you think of this type of newsletter. This is the type of newsletter done by our English friends in SAM 35.

If there are would-be editors or contributors out there, write to us and let us know what you've got or would like to contribute. Some months, there is just not enough good stuff to fill this rag. All contributors are welcome!

### R/C Rules Proposals

The final draft of the R/C rules changes appears in this issue. This represents a tremendous amount of effort by members of your R/C Rules Committee. The correspondence would fill volumes. The committee consisted of past officers from 1981 through 1982 and new officers serving 1983 through 1984. The appointed members including the chairman of the committee, have served since the 1981 SAM Champs till the present.

Your editor feels that this is a good set of rules. The approach the committee took was a complete re-write of the R/C rules rather than a change of single paragraphs, in piecemeal fashion as has been done in the past.

Most notable changes I feel are the separation of the glow and ignition events, thus doing away with many of the problems of engine handicaps. Handicapping has not been completely eliminated however, different engine runs for glow and Schnurle engines in the glow event, and of course different engine runs for converted ignition and antique (original) ignition, in the ignition events. Diesel; post '50 and pre '50 have not been forgotten.

Basic R/C assist events have been established, similar to those in free-flight. A quick review of Section I, Paragraph 8 discloses all your favorite events but with a new slant; there are now 3 classes of glow powered events and 3 classes of ignition powered events. This is the way the events have been run at the Champs for several years. Also, the antique event and Texaco event that you are familiar with plus two new events, a pure antique event and 1/2 A Texaco.

Basic Events are those that must be held at the SAM Champs. Previously R/C assist events were considered as special events and were flown at the discretion of the C.D..

Reading through the engine run times in Section IV, Paragraph 6, you will note some changes. Schnurle and cross Scavenged glow engine runs have been increased from 15 seconds and 20 seconds to 20 seconds and 25 seconds respectively. Inversely ignition engine runs have been reduced from 35 seconds for converted engines and 55 seconds for original ignition engines to 30 seconds and 45 seconds respectively.

Many argued that 15 seconds for Schnurle engines was unreasonably short and on the other end 55 seconds for original ignition was too long. A compromise was finally struck when it was agreed to separate the glow and ignition events. Even the die-hard ignition members of the committee agreed to go along with these proposals in the final form.

Your comments are solicited on these rules change proposals. Write either to the SAM Speaks Editor or Don Bekins the R/C Committee Chairman. If you would like to write to your area Vice President, write to him and let him know your feelings. All letters will be reviewed. (Addresses are on the SAM Speaks masthead). Don Bekins Address is 85 Bellevue Ave. Belvedere, CA 94920

A ballot for your vote appears in this issue - another will appear in the following issue of SAM Speaks. Only one vote per each current SAM member of course. All ballots must be in the hands of the R/C Rules Coordinator, Woody Woodman by June 31st 1983.

Woody will verify that ballots are from paid-up members, count the ballots and announce the results at the SAM Champs.

### Another Antique Joins SAM List

Fred Lembergs "Goon" was approved by the executive committee as a 1938 antique model.

The "Goon" advertised in recent editions of "Model Builder" magazine is a one wheel design of 75" span. An excellent kit for the model is available from Fred, his address is 2646 Bolker Drive, Port Hueneme, CA 93041. The price of \$31.95 for a complete kit is very reasonable.

### Jimmy Allen Event

SAM Chapter #1, Denver, is in contact with the Skelly Oil Company concerning the possibility of Skelly Oil sponsoring a 50th anniversary trophy for the old Jimmy Allen rubber models. It is proposed that the event be flown at the '83 SAM Champs. The sponsorship is not firm at this time, but all SAM rubber flyers are invited to bring your Jimmy Allen designs to an informal fly-in at LaJunta; then if sponsorship firms up, we will announce the details in the next edition.

### New Arden Timer Housings

MICRO MODEL ENGINEERING, 5600 Portage Road, Suite 112, Kalamazoo, Mich. 49002 has announced their entry in the old timer engine parts replacement business. Woody Bartelt and Roy Johnson have been working for two years to develop a timer housing for Arden 09 and 19 engines. After several false starts trying to make a complex mold that would make a complete and nearly finished Arden timer housing, they have finally settled for a die cast piece that is a solid mass. The inside front and rear are machined out and other time consuming details are done in several steps. Not having the availability of modern machinery they are probably doing a lot of things the hard way, but after shopping around they feel it's certainly the least expensive way.

The price is higher than they had hoped for but when faced with the alternative of an Arden made useless by no points at all, the price appears reasonable. Their hope is to produce more parts for Ardens in the future with the possibility of making complete engines someday soon. See their add in this issue.

### SAM 35 Yearbook

Just released is "SAM 35 Yearbook Vol. I", a 145 page book published in England containing all facets of vintage (old timer) information. It is very nostalgic starting back as early as 1927 and leading up to modern times. Compiled and extremely well done by our devoted english old timer lad David Baker for SAM 35. It is a must for every modeler to enjoy viewing and reading. It contains a wealth of modeling information, plans, flying techniques of yester-year, much of which is still current. Articles of modeling interest are well written with many plan references by a multitude of predominant individuals such as Colonel Bowden, Walt Good, Pete Andrews, Vernon Boehle, Sal Taibi, Leon Shulman, Bob Copeland and many, many more-----.

To get your copy send check in the amount of \$7.00 made out to "SAM 35" c/o Lord David Baker 22 Ellington Rd. Muswell Hill, London N10 England (Postage and handling are included).

### 1983 NFFS Symposium

The 1983 Symposium Report is in the works! Fifteen years of National Free Flight Symposium have been published. Each one is a compilation of individual research, technical data, new creative ideas and thoughts available to you and to the new modeller. Subjects like propeller design, diameter, pitch, effect on flight, aerodynamics, stability and control, fuels and engines are common to all phases of model aviation. A library of knowledge available nowhere else--and underwritten by your generosity.

Whether you use the Sympo yourself or not, just knowing you were part of making it possible is your reward.

Contributions from individuals and organizations with which you are involved are needed to retain the standard set in past years and yet keep the purchase cost down.

Suggested amounts are: Patron--\$25.00 or more, Donor--\$10.00 or any amount, large or small is appreciated. Contributions of \$25.00 or more (Patron) will receive a complimentary 1983 Symposium (\$10.00 value).

All Patron contributors are gratefully recognized in the Sympo Report. To insure achieving this deserved recognition, we request that your contribution be forwarded by mid-April 1983. Make check payable to: National Free Flight Society. For further information contact:

Dick Swenson  
Sympo '83 - Contributions  
7373 N. Teutonia - Apt. 9  
Milwaukee, WI 53209



# 1983 SAM Champs



**Contest Manager**  
James P. Thomas  
1050 Clarkson  
Denver, CO 80218  
(303)861-9745

**FF Contest Director**  
Jim Whelan

**RC Contest Director**  
Woody Wordman

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July 18-21, 1983  
La Junta, Colorado

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## Entry Form

(See reverse side for events.)

