

SAM SPEAKS

Official Publication of the Society of Antique Modelers

OCT-DEC

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 68

Notice to Life Members

SAM has acquired a laminating machine to preserve membership cards, those life members wishing to have their cards laminated can send their cards to Sal Taibi 4339 Conquista Ave., Lakewood, CA. 90713. Please enclose stamped, addressed envelope. SAM will issue a beautiful 4x6 mahogany style wood plaque to life members at no cost. These plaques will have the SAM Logo in the center with members SAM number above it and with the members name engraved below the Logo. Allow about 30 days for engraving and shipping, send request to Sal Taibi, 4339 Conquista Ave., Lakewood, CA. 90713.

Re-organization of Engine Committee

Effective with this issue the following members will comprise the engine committee: Allen Heinrich, Chairman, 3154 Falcon Ave., Pomona, CA. 91767; Bruce Norman, 3417 Creston Ave., Ft. Worth, TX 76133; Jim Persson, 3749 Gettysburg Ct., Pleasanton, CA. 94556. Engines requiring evaluation by the engine committee should be sent to Allen Heinrich.

SAM Decals and Patches

Cloth patches and decals have just been received and are available to all SAM members. The cloth patches can be sewn to almost any jacket and are available for \$2.00 each. The decals come in two sizes, a 2 3/4 by 4" decal and another approximately one half that size, each can be ordered for 50 cents.

Send your orders to: Sal Taibi Sec-Treas.
4339 Conquista Ave.
Lakewood, CA. 90713

Voting on Rules Proposals, Elections, Etc.

As officers of SAM we do require direction from the membership, it takes only a few moments of your time to vote and it does make our job easier when we get a good response from the membership.

The recent vote on the proposed electric event drew less than 20 votes, that is not even one percent of the membership, the reply on the R/C assist rules board drew even less, going down to defeat by an eight to five vote. I would hope that the SAM members get more involved in future voting.

Sal Taibi, President

New SAM Approved Engine

The three man SAM engine committee have approved the Edco Sky Devil for use in SAM competition, effective 10-25-85. The Sky Devil is being produced by Terry Toups, 6620 Wonderlin Ave., San Diego, CA. 92114

To: All SAM Members

Subject: Sec-Treas. Position and New Dues Renewal Dates.

At the SAM Champs business meeting, June 26, 1985, at Madera, CA., it was voted on and passed that Sal Taibi would take over as Sec-Treas., effective July 1, 1985. It was also voted on and passed to change the SAM dues date to Jan 1 thru Dec 31 thus keeping in line with most annual renewal dates. For most members a 6 months dues should be paid as present membership cards expire on July 1, of each year, amount due for the 6 months is \$5.00.

In the attempt to bring all membership records up to date, I would appreciate either a xerox copy of your membership card or the card itself, for this inconvenience on the members part we will renew your 6 months dues for \$3.00 or \$13.00 if you renew for 1 1/2 years. Members should have their new cards within two weeks or sooner.

More than 1/2 of the current membership have not paid their 1985-86 dues so, while you are reading this copy of SAM Speaks check your membership card for your dues status.

Sal Taibi President

Manufacturers of Old Timer Engines

Persons and firms engaged in reproducing and manufacturing old timer engines for SAM use should be informed to submit their engines for approval by the engine committee, approval is by no means automatic, the engine should be evaluated by the SAM three man committee before investing in tooling and jigs.

Sal Taibi, SAM President



Bert & Doris judge at Old Warden event. Bert won the Wakefield at Wayne County Airport in 1936.

News From SAM 7 "Yankee Flyer" By Tom Lucas

Jack Whittles has accepted the duties of Free Flight contest director for the 1986 SAM Champs to be held on July 3rd through July 6th, 1986 at Westover A.F.B.

Joe Beshar has accepted the R.C. directors job. George Armstead, contest manager, has promised to give us more details in our next newsletter.

We are indebted to SAM 7's Nick Notte, contest director, at this years Nats Old Timer Events for the following contest results.

AMA NATS August 2, 1985Cabin Gas Cl. A 8 Entrants

- | | | |
|----------------|----------|------------|
| 1. Jim Walston | 331- - - | -Cab Ruler |
| 2. Bob Bissett | 289- - - | -Aerbo |
| 3. Mal Maclean | 216- - - | -Ascender |

Pylon Gas Cl. A 8 Entrants

- | | | |
|-----------------|----------|----------------|
| 1. Jim Walston | 313- - - | -Stormer |
| 2. Woody Bartel | 298- - - | -Alert |
| 3. Frank Fay | 251- - - | -Winged Yankee |

Cabin Rubber ROG 15 Entrants

- | | | |
|----------------------|----------|---------------|
| 1. Ray Factor | 360- - - | -Korda Wake |
| 2. Carmen Botticello | 355- - - | -Flying Cloud |
| 3. John Stott | 328- - - | -Schnozle |

Pylon Replica .020 10 Entrants

- | | | |
|------------------|----------|----------------|
| 1. Gerry Donahue | 277- - - | -Strato-Streak |
| 2. Jim Walston | 246- - - | -Gas Champ |
| 3. Mal Maclean | 221- - - | -Lil Diamond |

Cabin Replica .020 4 Entrants

No Times Turned in.