Early entry will avoid last minute rush. Please mail entry with remittance made out to:  
James P. Thomas, 1050 Clarkson St., Denver, CO 80218

**Entry Fee:** \$8 first event, \$4 each additional event to \$20.  
(Entries after June 1 are \$8 each event, *no maximum.*)

Total: \$ \_\_\_\_\_

**Non-SAM members:** \$10 additional.

Total: \$ \_\_\_\_\_

**Bean Feed:** \$5 per person. Number of tickets: \_\_\_\_\_

Total: \$ \_\_\_\_\_

**Victory Banquet:** \$8 per person. No. of tickets: \_\_\_\_\_

Total: \$ \_\_\_\_\_

**Total:** \$ \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

AMA No.: \_\_\_\_\_ SAM No.: \_\_\_\_\_ FCC No.: \_\_\_\_\_

### Waiver

I (We) hereby release the *Society of Antique Modelers* and all persons connected with this meet from any liability whatsoever for any accidents incurred while participating in this meet. I (We) also agree to abide by all Flying and Field rules in force for this meet.

(Signature)(Parent or Guardian if under 21)

(Official use only)

Contestant No. \_\_\_\_\_

Date received \_\_\_\_\_

# 1983 Official Entry Form

**Tuesday, July 19 9 am—5 pm**

Event	Model Name	Engine/Power	Wing Area	Weight Required	Freq.
FF "A" Cabin					
FF "C" Cabin					
FF 30 sec. Antique					
FF H.L.G.					
FF Rubber Scale					
FF Compressed Air					
RC "C" Glo					
RC "A" Glo					
RC "C" Ign					
RC Electric (morning only)					

**Wednesday, July 20 9 am—5 pm**

Event	Model Name	Engine/Power	Wing Area	Weight Required	Freq.
FF "B" Cabin					
FF "A" Pylon					
FF .020 Replica					
FF Rubber Cabin					
FF Fuel Allot. Antique					
FF Twin Pusher (4pm)					
RC Antique, Glo only & Conv. Ign					
RC Antique, true ign. only					
RC "A" Ign					
RC "B" Ign					
RC "B" Glo					

**Thursday, July 21 9 am—5 pm**

Event	Model Name	Engine/Power	Wing Area	Weight Required	Freq.
FF "C" Pylon					
FF "B" Pylon					
FF Rubber Stick					
FF Gas Scale					
FF Towline Glider					
FF .020 Electric (See rules)					
RC Texaco, Glo & Ign.					
RC 1/2 A Texaco					



## 1983 SAM Champs General Information

Excellent flying conditions are the principal reason for choosing La Junta, Colorado for the 1983 Champs. La Junta is located some 65 miles east of Pueblo, Colorado on US 50. It is a town of some 10,000 population with all

motels, the Junior College and the flying field in close proximity.

The flying field will be on the northern edge of the La Junta Airbase, five miles north of town on State Highway 109. The route will

be marked with signs. The field is flat, has good chase conditions and the elevation is 4,300 MSL. Parking areas and flight lines for both free flight and RC will be marked.

## 1983 SAM Champs Field Rules

**General:** Current SAM Rules will apply as published in the 1982 rules book. For free flight a three minute max will apply. All chasing must be done by bikes only—no cars. All bikes must be equipped with spark arrestors. A headquarters tent will be at the field for late entries, BUT please make every attempt to register early—this will save you money and time.

No DT or engine shutoff by RC signals will be allowed for free flight. All transmitters will be impounded at the RC headquarters.

Contest Hours: 9 a.m.—5 p.m.

The field will be open for practice flying on Sunday and Monday, July 17-18.

**R/C Events Champion** will be decided on the following basic events only.

- Class A Glo or Ign (not both)
- Class B Glo or Ign (not both)
- Class C Glo or Ign (not both)
- Texaco Glo and Ign combined
- Antique Glo or True Ign (not both)

Contestant must declare prior to the start of the meet whether he is flying Glo or Ign when competing for R/C events champ.

**F/F Champion** will be determined by place standings in the (11) SAM Basic F/F Events.

**RC Electric Events:** With the increasing number of RC Contestants at the SAM Champs it becomes necessary to limit time allotted to special events and give priority to SAM basic events. Therefore the electric event will be run as follows.

**Motors:** Any motor from .020 to .30 will be eligible.  
**Engine run:** 1½ minutes  
**Max time and number of flights to be given** will be decided at the field. The deciding factor being the number of contestants and frequency problems arising.

**.020 Electric Free Flight Old Timer Event Rules:**

1. Any model, full size, scaled up or down, designed, kitted or published prior to December 31, 1942, qualifies.
2. Power-astro-flight .020 electric motor or equal

3. For charging airborne battery provide female 2 prong dean connector. (Code positive terminal red) (Ace Product No. 19K53-C2 Deans Two Pin Connector) Source: Local hobby shop or Ace R/C, Inc., Box 511, Higginsville, Mo., 64037

### Flight Procedure:

A. Airbourne motor battery will be checked for equal power condition and charged for 2 minutes using Astro Flight Contest charger through Dean 2 prong female connector.

B. For official flight plug in or switch on battery power, *hand launch* free flight for motor run out, glide and landing. Official time begins at launch and ends at landing. First 3 flights over 10 seconds are official. Under 10 seconds is attempt with maximum of 6 attempts to attain 3 official flights.

C. Field conditions will determine max. flight.

## 1983 SAM Champs Schedule

### Flying Events

9 am—5 pm La Junta Airpark

#### Tuesday, July 19

FF "A" Cabin  
FF "C" Cabin  
FF 30 sec. Antique  
FF H.L.G.  
FF Rubber Scale  
FF Compressed Air  
RC "C" Glo  
RC "A" Glo  
RC "C" Ign  
RC Electric (morning only)

#### Wednesday, July 20

FF "B" Cabin  
FF "A" Pylon

FF .020 Replica  
FF Rubber Cabin  
FF Fuel Allot. Antique  
FF Twin Pusher (4 pm)  
RC Antique, Glo only & Converted Ign.  
RC Antique, true ign. only  
RC "A" Ign  
RC "B" Ign  
RC "B" Glo

#### Thursday, July 21

FF "C" Pylon  
FF "B" Pylon  
FF Rubber Stick  
FF Gas Scale  
FF Towline Glider  
FF .020 Electric (see rules below)  
RC Texaco, Glo & Ign  
RC 1/2 A Texaco

### Meetings & Special Events

**MECA Collecto:** Monday, July 18, Otero Junior College.

**Annual Bean Feed:** Monday, July 18, Knights of Columbus Hall, 118 Stern Ave. Burgers, beans (of course), coffee, tea and draft Coors. \$5/person. 6:30 p.m.

**SAM Business Meeting:** Tuesday, July 19, 7:30 p.m., Otero Junior College. No charge, members only.

**Victory Banquet:** Thursday, 7 p.m., July 21, Knights of Columbus Hall, 118 Stern Ave. Barbeque Beef Dinner, with all the trimmings, including draft Coors. \$8/person. Awards ceremony. Please note that Wednesday evening is free for your personal socializing and that beer only will be available at the bean feed and banquet.

## Accommodations

All accommodations will be coordinated by the La Junta Chamber of Commerce. Please write or call:

**Tanya Baird**  
Chamber of Commerce  
Box 408, La Junta, CO 81050  
(303) 384-7411.

### Otero Junior College

Up to 160 people. Air conditioned, linens furnished, singles and doubles, \$8 per person per night.

### Motels:

**Capri Motel**, East U.S. 50, Single \$30, Double \$36, \$2 each additional person. Will guarantee with major credit card or 1 night's lodging in advance.

**Kit Carson Hotel**, 123 Colorado Ave., Tel. 303-384-4471. Dining Room, Lounge, Banquet Facilities. 20 Rooms.

**Mid Town Motel**, 215 E. 3rd St., Single (1 person) \$24, (2 people) \$28, Double (2 people) \$30, \$3 each additional person. Will guarantee with major credit card or 1 night's lodging in advance.

**Stagecoach Motel—Best Western**, 905 W. 3rd St., Single \$30-\$34, Double \$38, \$4 each additional person. Will guarantee with major credit card or 1 night's lodging.

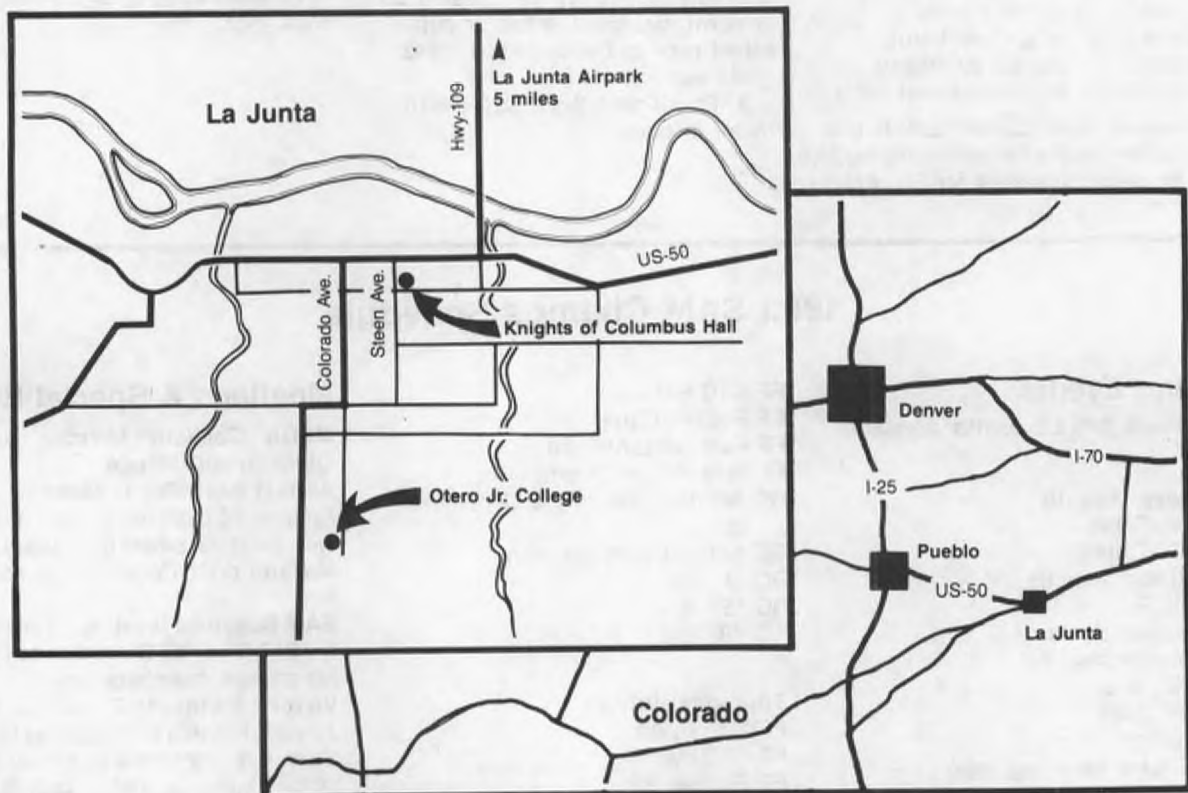
**Travelodge**, 110 E. 1st St., Single \$23-\$28, Double \$32, \$4 each additional person. Children under 17 stay free. Will guarantee with major credit card.

**Westerner Motel**, 1502 East 3rd St., Tel. 303-384-2591 (on Hwy 50 East) 25 Units (kitchenettes).

### Campers:

There are two areas available. Crooked Arroya KOA, 50 spaces, \$8.50 per day plus \$1 per day for utilities hookup. 10% discount for SAM members. 26680 US 50, La Junta, CO (303)384-9460. Or you may camp at the LaJunta Air-base, close to the flying field. No utilities available. Contact Tanya at the Chamber of Commerce.

**Other Attractions:** **Bent's Old Fort:** a fantastic restoration of the U.S. Park Service of the principal fur trading post of the early 1800's. Six miles east on State Highway 194. **Koshare Indian Kiva:** a truly authentic glimpse into ancient Pueblo Indian life, artifacts and customs. Internationally acclaimed. 18th & Santa Fe.



## 1984 R/C Rules Proposal

To: SAM Membership

From: Don Bekins  
R/C Review Board Chairman

At the SAM Champs, 1981, the members voted to establish the R/C Review Board which would act as general overseer of the R/C assist rules to be sure they are comprehensive and coherent. The Board consists of all the elected SAM officers, the R/C coordinator, the SAM Speaks Editor, and 3 active R/C competitors appointed by the SAM President.

The first act of the Review Board was to rearrange the 1982 rules to make them read more coherently and logically, without changing their content. Then we did an overall review of the present R/C assist rules with the following goals:

1. Amend rules to cover all types of R/C Assist competition; local, regional, and national.
2. Structure rules to allow all who so desire to take part in SAM competition, regardless of the old timer they wish to build or the type of engine they wish to use.
3. Attempt to handicap engine run times in a fair manner, particularly for local and regional meets, so as to give no one type of engine a clear advantage over another. Availability of antique engines is not uniform across the country, and their cost continues to escalate. Therefore, the committee (but not all members of the committee) feels that all available engines should be allowed to compete.
4. The rules should not be rigid. They should allow the contest director the latitude to change parameters as necessary, to insure that all who enter contests will be able to fly and compete.
5. Have the rules stand alone---not as a "Special Event" attached to the free flight rules. These rules should have their own basic events that must be run at the SAM Champs, and their own special events to be run at the option of the contest director.
6. Qualification of model design (except for scaling) and engine use should follow the general parameters established by the SAM committees for the free flight rules (except as otherwise noted; ie. engine class sizes). This eliminates the need to have duplicate committees within SAM.
7. Establish engine run and maximum flight times which are designed to test the flying and thermaling ability of the pilot. Thus, in dead air, theoretically, no pilot should be able to make a max flight without locating a thermal and skillfully using its lift potential.
8. Make the rules flexible enough so that contest directors at local and regional meets can try new events to determine their viability and popularity.
9. Plug loopholes in current rules which obviously favor one engine or model type to the detriment of others.
10. Fold in 1/2 A Texaco with the body of rules because of the popularity of this event, thus making it a basic event to be held at the SAM Champs.