Tow Line 6 Entrants

- | | | |
|------------------|----------|---------------|
| 1. Stan Colson | 306- - - | -Floater |
| 2. Don Osalia | 197- - - | -Thermic 50 |
| 3. Gerry Donahue | 162- - - | -Super Soarer |

H. L. G. 15 Entrants

- | | | |
|------------------|----------|---------|
| 1. Dick Sherman | 360- - - | ? |
| 2. Gerry Donahue | 288- - - | -Bowers |
| 3. Jim Florello | 269- - - | ? |

30 Sec. Antique 7 Entrants

- | | | |
|----------------|----------|--------------|
| 1. Bob Bissett | 360- - - | -Rambler |
| 2. Herb Wahl | 353- - - | -Clipper MK1 |
| 3. Frank Fay | 263- - - | -Rambler |

Stick Rubber 11 Entrants

- | | | |
|----------------|----------|---------------|
| 1. Ed Konefes | 480- - - | -Lanzo Stick |
| 2. Bob Bissett | 360- - - | -Heller Stick |
| 3. Ray Factor | 356- - - | -Lanzo Stick |

Twin Pusher 8 Entrants

- | | | |
|-------------------|--|--|
| 1. Chet Burkowski | | |
|-------------------|--|--|

Pylon Gas Cl. B-C 9 Entrants

- | | | |
|-----------------|----------|----------|
| 1. Tom Lucas | 336- - - | -Playboy |
| 2. Mitch Post | 329- - - | -Zipper |
| 3. Woody Bartel | 287- - - | -Zipper |

Cabin Gas 9 Entrants

- | | | |
|--------------------|----------|----------------|
| 1. Tom Lucas | 304- - - | -Playboy Cabin |
| 2. Ed Konefes | 294- - - | -Bombshell |
| 3. George Armstead | 275- - - | -Bombshell |



Dennis Fairley with his original 1935 Wakefield flown again this year at Old Warden.

Letter to the Editor

Dear Jim,

As a result of the published rejection by the SAM Engine Committee of John Pond's ringed Orwick 64, some confusion has arisen. Both Sal Taibi, and I have had a few calls from people who reckon their Orwick 64 and 73's are ringed and therefore not eligible, I would therefore like to take this opportunity to put the record straight. There have only been 2 "ringed" Dunham Orwicks built; one was a 64 which is now owned by John Pond, and the other is a 73 which I still have. These engines were in fact only built for purposes of testing, all other Dunham Orwick's whether it be 73, 64, 32 or indeed 29 are fitted with a lapped piston as per the original. Where the confusion has arisen is that people are looking through the exhaust port of our Dunham Orwick and mistaking what they see for a Dykes ring, in fact all we have done is to relieve the crown of the piston by .005 of an inch. This is purely as an aid to running in and has been used by others such as Ohlsson and Henry Orwick himself. We would be most grateful if you could mention the above information in SAM Speaks, as this would undoubtedly clarify the situation.

A. Holmes
Dunham Engineering

The Okie Flyer Newsletter, 8 issues for \$5.00.

Bill Baker
1902 Peter Pan
Norman, OK 73069
(405) 329-1018

SAM 35's 50th Anniversary Wakefield by Jim Adams

Last month I briefly mentioned that a number of east and west coast SAM USA members had attended the Gala affair planned by Dave Baker, Colin Watts, Ken Hinton, Bob Hawkins, Roger Gulliver, Don Knight and many others in SAM 35.

The west coast USA contingent comprised of Sal Taibi, Lee Freeman, Ken Sykora, Wade Wiley, Carl Hatrak, Mic Mickelson, Al Richardson, Bill Booth, Andy Faykun, Mr. & Mrs. Abe Gallas, Mr. & Mrs. Lee Norcross, Mr. & Mrs. John Targos and Mr. & Mrs. Jim Adams arrived at London's Gatwick and Heathrow airports on August 1st, 2nd, and Saturday, the 3rd of August. They were met by Dave Baker and George Hollingsdale, SAM 35 members, who provided transportation to our various hotels. Danny Sheels of SAM 24, Baltimore, had arrived several days earlier and joined the welcoming committee.

We soon learned that the east coast USA contingent comprised of Mr. & Mrs. Woody Woodman, Mr. & Mrs. Joe Beshar, Martin Shindler, Don Garofallow, and Larry Fair had arrived a day earlier and were guests of Ken & Doris Hinton of SAM 35. We also met the Lone Star State representative from Texas, Bert Streigler, at the meet. Ten of the Bachelor type modelers stayed at Dave Baker's home. His wife had made arrangements to stay with their daughter, to provide room for this bunch of modelers on a busman's holiday. Several of the modelers who had brought their wives stayed at hotels in and around the London and Muswell Hill area.



Peter Michel, winner of 1985 four ounce Wakefield Event at R.A.F. Barkstone. The ship is a 1936 Coplan design.

The morning of the Anniversary Wakefield Event, Sunday, August 4th dawned with gray skys, wind and a promise of rain. Undaunted, the two groups of USA modelers and their English hosts left the London area about 8:30 a.m. in two 12 passenger Ford vans rented for the occasion. Preparing for the worst, model boxes were wrapped in plastic and tied to the luggage racks on top of the vans. The trip to R.A.F. Barkstone was 110 miles north of London and required four hours including a stop for breakfast at the English version of America's Howard Johnson's roadside restaurants. Halfway there, we ran into light rain and the jokes about the English weather started to drop to the accompaniment of the English guys' apologies for the unseasonable (August) weather.



Andy Faykun, Los Angeles, prepares his "Jaguar" for first flight. Andy placed 11th.

We arrived at the field at 12:30 p.m. to find intermittent light rain falling and a 5-10 MPH wind blowing across the runways. The field was a beautiful R.A.F. facility with green grass (wet) and wide paved runways. Round one was already under way and we were told that we had until 1:30 p.m. to put in our first flights. I quickly rushed up and down the long row of cars along the runway and snapped as many pictures as time would allow, keeping in mind that I planned to fly in both the 4 ounce and 8 ounce events.

Models were unpacked and prepared for flight as best we could using the vans and the C.D.'s tent for shelter. We soon learned that maxes had been set at 2 1/2 minutes because of the wind and we were advised to avoid the missile site location that was downwind, because of possible retrieving problems.