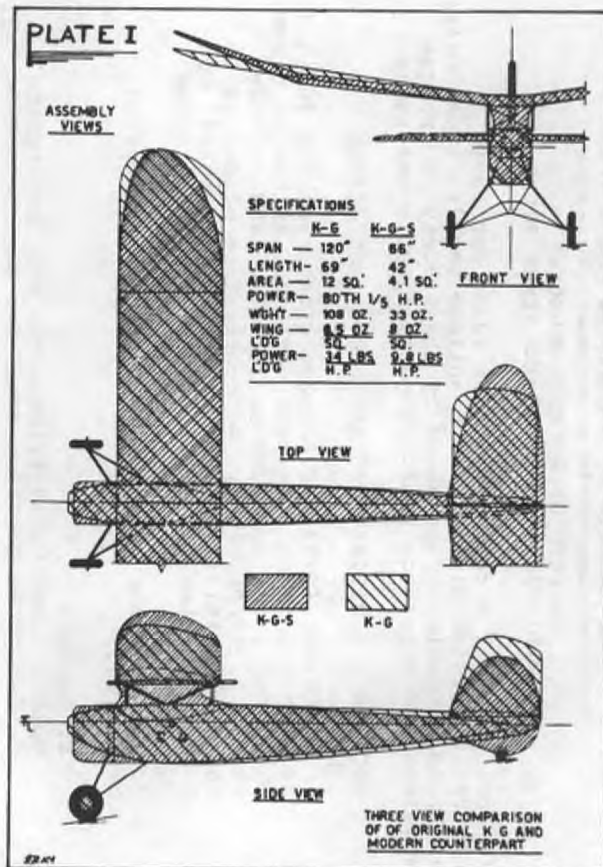
With these goals in mind, the Board drafted a proposed set of rules and distributed them to the committee members for appraisal in an initial mailing. Their written comments were tabulated and circulated to all Board members so that each could know what the others felt. Replies to that tabulation were then compiled in a consensus form, and a second set of proposed rules were drafted and circulated in a format that showed the proposed rules on the left and the current 1982 rules on the right for direct and easy comparison. Written comments were again compiled and a 3rd draft was prepared. Input was received from interested SAM members at large and considered. The chairman then telephoned each board member and discussed many of the more salient points (engine run times, max flight times, Texaco, etc.) and garnered a fourth consensus.

The fourth and last draft is what is presented here for the SAM membership to consider. All bold faced type (darker) represents changes or additions to the 1982 rules.

These are your rules and should reflect the fairest and most universal guidelines by which we will run our R/C Assist meets. Remember---input by SAM members is important!

Finally, I would like to express appreciation to various members of SAM Chapters 49, 26, 30, 21, 27 and 79 for their interest and helpful input, and to the members who served on the committee; Dick Huang, George Haley, John Pond, Jim Adams, Bob Larsh, Sal Taibi, Al Hellman, Woody Woodman, Tim Banaszak, Jim Thomas and Mike Granieri.

The new R/C Rules Proposal is on the following pages.



Henry Struck's K-G-S

F--I--N--A--L D--R--A--F--T  
\*\*\* (As Amended by R/C Review Board) \*\*\*

SOCIETY OF ANTIQUE MODELERS  
RADIO CONTROL ASSIST OLD TIMER RULES

The following is a complete set of rules for radio controlled assist old timer and antique models. These rules apply to competition sponsored by the Society of Antique Modelers and supercede conflicting applicable AMA rules.

SECTION I - DEFINITIONS AND BASIC REGULATIONS

1. Old Timer (O/T) and Antique categories are defined as aircraft which have been designed, kitted or plans published prior to December 31, 1942, and December 31, 1938, respectively. Authentication of design is the responsibility of the contestant, and shall conform to Section I, Par. 1 of SAM Freeflight Rules.

2. Models shall be flown in one of the following categories:

- a. Antique
- b. Old Timer Cabin/Pylon (Ltd. Eng. Run Events)
- c. Texaco (a duration event for Antique models, all classes combined)
- d. 1/2 A Texaco (a duration event for .049 engine powered O/T or Antique models)

3. Old Timer Cabin/Pylon, 1/2 A Texaco, and Antique models must weigh a minimum of 8 oz. per sq.ft. of wing area.

4. All glow and converted ignition engine powered models must have a minimum of 225 sq.in. of wing area per 0.1 cubic inch of engine displacement.

5. Fuel for spark ignition engines (antique and converted) must be gasoline and oil only, no other additives.

6. Spark ignition engines are defined as those engines using cam operated points, spark plugs, batteries, coil, condenser (or magneto) to ignite the fuel. Converted ignition engines must follow the SAM free-flight regulations. (See Section III, Par.6, Free Flight Regulations)

7. Fuel for 1/2 A Texaco shall be any commercially available glow-plug fuel. It may not be altered or blended with other fuels.

8. The following Basic R/C Assist events shall be flown at all SAM Championship meets:

- a. Class A O/T Cabin/Pylon (glow)
- b. Class B O/T Cabin/Pylon (glow)
- c. Class C O/T Cabin/Pylon (glow)
- d. Class A O/T Cabin/Pylon (ignition)
- e. Class B O/T Cabin/Pylon (ignition)
- f. Class C O/T Cabin/Pylon (ignition)
- g. Antique Class C (glow/convt. ignition)
- h. Pure Antique (class C antique ignition)
- i. Texaco (glow/ignition)
- j. 1/2 A Texaco

The Contest Director (CD) may, if there are not enough entrants, combine limited engine run as well as antique classes. In local and regional events, the CD may select the classes he wishes to fly, and in such meets he may try new concepts to determine their practicality.

Antique models may be flown in Old Timer events, but must follow all applicable O/T event rules. Old Timer models cannot be flown in the Antique or Texaco events.

9. The following shall be considered Special Events. These events are frequently regional and are included here only as a guideline for establishing other special events in the R/C assist category. Unless specifically spelled out in these special events, all basic rules herein apply:

Old Time Electric -- Any recognized powered old timer model of any size which is electric powered, either direct drive or geared. Motor run will be 1 1/2 minutes, maximum flight time, 7 minutes. Pilot must demonstrate ability to shut off motor or be charged with an overrun. Other flight rules are at the discretion of CD.

Class AB Antique (glow/ignition) -- Any recognized antique model powered by a Class A or B engine. Suggested flight times are schneurle/PDP, 10 secs/lb.; loop scavenged, 12 secs/lb.; converted ignition, 14 secs/lb.; antique ignition, 18 secs/lb.

SECTION II - MODIFICATIONS

1. Old Timer and Antique models may be modified in the following ways: minor changes to the thrust line, i.e., upright instead of inverted; strengthening or lightening of structures and provision for control surfaces. Outlines, areas, moments and cross-sections may not be changed except for direct scaling. Airfoil sections must be the same as on the original model. Landing gears must be in the same location as the original model; however, single-wheeled main landing gear designs may be modified to dual-wheeled main landing gear designs. All changes must be in the character of the original ship.

2. It shall be the responsibility of the contestant to prove the validity of the model and the fidelity to the design by submitting the actual construction prints to the contest director upon request.

3. No modification may be made which would prevent the model from making normal, unassisted ROG take-offs. Therefore, no dropping gears, no VTO, and no catapult devices are approved.

4. It is permissible to scale up or down an approved design.

### SECTION III - POWER AND CLASSES

1. Old Timer and Antique Models may be flown with either antique ignition, converted ignition, diesel or glow engines.

2. Classes for Old Timers are based on the following engine displacements (cubic inches):

Class	Antique Ign./ Pre-50 Diesel	Std Glow/ Post-50 Diesel
Class A	.049 to .200	.021 to .200
Class B	.201 to .300	.201 to .300
Class C	.301 to 1.20	.301 to .610

3. Four cycle engines will be considered as 60% of 2 cycle engine displacement.

4. Antique ignition or diesel engines must have been production prior to 1950; Antique engines produced after 1950 must be approved by the SAM Engine Rules Committee. Engines of .65 displacement and above must be original antique ignition engines.

5. 1/2 A Texaco engines shall be limited to Cox reedvalve .049 engines of the following types: Blackwidow, Goldenbee, Babybee, QRC (no diesel conversions). Engines may be modified in the following ways:

- Moving fuel pickup from middle to bottom of tank.
- Addition of mufflers.
- Needle valve extension for cowled engines.
- Throttles of any sort are not allowed.

6. Diesels manufactured prior to 1950 shall be considered as antique ignition engines. Post 1950 and converted loop scavenged diesels will be classed as standard loop scavenged glow engines. Schneurle diesels shall be considered as schneurle glow engines.