The models were quickly weighed and processed by Colin Watts, his wife and several other volunteers from SAM 35 and we bravely joined the English modelers who were winding their ships from the backs of their automobiles in the rain.



D.W. Beales (SAM 35) packs in the turns in preparation for round one at the Anniversary Wakefield. The ship is a "Boule De Gumme".

Dave Hipperson (SAM 35), had returned Allen Richardson's 1935 Gordon Light that he had Proxy flown the year previously, and it was ready to fly in the 4 ounce event. Al, however, decided to stick with his time proven 8 ounce Korda. It was evident that many of the models were being affected by the dampness and the wind. Doing the obvious we all waited in what shelter we could find, waiting for the rain to stop. When it did we would quickly wind the models and launch, hoping for a break in the wind.

With Abe Gallas timing, Allen wound 690 turns in his Korda and launched into some very breezy lift. The model passed over the missile site and landed 3 1/2 minutes downwind in a sheep pasture. 30 minutes later the model was retrieved completely soaked and soggy. We found a simple cure to be 30 minutes in the van with the van's motor and heater going. The problem became how to fit a dozen assembled Wakefields into the van without poking holes in everyone's ships.

Shortly after Allen's flight he timed my "Isis" English 8 ounce Wake. The ship was wound 660 turns, and the climb was very good considering the wet weather, but the motor knotted and hung up in the rear of the fuselage and the glide developed a pronounced stall that terminated the flight at 1 minute 45 seconds.



Al Richardson, kneeling, unpacks his "Korda" for 1st flight. Wade Wiley, likewise, unpacking his ship in the rain.

Andy Faykun's "Jaguar" put in a nice flight of 1 minute 37 seconds and Mic Mickelson put in a flight of 1 minute 57 seconds with his 4 ounce '35 Ying Cabin Ship.

In this 1st round maxes were posted in the 8 ounce event by SAM 35's Dave Hipperson, K. Horry, Peter Michel, T. Hall, Mike Kemp and Phil Ball and Al Richardson. The models of Abe Gallas, Lee Freeman, Wade Wiley and Joe Beshar were having trouble handling the weather and were pretty much out of contention during the first round.

I had a 1 minute 18 second flight with my 4 ounce Lanzo "Duplex Cabin" just before the close of the first round. The power run looked good and altitude reached was good, but the glide suffered from the

weather which seemed to produce large "holes" if you didn't get exceptional height during the power run. Only two flyers posted maxes during round one in the 4 ounce class; Phil Ball with his 36 Copland and B. Aslett with his "Lanzo."

The wind was very turbulent and caused a lot of bad launches. Abe Gallas and myself cracked up ships trying to launch in the sheltered area behind the C.D.'s large tent. The ships went over on their backs as soon as they cleared the tent and were caught by the stiff breeze.



Jim Adams', SAM Speaks Editor, prize winning model entries at 1985 Old Time Wakefield meet. 1939 "Isis" in foreground backed up by 1936 "Lanzo" duplex cabin.

For the second round Allen Richardson's Korda posted a nearly identical flight to his 1st except that it landed in a field of peas. No problem there as it was easy to spot and retrieve. The biggest problem during retrieval was carrying the water soaked models back in that wind, not to mention the slogging back through the tall wet grass and the rain that fell between flights. We had a running joke going; you could tell the Americans from the British guys; the Americans all wore tennis shoes and the Britishers all wore "wellingtons"—boots up to their knees.



Colin Watts, Wakefield C.D., assists Reg Parham in launching his 1950 Gutteridge trophy winner.



The better half of the Mr. & Mrs. Dave Hipperson team anchors the Korda while Dave winds.

Jim, Ken and Mik all posted good times in the second round and Andy put up a 2 minute 29 second flight—one second off of a max. with his "Jaguar." Meanwhile, Martin Dilly, proxy flying Ed Wallenhorst's (USA) 35 Ying, had posted a 1 minute 57 second in round one and a max. in round two. Unfortunately, the ship was lost on the second round.

Chris Strachen (SAM 35) posted a max. in round two with his "Yankee IV" to add to his 2 minute 21 second flight in round one. Other maxes were posted in round two by R. Brownson (SAM 35), B. Yearley (SAM 35) G. Stephenson (SAM 35), these were all in the 8 ounce class. Peter Michel, the eventual winner of the 4 ounce class had posted 2:14 and 2:13 on rounds 1 & 2.

For the third round the wind increased noticeably and the max. time was reduced to two minutes. Andy was a real contender in the 8 ounce event. His "Jaguar" was flying strong and his two flight total with a possible third flight max could produce a win. Mik and Jim had totals of around 3 minutes which they felt gave them a shot at placing in the 4 ounce event if they could max. the last round. Andy was first away. He had tweaked the Jaguar slightly planning to increase his



Part of the California contingent, L-R Ken Sykora, Wade Wiley, Lee Freemam of the SCIFS and Abe Gallas, SAM F/F Rules Coordinator.

chances of success. However, the adjustments reduced the climb considerably and resulted in a flight of only 58 seconds.

Adams and Mickelson put in good flights of about 1 1/2 minutes. Two of the SAM 35 guys, Phil Ball and Ted Hopgood maxed this last round of the 4 ounce event and took honors for second and third place.

Richardson's Korda was lost for a time after his third round max. going down in a field of grain (the local folks call it corn) the model was found after the contest by searchers sweeping back and forth through the tall grain rows.

At the end of the days flying, trophies, plaques and merchandise were awarded in the headquarters tent by SAM President, Sal Taibi. The lucky winners from among the 65 contestants are shown in the accompanying list of contestants and their times.