7. No tuned pipes allowed.

### SECTION IV - FLIGHT RULES

1. Five contestants constitute an event. Less than five contestants - classes may be combined at CD's

discretion.

2. The CD shall call a meeting of all contestants prior to the start of a contest to inform them of the rules and any changes he so designates due to field conditions. It is the responsibility of the contestant to be aware of those rules.

3. All models must rise off ground (ROG). This rule may be altered by CD due to field conditions. Hand launching of 1/2 A Texaco is permitted if field is not smooth enough.

4. The flight time is defined as the moment the model is released to the moment the model hits the ground or some stationary object. If a model flies out of sight, the timer must stop the watch. If a model comes back into sight within 20 seconds, the timer may restart the watch and the flight time rules apply.

5. Maximum time of flights are as follows:

Event	Attempts	Officials	Maximum Times
Ltd.Eng.Run	6 Attempts	3 Officials	7 minutes
Antique	6 Attempts	3 Officials	10 minutes
1/2 Texaco	3 Attempts	2 Officials	15 minutes
Texaco	3 Attempts	2 Officials	Unlimited

All scoring will be done in seconds, by multiplying the times in minutes by 60 to obtain the total of the allowed official flights. The CD will insure that all contestants get in their official flights, and thus may reduce maximum flight times as necessary. The CD will determine flyoff rules in case of ties.

6. The engine run times for the combined glow/ignition classes shall be as follows:

Event	Schneurle or PDP (Glo & Dsl)	Lp.Sc.Glw Pst-50 Lp.Sc.Dsl	Convrt. Ignition (Crss Scav)	Antique Ign Pre-50 Dsl
OT ABC Glow	20 secs	25 secs		
OT ABC Ign.			30 secs	45 secs
Antique C	6 secs/lb	7 secs/lb	8 secs/lb	
Pure Antique				10 secs/lb

Antique classes shall be flown concurrently. Thus, the contestant may enter either Antique C or Pure Antique, but not both.

7. Engine run time is defined as starting when the model is released and terminating at the cessation of sound from the running engine when the motor stops.

8. Fuel allotments shall be as follows:

	Glow	Convrt. Ign.	Antique
Texaco	4 cc/lb.	4 cc/lb.	5 cc/lb.
1/2 A	fill tank (limited to 8 cc fuel)		

9. In the Texaco and Antique events, the measured weight of the model shall be rounded off to the nearest pound (eg. 5 1/2 lbs to 6 lbs and 5 1/4 lbs to 5 lbs.)

10. A contestant may, within the specified time of his engine run, declare an attempt. The timer will then stop the watch and score the flight as an attempt

11. Attempts are defined as follows:

- a. Release of model is considered an attempt.
- b. An engine overrun is considered an attempt.
- c. In Limited Engine and Antique a flight under 40 seconds is considered an attempt.
- d. In Texaco and 1/2 Texaco any flight under 4 minutes is considered an attempt, unless declared official by the contestant.

12. Model must be airborne 4 minutes after a timer has been assigned. This rule will prevent delays in running of the meet. Infringement of this rule does not constitute a flight attempt, however the contestant loses his turn at flying.

13. One contestant per plane.

14. For safety reasons, all models except 1/2A Texaco must have R/C controlled engine cutoff.

15. Thermal aids will not be permitted in the Old Time R/C movement. For example: thermal sniffers or mechanical aids of any kind.

16. There will be no time limit nor penalty imposed on the landing of a model. However, to prevent delays in the running of the meet, the contestant is requested to land his model as soon as possible after obtaining a max flight or declaring an attempt. The CD may establish a 2 minute limit to insure that all contestants get in their flights.

17. All models must land in an area designated by the contest director. Models landing outside the designated area will be given a zero score.

DMBEKINS  
3/6/83

OFFICIAL S.A.M. BALLOT

I wish to cast my vote for the 1984 R/C rules proposal as marked:

YES  NO

I certify that I am a member in good standing of the society of antique modelers.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY & STATE \_\_\_\_\_ ZIP \_\_\_\_\_

S.A.M. NUMBER \_\_\_\_\_ SAM CLUB \_\_\_\_\_

Mail to: Woody Woodman  
233 Longview Drive  
Bayville, N.J. 08721



Bob Chambers, Las Vegas, Nevada, tweeks-up his "Alert."



JOE BESHAR SAYS A PRAYER FOR THE DEARLY DEPARTED. PHOTO WAS TAKEN AT RECENT S.P.O.T.S. MEET. THEY HAD TO EXCAVATE TO LOCATE THE ENGINE.



# United States Free Flight Championships

A CATEGORY 1 MEET SANCTIONED AAAA

TAFT, CALIFORNIA



Sponsored by FFMAASC and NCFFC



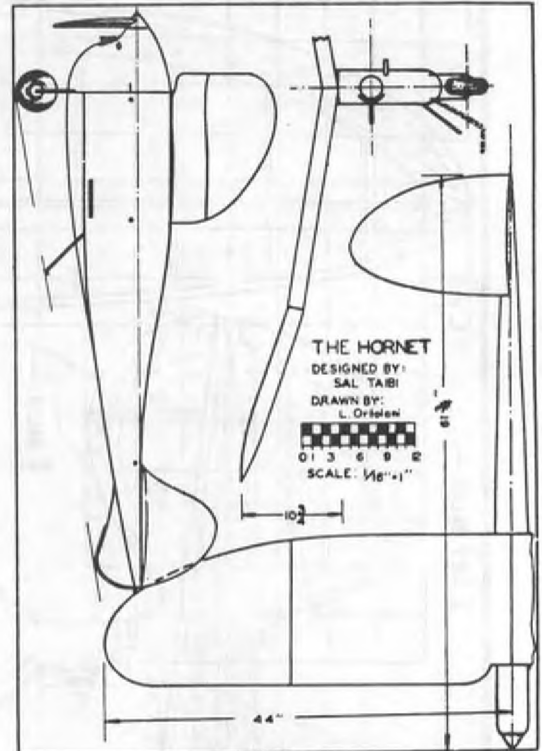
## SCHEDULE OF EVENTS

**Saturday, May 28**  
(8 a.m. to 5 p.m.)  
½ A Nostalgia\*  
A Gas (J\*, SO)  
C Gas  
A/2 Glider  
P-30 (J\*, SO)  
Mulvihill Rubber (J\*, SO)  
30 Second Antique  
.020 Replica  
B Old Timer Cabin  
A Old Timer Pylon  
C Old Timer Pylon  
Old Timer Rubber Cabin  
INDOOR (Taft gym)  
6 p.m. to 11 p.m.  
Novice Penny Plane\*  
Peanut Scale\*  
HL Glider (J\*, SO)  
Easy B\*

**Sunday, May 29**  
(8 a.m. to 5 p.m.)  
AB Nostalgia\*  
Jumbo Rubber Scale  
½ A Gas (J\*, SO)  
D Gas  
HL Glider (J\*, SO)  
Wakefield  
Old Timer Rubber Stick  
A Old Timer Cabin  
B Old Timer Pylon  
C Old Timer Cabin  
Gas FF Scale\*  
Peanut Scale  
Rubber Scale\*  
Night AMA Gas  
(Dark to Midnight)

**Monday, May 30**  
(8 a.m. to 3 p.m.)  
CD Nostalgia\*  
B Gas  
A/1 Glider (J\*, SO)  
FAI Power  
½ A Texaco\*  
Payload\*  
Texaco (6 am - 10 am)\*  
Coupe d'Hiver  
Electric\*

\* Indicates 3 trophies given  
All events are combined  
Junior-Senior-Open except  
those designated otherwise.