In the 4 ounce class 1st place went to Peter Michel (GB), second went to Phil Ball (GB) and third place to Ted Hopgood (GB). In the 8 ounce class 1st place went to Allen Richardson (USA), second went to Chris Strachen (GB) and third place to Dave Hipperson (GB).

The perpetual trophies were beautiful silver cups originally given in the thirties and donated by the original winners for this event. SAM 35 had done a beautiful job of restoration on them. A surprise award of a beautiful engraved glass goblet was presented to Jim Adams as a Concours De Elegance award for the best prepared model. It was explained that his neatly pin-striped Lanzo was not necessarily the most beautiful model at the meet, but was given the award for the best overall presentation of model and flying not excluding his fancy model box.



Anthony Beales (SAM 35) prepares to launch his "Fletcher's Surprise." In the background the other half of the Dave Hipperson team packs in the turns.

Some of the Americans stayed on one week and some for two. Our English hosts were very gracious and made our stay very pleasant. They arranged for us to visit many aircraft museums including the Shuttleworth Collection, Duxford, the Mosquito Museum, Hendon, Southampton Supermarine Museum, and others. The English air museums have an extensive collection of beautiful restored vintage aircraft that depicts the history of aviation. We also visited model clubs,

book and hobby stores, Bob Hawkins' and Roger Gullivers' homes, the workshop of John Oliver of Oliver Tiger Fame. All of this at our pleasure, usually two places a day for the duration of our visit. This was all topped off by a two day contest/fun fly at Old Warden on August 17th and 18th. This giant fun fly meet was extended to two days this year. This meet has been billed as Britain's Biggest Old Timer Event of the year. It is without a doubt the biggest, best attended, fun type contest that I have ever been to. Picture hundreds of free-flighters and R/C modelers all on the same field flying their models strictly for fun! And all this on a field smaller than our test flying field. I saw all types of old time models from the pages of M.A.N., Air Trails, and Aeromodeler Magazine. What a show! I took a great number of pictures and have included some in this issue. Radio frequency control was maintained through a system similar to our clothespin systems. Everyone got several chances to fly during the two day event. There were endurance contests held for Earl Stahl models, Low Wings & High Wings, small British Fun Flyers, a Twin Pusher mass launch and a grand finale with 3 dozen Wakefields, mass launched, with a prize to the one that climbed the highest. Your correspondent won the distinction of being the only one that caught lift and flew out of sight. (All the others used short fuses.)

The weather on Saturday was all that a modeler could wish for—nice, warm sun, not hot and no wind. Sunday was another story with gray skies and some wind and rain at trophy time.



Fred Chapman hold his original design Vintage Wakefield. Peter Harvey and David Hardwick lending assistance.

The American modelers were impressed by the wide variety of models, free flight and radio control flown at this gathering. Most of the models were scratch built from ancient model mag plans. I was impressed by an R/C model of the "Natsneez." The original was powered by a tiny British Diesel and was probably not more than 24" span. The replica produced by Tom Jolley, a Britisher now living in Norway, had been enlarged to 600 square inch area and weighed 6 lbs. The performance was unbelievable powered with a .61 displacement "Laser" 4 stroke glow engine. The model was obviously not intended for endurance but had terrific sport flying characteristics.



George Stephenson and Stan Fairlies preparing to fly George's "Canadian Nelder." The ship in the car is another Canadian design a "1936 Verdier."

All of us who went are greatly indebted to Dave Baker, Ken Hinton and the others in SAM 35 who made it happen for us. It was simply an outstanding experience in every way.

The 1984 & 1985 Vintage Wakefield contests put on by the British were billed and carried out as 50th anniversary celebrations. They were that and done in fine style too. But they could also be a piece of history in themselves. I believe that SAM members would do well to treat them as the beginning of an ongoing series of annual or biannual international contests. In the thirties the international aspect of the Wakefield competition made it the premier model contest. This in turn aroused a lot of excitement and enthusiasm among modelers and gave us the magic history we enjoy now. It seems to me that the O.T. International Wakefield competition would do more of the same. With that in mind, and simply to reciprocate, such a contest is being discussed by SCIFS and SCAMPS to take place in Southern California next summer. More later.



L-R Phil Cox, Jack Law, Charlie Havis, (SAM 35) talking to David Baker. David holds Andy Fakuns (SAM 3) Wakefield entry the "Jaguar."

International Old Time Wakefield Contest August 4 Barkston Field England

Contestant	Country	Event	Model	Times			
1. Peter Michel	GB	4-ounce	36 Copland	2:14	2:13	1:21	5:48
2. Phil Ball	GB	4-ounce	35 Ying	2:30	0:45	2:00	5:15
3. Ted Hoppood	GB	4-ounce	36 Copland	1:39	1:33	2:00	5:12
1. Allen Richardson	USA	8-ounce	39 Korda	2:30	2:30	2:00	7:00
2. Chris Stachan	GB	8-ounce	Yankee 4	2:21	2:30	2:00	6:51
3. Dave Hipperson	GB	8-ounce	39 Korda	2:30	1:58	2:00	6:28
1. Jim Adams	USA	Concours	36 Lanzo				