Trophies will be awarded through 5th place in each event except those with an asterisk (three trophies) due to a history of low entry. Senior Trophies and Wakefield Trophies are anonymously sponsored. A Junior, Senior and Open Sweepstakes trophy will be awarded. Team Championship Award (Three Trophies) Chuck Broadhurst Memorial Trophy to Overall Sweepstakes winner. Ocie Randall Memorial Trophy to High Time in Gas. Nostalgia Sweepstakes Trophy



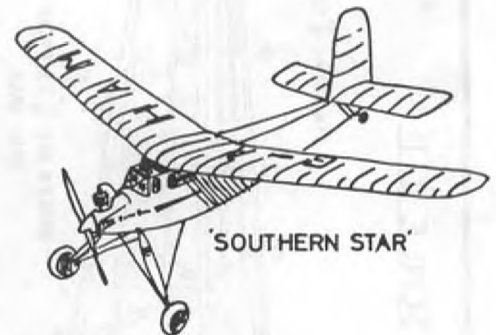
Entry Fees: \$3 per event (Juniors \$1; Seniors \$2) Pay at event tables  
\$3 Registration Fee (one time fee, all entrants)

FOR ADDITIONAL INFORMATION CONTACT:

Contest Director  
JOE L. NORCROSS  
P.O. Box 65  
Hanford, CA 93232  
(209) 562-7421



Business Manager  
LELAND NORCROSS  
4836 W. 123 St.  
Hawthorne, CA 90250  
(213) 676-7784



Bob Oslan with his newest R/C conversion, the ship is a Shereshaw Cumulus, plans will appear in future issue of model aviation magazine.



Ross Thomas, SAM 49, getting ready to fly his Ohlsson powered Lanzo Bomber at Perris, CA.



Mail Call - Reprinted from the "Satellite"

I received some very interesting mail this past month from the Free Flight community and I'm reprinting the letters because they involve you...the free flight flyer.

First off, and may I suggest you read the following letter from Harry Murphy in your model shop, turn the TV and radio off, and quietly read and digest Harry's comments...they are excellent. So excellent in fact that the President of the National Free Flight Society (NFFS) sent the letter to John C. Grigg, Pres. of AMA, and also to all the main hierarchy at AMA Hdq's, and all VPs, associate VPs, so you can see it got a lot of attention. I only hope that Harry has struck a nerve with AMA. Perhaps now that AMA has moved to their new building they can get some new and fresh ideas out in that fresh country air. Let's hope so for the sake of free flight. OK, here's Harry.

TO: Jim Sears, Dist. VI VP  
P.O. Box 308  
Burgin, KY 40310

I recently rec'd a copy of your request for replies and/or ideas relative to some (7) questions/topics that you had listed for input to the upcoming Dec. 11/17 Nats Committee/ Exec. Council meeting.

As I scan the listed items, most are quite familiar as they have oft times been asked before and we Free Flyers even circulated a similar letter after the '80 Nats., which included such items as a "split Nats, Family entry plans, Nat site preference, cost distribution of funds, is the Nats committee worth its salt, etc...These results were published, but no apparent actions were ever recorded to indicate any effects were derived from this poll.

Now the same questions are being circulated again to clubs through out your district. Personally, I would be greatly surprised if this method of assessing Nats problems has any merit at all. Most of your clubs are R/C sport oriented, and most could probably care less about the Nats situation. Any comments rec'd from those sources should therefore be weighed carefully. So I do not feel that you will find the solution you seek in this manner.



A close-up of Karl Spielmaker and Don Garofalo with the Drone model at the Westover SAM Champs in 1982.



Karl Spielmakers scaled down version of war time drone. This one is powered by compressed air, the original (14 ft. span) was powered by twin made by Righter MTR's (Dennymite Maker).

Should you be able to confer with all 80,000 AMA members on a one to one basis you would surely receive 80,000 different viewpoints..so how do you as moderator choose those that should receive the proper attention? The answer is that you can't!

We are led to believe that 3/4 of the AMA membership are "Sport Flyers". Most of these members are interested only in reading about the "results" after the affair is over and that is generally the extent of their involvement. As Nats competitors they are not.

Then who are these members who are involved? They are the "competitors" who are represented by various "special interest competition groups"...in our case the NFFS, NIMAS, SAM, R/C and C/L have special competition groups as well...Maybe I can better define my purpose by using Free Flight as the Example, since it is what I know best...

In 1980, we of the NFFS participated in a "straw vote" to attempt to influence the choice of the 1981 NATS site. The result was an overwhelming choice for Lake Charles--The NATS went to Sequin. As it turned out it was a fine site for Free Flight, but the point is that the Ex. Council said Lincoln. We said, "OK, if you insist, but please, pretty please, not Mead. We went to Mead. "OK, but if it's Mead, please give use some Hdqtrs support on the field to prevent those daily 100 mile round trips to Lincoln,"---no support., and (6) 100 mile round trips to Lincoln.

Now, it is 1983. At this point the NATS committee has already suggested Lake Charles, but the Exec Council has again overruled the issue for east coast preferences, even though req'd facilities for FF and Indoor are not available.

What in heaven's name is the use of another questionnaire, answered by people who have little intentions of attending, even if it was staged across the street, when the Exec. Council not only ignores the NFFS, but the best efforts of the NATS committee as well?

I think it is time we establish some ground rules for authority before the situation will ever get resolved in an organized manner. This would appear to be our only chance of survival. That is, the Exec. Council represents 80,000 members, it is true. However, the NATS committee represents (or should represent) the "competitors" within the 80,000. These competitors for the most part are represented by "special interest competition groups". Within these groups are the "NATS contestants". And if properly approached, a source for the required manpower to stage the various events. This is surely a solid foundation for reasonable solutions. The Exec. Council should realize that they no longer represent the competition element of the AMA. If they did, we would not require all of the sub-organizations to champion our causes. They represent the "competition" element. Our vehicle for representation with the NATS committee should be the appropriate special interest competition group, in my particular case - the NFFS.

The NFFS at least represent an attempt to further a common cause. This common cause is "Free Flight". Free Flight has always meant "competition in the field." The field has always culminated to mean the annual "NATS", and if it is to be "Free Flight Forever", then it damned well better be "The NATS Forever" as well, if Free Flight is to survive.

The bottom line of this oratory is that I really do not think that it is the concern of the Exec. Council to consider "details" of NATS strategy. That's what we have a NATS committee for. The NATS committee should be concerned with the desires of the "competition oriented constituents" for who it supposedly serves, and not have to worry about pressures from the Exec. Council or what it has to do to satisfy AMA pressures.

The NATS has long since lost its luster as a political plum to further the prestige individuals or areas. The trade competition has replaced the NATS in that regard. The trade shows represent the "sport element" not the NATS. Let's get these things into their proper perspective and produce some effective results before the NATS succumbs and destroys domestic competition along with it.



A Torpedo 29 powered New Ruler? The builder/flyer is Cliff Silva of Northern California.

This epistle is not the answers you requested to your questionnaire, but unless the NATS situation is placed in proper perspective, the answers would be meaningless anyway.

I offer these comments with animosity towards no one, for I truly believe in the NATS concept, plus I am truly concerned about its future..and there has to be one. With (25) previous NATS attendances to my credit, I feel qualified to make the foregoing comments to attempt to reinforce what I fear is a crumbling foundation for model aviation's greatest tradition...."THE NATS".

Sincerely yours,

Harry Murphy, (Editor,  
CIA Informer)



A beautiful Playboy Jr. sporting a very clever cow-line enclosing the Ohlsson 23. Don Adams, SAM Chapter 13 member, snapped at Mile Square, Fountain Valley, CA.



Jim Adams, Gene Wallock and Abe Gallas of the "SCAMPS" wrestling with a slippery over-wound twin pusher. Worse than a can of agitated worms!

## Letters to the Editor

Hi Jim,

I was interested in your interchange of letters with Bill Baker regarding rules interpretations in the Nov/Dec 81 issue of SAM Speaks. Especially as regards to your discussion about thrust lines and props on rubber models.

Let's take thrust lines first. Quoting the SAM rule book, Section II - Modification: "----minor changes to thrustlines (the 'very minor' in your answer is your addition, Jim), i.e., upright instead of inverted". I have always assumed, stemming no doubt from the SCAMPS discussions in Bill Ladner's garage way back when that these minor changes referred to changes in angularity during the trimming procedures. Several years ago I tried to get a ruling on the rather common practice of displacing the thrust line vertically. An example that comes to mind, and is flying in contest regularly, is that of changing from an inverted engine to upright, but in the process, moving the thrust line 1 - 1½ inches lower so that the engine does not stick so far above the firewall. That phrase in the rule "upright instead of inverted" is the culprit, interpretation-wise, because it should be obvious that an engine can be inverted, or uprighted, without altering the thrust line one whit. But the loop-hole grabbers interpret that to mean that the thrust line can be moved anywhere, which to me is not "minor", very or otherwise.

As to the props for rubber models, Bill's concern about adding turbulators pales by comparison in significance to this subject. I used to interpret the wording in the rules "----the same prop design as on the original model----" to mean that the prop would be carved from a block as designed by the originator (or, at least laminated on a block with the same

dimensions) in addition to "(folding, single blade, free-wheeling, etc.)". It must be that "etc." that I've been ignoring all these years, because I stuck to the original-blocks design, and it took me quite a while to figure why my models were being out-climbed time after time. But I finally realized that others were ignoring the pitch and diameter, and in some extreme cases the actual configuration of the blade shape, in their interpretation of "----prop design----".

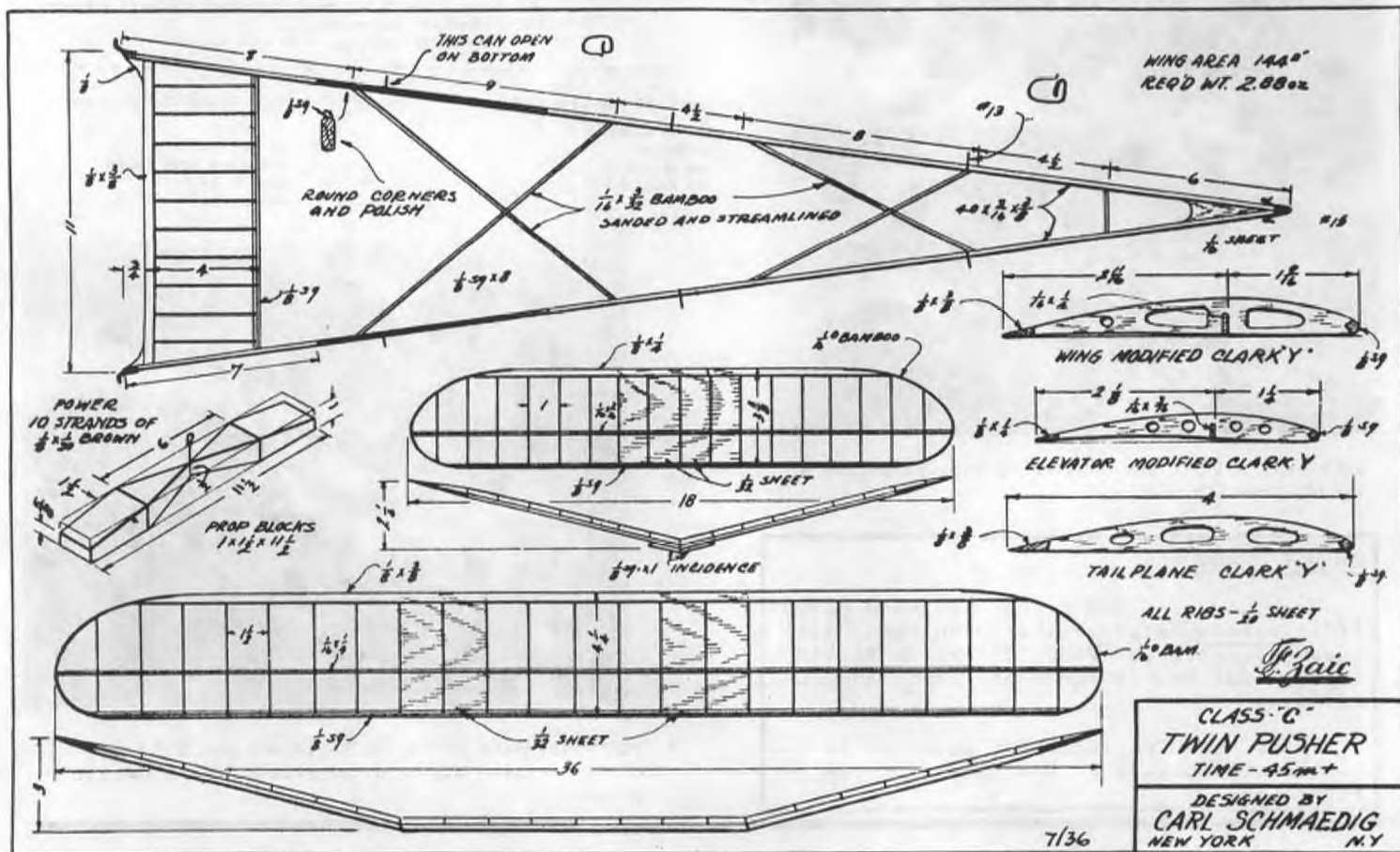
However, before I changed my interpretive prop building techniques I proposed a rules change to SAM a number of years ago to provide specific language that would nail this down. It even included a methodology for producing a prop similar to that being used in that period for those cases where the OT plans showed no prop. The rule change was defeated and so was I. I changed.

Back to the turbulator question; I feel that it falls into the category of beefing up the structure, provided of course that you retain the original spars because if you don't, it no longer is "beefing-up" but is "changes to structural design." If you happen to believe that they are of benefit aerodynamically--serendipity supreme! (See, I have changed). For those purists that disagree with this philosophy, be aware that the entire question of turbulators and their effect on the boundary layer and flow re-attachment is highly sensitive to proper turbulator location, size and configuration, each of which will vary with airfoils used, chord size, model flight characteristics, etc. Thanks for the great newsletter, Jim. Keep it up.

GEORGE BATIUK, SR.