SAM 35 4 OZ WAKEFIELD RESULTS

4TH AUGUST 1985

NAME	MODEL	1ST	2ND	3RD	TOTAL	POS
		FLIGHT 2.30 MAX	FLIGHT 2.30 MAX	FLIGHT 2.00 MAX		
P. Michel	36 Copland	2-14	2-13	1-21	5-48	1
P. Ball	35 Ying	MAX	0-45	MAX	5-15	2
E. Hoppood	36 Copland	1-39	1-33	MAX	5-12	3
* M. Mikkelsen	35 Ying	1-57	1-23	1-36	4-56	4
** E. Wallehorst	35 Ying	1-57	MAX	-	4-27	5
* J. Adams	Lanzo Duplex	1-18	1-24	1-27	4-09	6
J. Brooks	36 Judge	1-22	1-42	-	3-04	7
* K. Sykora	Gordon Light	0-37	1-17	0-52	2-46	8
B. Aslett	Lanzo	MAX	-	-	2-30	9
R. Parham	Gordon Light	2-18	-	-	2-18	10
L. Barr	36 Copland	1-42	-	-	1-42	11
* J. Beshar	Gordon Light	-	0-30	0-47	1-17	12
M. Hetherington	Getsla	1-16	-	-	1-16	13
* W. Wiley	Boelhe	-	-	1-14	1-14	14
* L. Freeman	35 Ying	0-37	-	-	0-37	15
* A. Gallas	Verdier	-	0-24	0-04	0-28	16
D. Hipperson	Lanzo	-	-	-	0	
B. Falknor	36 Copland	-	-	-	0	
K. Cooper	Lanzo	-	-	-	0	
B. Jukes	Gordon Light	-	-	-	0	
G. Stephenson	Verdier	-	-	-	0	

** Proxy flown by Martin Dilly.

* USA

SAM 35 8 OZ WAKEFIELD RESULTS

4TH AUGUST 1985

NAME	MODEL	1ST	2ND	3RD	TOTAL	POS
		FLIGHT 2.30 MAX	FLIGHT 2.30 MAX	FLIGHT 2.00 MAX		
* A. Richardson	39 Korda	MAX	MAX	MAX	7-00	1
C. Strachen	Yankee IV	2-21	MAX	MAX	6-51	2
D. Hipperson	39 Korda	MAX	1-58	MAX	6-28	3
A. Wells	Voodoo	2-26	2-11	1-47	6-24	4
R. Brownson	Samantha	2-16	MAX	1-35	6-21	5
K. Horry	O.D. 1950	MAX	1-51	MAX	6-21	6
P. Michel	Gypsy	MAX	1-14	1-54	5-38	7
B. Yearley	Yankee IV	0-59	MAX	MAX	5-29	8
T. Hall	39 Korda	MAX	1-43	1-13	5-26	9
J. Lawson	Simon	1-46	2-05	1-16	5-07	10
* A. Faykun	Jaguar	1-37	2-29	0-58	5-04	11
G. Stephenson	Nelder	1-17	MAX	1-01	4-48	12
M. Kemp	Hereward	MAX	1-46	0-09	4-25	13
R. Alban	Gypsy	1-53	1-36	0-44	4-13	14
J. Meaney	39 Korda	1-23	1-42	1-04	4-09	15
A. Brooks	Jaguar	1-26	1-11	1-24	4-01	16
** P. Capon	Coeur De Lion	1-04	1-39	1-09	3-52	17
R. Parham	1950 Gutteridge	2-18	1-24	-	3-42	18
D. Goddard	Gypsy	1-29	1-06	1-05	3-40	19
A. Beales	Fletcher Surprise-11	1-04	1-04	1-07	3-22	20
S. Fairless	Fullarton	2-14	0-54	-	3-08	21
T. King	Isis	0-52	1-40	0-26	2-58	22
W. Beales	39 Korda	1-12	1-03	0-38	2-53	23
F. Chapman	Gypsy	0-52	1-02	0-48	2-42	24
P. Ball	Hi-Ho	MAX	0-07	-	2-37	25
D. Beales	Boule De Gomme	0-54	0-40	0-42	2-16	26
C. Haeke	Copland	2-14	-	-	2-14	27
R. Jenyon	Gypsy	0-58	1-01	-	1-59	28
* J. Adams	Isis	1-45	-	-	1-45	29
T. Simpson	Parham Wake'	1-30	-	-	1-30	30
B. Horsley	Gypsy	0-35	-	-	0-35	31
T. Rose	39 Korda	-	-	-	0	
B. Jukes	39 Korda	-	-	-	0	
B. Aslett	Flying Minutes	-	-	-	0	

** Proxy flown by Don Knight.

* USA

SAM Annual 1/2 A Texaco Postal Meet

Attached are the results of the first annual 1/2 A Texaco Postal Team Challenge. There were ten SAM Chapters entered: SAM 21, 27, 39, 40, 41, 45, 48, 56, 82 and 1836.

Congratulations to SAM 41, the San Diego Aeroners, our National Champions for 1985.

Next year our 1/2 A Texaco Postal Team Challenge will be Saturday, August 16, or Sunday, August 17, so plan ahead. Invitations will be sent to all chapters that showed interest this year, and a notice will be published in SAM Speaks inviting others to join us.

A special thanks to all of you who took the time to write about your contest and the flying weather.

Sincerely,

Jim Reynolds
123 Madrid
Universal City, TX 78148

SAM 41 TEAM RESULTS

TEAM MEMBERS	SAM #	AIRCRAFT	WING AREA (SQ. IN.)	WEIGHT (OZ)	TIME (SECONDS)
1. Art Way	41	Aero Champ	270	15.25	1800
2. Jim Baron	41	Flush "Mite"	300	17.00	1588
3. Don Hoyle	41	Strato-Streak	220	12.5	1577
4. Russ Schuppner	41	Playboy Sr.	290	16.5	1513
5. Ernie Wisley	41	Interceptor	288	16.0	1433

TOTAL TEAM TIME: 7911

SAM 82 TEAM RESULTS

1. M. Knight	1396	Roll	315	18.3	1617
2. J. Horner	1805	Interceptor	288	16.2	1602
3. R. Isaacks	623	Kerswap	288	16.0	1384
4. T. Bryson	610	Lanzo Bomber	303.5	17.35	1366
5. L. Faerman	1982	Wildcat 13	308	17.2	1258