Dear George:

Interpreting the rules and find the "loopholes" is the "fun" in old timers, for some folks. Free Flight rule change proposals will again be in order next year. Abe Gallas is your F/F rules coordinator. (JEA)





## SAM 1836 And The Tri-City Free Flight Team

A Group Within Tri-City RC

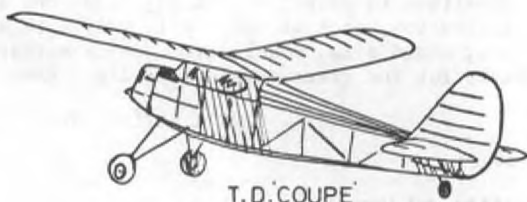
PRESENTS

### A SAM Bash With Added Events AMA Class A Contest Sanction 66

SAM Rules At Randolph AFB, Auxiliary Field, Seguin, Texas  
28-29 May 1983



Rex Bixby, Costa Mesa, CA, proudly displays his jumbo size Neuport 17. Picture snapped at Mile Square, CA, Rubber Fun-Fly.



Herb Wahl and his new Ohlsson 60 replica engine at the Chicopee SAM Champs.

#### CHANGE OF ADDRESS

Have you or a SAM Member you know moved? If so please notify either John Pond, 4269 Sayoko Circle, San Jose, CA 95136 or SAM Speaks 2538 No. Spurgeon St. Santa Ana, CA 92706.

Every month we receive a dozen or so undelivered copies of SAM Speaks in the return mail

- Contest Director: Kelso Barnett (512) 658-5268  
107 Dagama, Universal City, TX 78148
- Flying Site: USAF Auxiliary Field, Seguin, TX (1981 Nats site). Located on alternate U.S. 90, approx. 1 mile east of "123 Bypass"
- Entry Fee: \$5.00 first event and \$3.00 each additional event
- Awards: Trophies 1st thru 3rd place, each event
- Schedule: Saturday (8 a.m. to 5 p.m.)  
RC Old Timer limited engine run all classes combined  
RC Texaco  
AMA AB combined free flight  
O2O Replica free flight  
Sunday (8 a.m. to 4 p.m.)  
RC Antique  
RC 1/4 A Texaco  
Old Timer free flight all classes combined  
AMA CD combined free flight
- General Information:
1. AMA license required, applications available
  2. Field not available for test flying Friday
  3. Field gate open Saturday and Sunday at 7 a.m.
  4. Mufflers not required
- RC Information:
1. SAM rules as printed in the SAM 1982 Rule Book
  2. FCC License Required
  3. Flights will be flown in rounds
- Free Flight Info.
1. AMA free flight - Cat. 11 (9 sec./3 min.)
  2. Old Timer free flight, ROG engine runs: ignition 25 sec., conversions 20 sec., glow 12 sec.
  3. O2O Replica ROG 20 sec. engine run 3 min. maximum
  4. Snuffer tubes required for fuse D/T system
  5. Motor bikes OK for model retrieval, helmets and eye protection are mandatory
  6. Automobiles restricted to hard surfaces

Saturday, 29 May (8 a.m.-5 p.m.)

RC Old Timer  
RC Texaco  
AMA AB Gas  
O2O Replica

Sunday, 30 May (8 a.m.-4 p.m.)

RC Antique  
RC 1/4 A Texaco  
Old Timer Free Flight  
AMA CD Gas  
AMA 1/4 A Gas



'Mik' Mikkelson preparing to launch his 50" Corben Ace. The jumbo size old timer is a "Peerless" kit design.



OldTimer Model Who's Who No. 18 "Corben Ace"  
Designer: Don Garafalo

The Corben Super Ace appeared as a construction article in the pre-WWII Airtrails magazine. The particular design gained notoriety when it was reported that the ship had won a weight lifting contest by lifting and flying with a full-size booster battery strapped to it's belly.

The ship in the picture was built and flown very successfully by Sal Taibi. The power is a Vivell 35, the wing span is 80 inches. The flight pattern is majestic.

This ship is an excellent choice for the gas scale event at the Champs.

#### MEMBERSHIP RENEWAL

It's time to renew your S.A.M. membership. Dues are due and payable each year in the month of June. So ante-up if you want to remain a member in the largest free flight & R/C organization within A.M.A. It's the best \$10 bucks you can spend and besides you'll receive six action packed issues of S.A.M. Speaks a year. Remember "life" memberships are \$100.

### SOCIETY OF ANTIQUE MODELERS

#### MEMBERSHIP APPLICATION

I hereby make application for individual membership in the Society of Antique Modelers.

Name \_\_\_\_\_ Birth Date \_\_\_\_\_ Years Modeling \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please check if you belong to any of the following:

AMA \_\_\_\_\_ No. \_\_\_\_\_

MECA \_\_\_\_\_ No. \_\_\_\_\_

SAM Chapter \_\_\_\_\_ No. \_\_\_\_\_

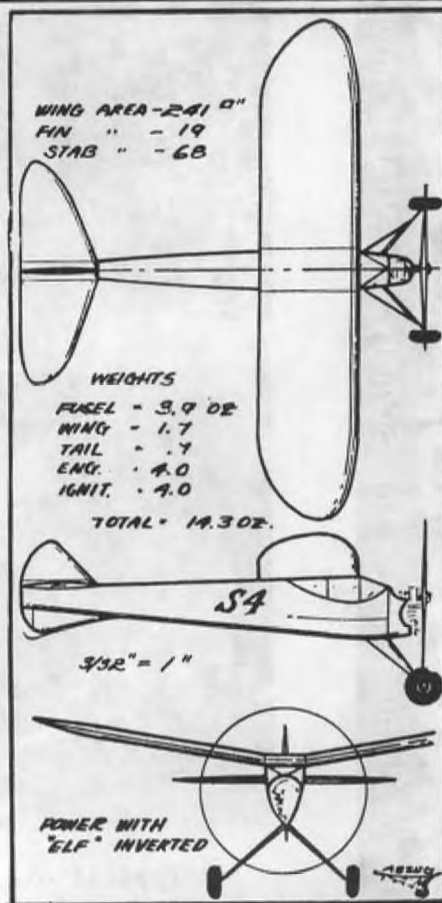
Enclose Membership Dues of \$10.00  
and send to:

The Society of Antique Modelers  
4269 Sayoko Circle  
San Jose, CA 95136

In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Signed \_\_\_\_\_

DATE REC'D  
NO. DO NOT WRITE IN THIS SPACE



#### MICRO MODEL ENGINEERING

Reproduction Antique Model Engines and Parts  
5600 Portage Rd. Suite 112, Kalamazoo, Mich. 49002

- Arden .199-.099 Replacement Timer Housings
- Die Cast (Machined) Aluminum
- Two Years in Planning and Production
- Limited Production Run - Order Now

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- We Need Arden Moving Points New Or Used
- \$3.00 Trade Allowance For Used
- \$5.00 Trade Allowance For New

#### Also Available

- Replacement Fixed Point (Flat Contact Rivet)
- Tension Spring
- Replacement Moveable Point (Convex Contact Rivet)

#### Order Form

Qty

<input type="checkbox"/>	Timer Housing @	\$25.00	_____
<input type="checkbox"/>	Fixed Point @	\$ 1.00	_____
<input type="checkbox"/>	Tension Spring @	\$ .75	_____
<input type="checkbox"/>	Moveable Point @	\$ 1.00	_____
	Postage & Handling	2.50	_____
	Less Trade-In Allowance		_____
	Michigan Residents Add 4% Sales Tax		_____
	Payment Enclosed		_____

Ship to \_\_\_\_\_  
Address \_\_\_\_\_  
No. & Street City State Zip

- UPS  Mail For Box No.s Only



Typical Old Timer meeting night. Tom Rice and Roger Wegner discussing pros and cons of an Earl Stahl Fokker D-8.

## SAM SPEAKS

Official Publication of the Society of Antique Modelers  
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