TOTAL TEAM TIME: 7227

SAM 56 TEAM RESULTS

1. Bill Schmidt		Playboy	290	16.3	1800
2. Dan Walton		Lanzo R/Ekr.	302	17.1	1549
3. Larry Bishop		Bombshell	286	16.5	1251
4. Dan Zongker		Sail Plane	307	17.1	1241
5. Jack Phelps		Viking	292	16.5	1172

TOTAL TEAM TIME: 7013

SAM 21 TEAM RESULTS

1. John Haugen		Cloudster			1730
2. John Pond		Mike			1635
3. Bill Vanderbeer		Mike			1558
4. Ted Kafer		Mike			1093
5. Steve Roselle		Mike			982

TOTAL TEAM TIME: 6998

SAM 27 TEAM RESULTS

1. Nick Sanford	160	Little Diamond	248	15.05	1800
2. Ed Solenberger	1350	Anderson Pylon	248	15.05	1800
3. Don Bekins	927	Thermal Thunder	198	13.05	1181
4. Ron Keil	1348	Little Diamond	248	16.00	1130
5. Andy Andrews	2326	Wildcat '13'	203	16.05	900

TOTAL TEAM TIME: 6811

SAM 45 TEAM RESULTS

1. Chuck Brannon	2023	Lanzo RC-1	300	16.80	1498
2. Ed Bratt	1762	Playboy	300	17.0	1629
3. Len Marshall	1133	Brigadier	300	16.75	1054
4. Chad Brannon	2024	Brigadier	300	16.80	949

TOTAL TEAM TIME: 5130

SAM 39 TEAM RESULTS

1. Bob Walter	39	Lanzo's Bomber			1480
2. Ralph Turner	39	Peerless Rocket	317	19.5	1335
3. Warren Weisenbach	39	Miss America			951
4. Art White	39	Commando			935
5. Jim Robinson	39	Gas Champ			877

TOTAL TEAM TIME: 4098

OLD WARDEN
AUGUST 17, 18, 1985
BIGGLES WADE, ENGLAND



Seldom seen Bill Winter's "Pusher Sportster" seen at Old Warden. The builder is Derek Ridley who does a column in SAM 35 Speaks.



Keil Kraft "Falcon" by Brian Downham. O.S. 60 four stroke powered R/C. The ship was descendant of Shere-shaws "Cloud Cruiser."



A beautiful R/C "Rolls" seen at Old Warden 1985.



Bert Streigler, Houston, Texas, with R/C Taplin twin powered "Mercury." Ship was flown by Roger Gulliver



Twin size "Natsneeze" by Tom Jolley, verdal, Norway. Powered by 4 Stroke Laser 61.



SAM 35 Spark Plug, David Baker, and his Push-Pull H.A. Thomas & J. Sadler design. Ship is powered by twin P.A.W. Diesels.

SAM 7 NIAGARA FRONTIER SAM CHAMPS

GRAND ISLAND, BUFFALO N.Y.

AUGUST 17, 18, 1985

Photos By: Jack R. Barker



New ruler R/C assist flown at the Niagara Frontier SAM Champs by Jack Barker.



Don Yokel setting the timer on his Ohlsson 23 powered "Brooklyn Dodger."



K-G 1 from SAM 48, seen at the Grand Island contest. Ship is authentic right down to the Brown Jr.



Close-up of K-G 1. Note signatures on the wing: Joe Kovel, Joe Wagner, Carl Goldberg, Leon Shulman, Bill Hannan and many others.



Dennis Hentzy with his O&R 60 powered "Albatross."



Shereshaw "Cavalier" flown in R/C assist. K-G 1 in the background.



Don Knight (SAM 35) with a seldom seen Canadian '36 Wakefield winner.



C.A. Ripon's 1935 Wakefield the "Duraplane" flown by Reg Parham at '85 Old Warden.

IGNITION ENGINE ACCESSORIES & S.A.M. SPECIALTIES

STOCK NO.	DESCRIPTION	PRICE	STOCK NO.	DESCRIPTION	PRICE
800	Modelectric Ignition Coil	\$9.95	755	K.S.B. Thirty Second Pinch-Off Timer.	\$11.95
801	Transistorized Ignition System. (Available 1/86) Includes resistor high tension lead, but does not include coil. Use any coil equivalent to Modelectric. If you want a Modelectric coil when you purchase this system, add \$9.00. Complete with instructions.	\$18.50	756	K.S.B. Six Minute DT Timer.	\$11.95
802	Transistorized portion of above system. (1/86)	\$14.50	815	Ignition Shut-Off Timer. This is a 30 second timer (K.S.B.) and actuator, which is combined with a lever micro switch. Ideal for timed ignition engine runs. Complete with all mounting hardware and illustrated instructions.	\$14.95
803	Resistor High Tension Lead. (1/86)	\$6.00	816	Replacement Timer for #815 with special Actuator Arm	\$11.95
804	Hook-up Wire, 18 gauge stranded, vinyl insulation, 10 feet. Colors: Red, White, Blue or Green.	\$1.20	817	Replacement Lever Micro-Switch, for #815.	\$3.00
805	Metal Case Condenser.	\$2.25	820	Esaki Brand Light Weight Silk, sq. yd. Unquestionably the best! Available in the following colors: Red, White, Royal Blue, Orange, Yellow and Rose Pink.	\$6.50
806	Head or Cylinder Gasket Material, high temperature, black-gray rubber impregnated asbestos. 5" x 5" sheet, .015" thick.	75¢	821	1/4" Dope Brushes. Premium camel's hair.	75¢
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808	Neoprene Fuel Tubing, black, non hardening, 3/32 inside diameter, 2 feet.	75¢	823	3/4" Dope Brushes. Premium camel's hair.	\$1.50
			824	1" Dope Brushes. Premium camel's hair.	\$2.00

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KUSTOM KRAFTSMANSHIP, P.O. BOX 2699, LAGUNA HILLS, CA 92654

The 'Hayshakers'

(Excerpts From SAM 30 Newsletter)

On August 11th 1985 we had our make-up rain date for the March 1985 contest. We ran Class A-B LER Combined, Class C LER, Antique and a special event for the .90 4 Stokers. No .90's were allowed in other events. This seemed to work great.

We had 31 entries in these 4 events and that's not bad for "Hayseeds." The weather was great with plenty of thermals (if you knew how to find them and stay in them). Lane and Kyncy got their 3 max's in Antique and Lane topped Kyncy. Another fly-off in Class C LER, and this was won by Bekins over Hadel. I'd like to add that the 1st six places in Class C LER were won by Ohlsson 60's. That has got to tell us something. Get yourself a good running OR 60, build a proven ship with an 8 oz wing loading and you got a winner. That 45 sec motor run will get you up there. Guess I'll have to get out my OR 60 (about 40 yrs old or more) and give it a shot.

Now on behalf of SAM 30 and all the other clubs that attended the Colusa "Fly For Bucks Contest", I want to give our special thanks to Frank Swaney who put it together, to Dave Johnson of the Colusa Sun Herald, who donated generously to the cash prizes, and last but not least, to Bill Bureson of the Gridley Herald who also donated generously to the Electric event. Once again, gentlemen, we who participated, THANK YOU!! A very special thanks to the modeler's wives who worked the desk and frequency board. You all know who you were. THANKS!!

Obituary

We were saddened to hear of the passing of Don Hoyle on October 2, 1985. Don was one of the pioneers and a stalwart in SAM 41, the San Diego aeroneers. Don remained active in modeling until his death. In fact, he was a contestant at the John Pond Commemorative contest held at Vandenberg Air Force Base in October. Don was active in early Aeroneer activities shortly after World War II and is remembered by many west coast modelers.



A "Fish Face" from Vintage Aeromodeler plans by Eric Clutton. The ship was flown by Mike Farrell from Peter Borough, England.



John Lawson, SAM 35 chairman, with his "Simon Wake" seeks some shelter from the rain.

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. _____

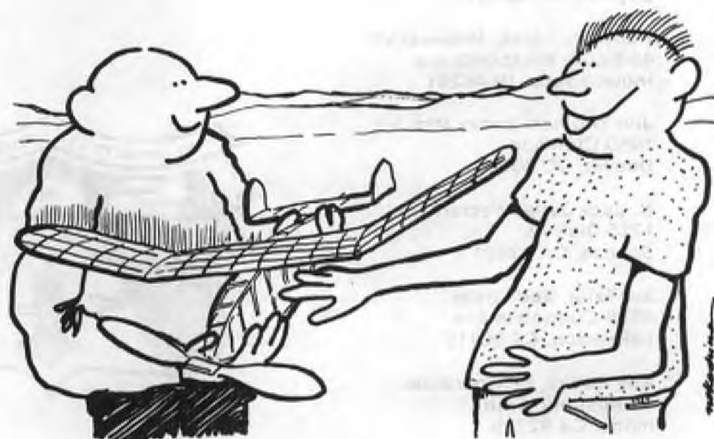
Enclose Membership Dues of \$10.00 and send to:

The Society of
Antique Modelers
4339 Conquista Ave.
Lakewood, CA 90713

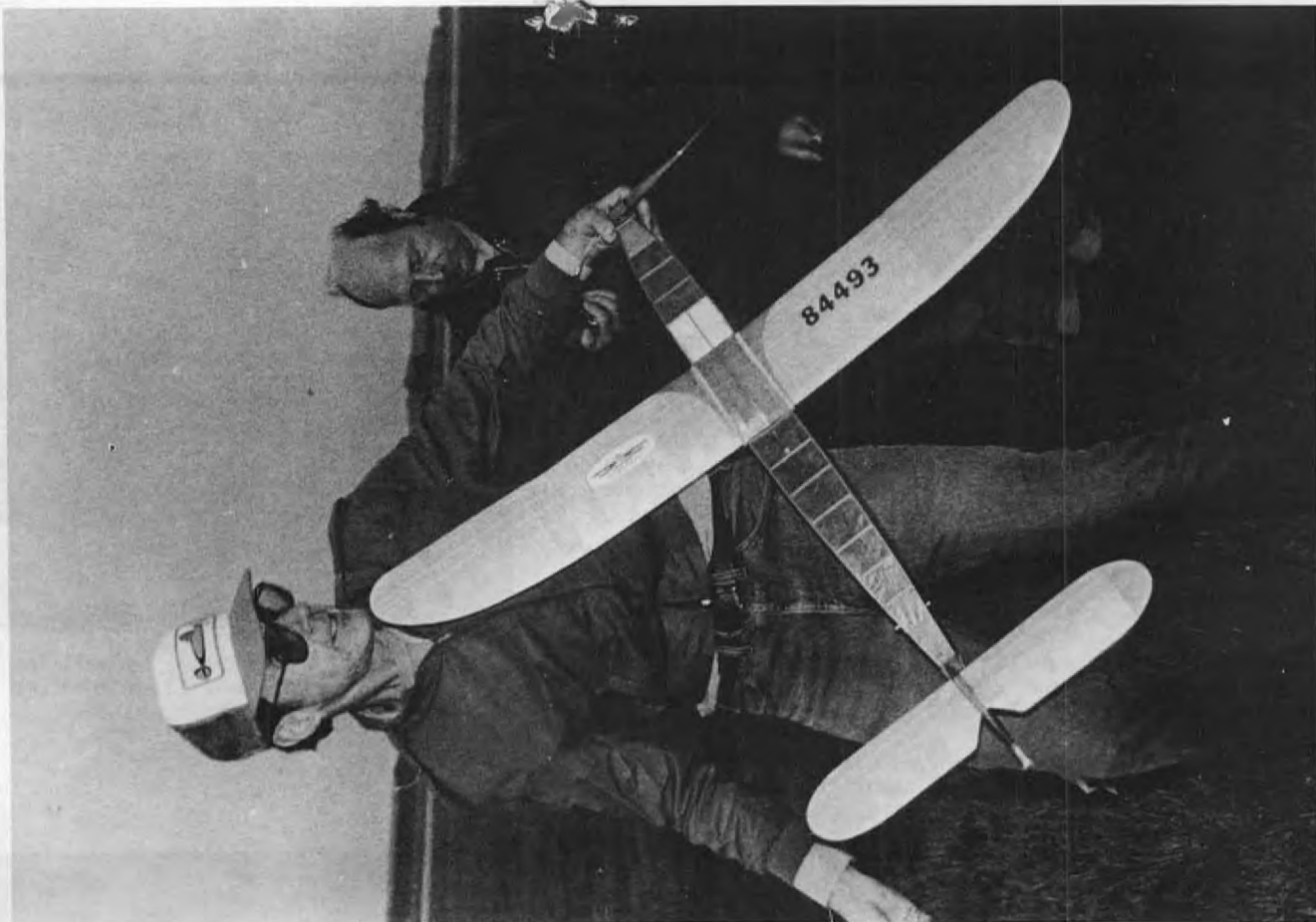
In making this application for membership to The Society of Antique Modelers, I agree to abide by the rules set by the Society and realize that the goals of S.A.M. and the Old Timers Movement are to encourage participation above competition and is dedicated to the preservation and reproduction of vintage model aircraft.

Check One New Renewal Signed _____

DATE RECD
NO. DO NOT WRITE IN THIS SPACE



"I love tissue and sticks."



Allen Richardson, Fullerton, California, about to launch his Korda on the winning flight. George Hollingsdale (SAM 35) is his timer.

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Everett Woodman, Eastern VP
233 Longview Dr.
Bayville, NJ 08721

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

H. Jack Jella, Western VP
1215 Dickins
Salinas, CA 93901

Sal Taibi, Sec.-Treas.
4339 Conquista Ave.
Lakewood, CA 90713

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

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SAM SPEAKS

Official Publication of the Society of Antique Modelers

JAN-FEB 1986

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 69

SAM Editor Speaks by Jim Adams

Plans are underway to hold the 1986 SAM Champs at Westover Air Force Base near Chicopee, Massachusetts. The manager for the Champs is again going to be George Armstead, one of the SAM 7 Stalwards.

The entry forms and complete details should be available for the next issue of SAM Speaks (Mar-April). George has indicated that he is just waiting for the written O.K. from the Base Commander, prior to releasing all the particulars.

SAM Champs headquarters is to be the Quality Inn in Chicopee, used by the AMA for the 1985 NATS.

Everything points to a great contest this year, with lots of events and a nice place to fly. Joe Beshar is going to run the R/C events as well as a special event commemorating the 50th anniversary of the 1936 Wakefields held in Detroit, Michigan. The models will be required to be replicas of 1936 (and earlier) designs. Rules will appear in the coming issue.

SAM Membership

SAM membership continues to grow as more and more interest in Old Timer flying is evident from around the world. The number of members in the U.S.A. has climbed to over 1,700 and Canada is reporting 85 members, Australia 160, and England has topped 800. We also have members in Japan, the Philippines, South Africa, New Zealand, Germany, Italy, and Sweden.

Our current problem with the U.S. membership is that we have a lot of delinquent members. Sal Taibi has addressed a letter to those members in this issue with the hope of getting them to catch-up on their dues. At \$10.00 per year this is probably the only real bargain left in the modeling world.



Bob Copland, designer of many world renown rubber models, and U.S.A. SAM member Don Garafalow at 1985 Vintage Day at Old Warden.



Vintage Weekend at Old Warden, England's model aviation historian, Alwyn Greenhalgh, and Carl Hatrak, President of the S.C.I.F.S (SAM 3), hold Alwyn's original 1926 Mulvihill model.

TO: All SAM Members

SUBJ: Dues Renewal

At the SAM business meeting, June 26, 1985, at Madera, CA. it was voted on and passed to change the SAM dues dates to Jan. 1st through Dec. 31st, thus keep in line with most annual renewal dates. As of January 2, 1986, we still have 650 members whose dues have expired either in June 84, June 85, or December 85. Those memberships that expired in June 84, can renew for \$25.00. This will pay their membership up to December 31, 1986. Cards that expired in June 85, can renew for \$15.00 and cards that expired in December 85 can renew for \$10.00. Members can deduct \$2.00 from any of the above renewals if they send either their old cards or xerox copy of their cards in with their renewal. Members might consider a life membership in SAM for \$100.00. This will end your renewal problems each year, and with a life membership you will receive a beautiful 4 x 6 mahogany plaque with your name and SAM number engraved upon it, a cloth patch, and a SAM decal.

Sal Taibi, President

An Apology to My Friends

Your SAM Speaks editor wishes to offer his sincere apologies to Bert and Norma Pond for omitting their names in the piece on the English trip last issue. Bert and Norma were very much involved in the English Wakefield Events and the trip to Old Warden. My apologies again for the embarrassing oversight. (J.E.A.)

Southern Calif. Plans a 50th Anniversary Wakefield

The SCIFS (SAM 3) and the SCAMPS (SAM 13) plan to host a group of modelers from England and possibly other countries to commemorate the Wakefield contest held at Wayne County Airport, Detroit, Michigan in 1936. The events to be flown at Taft on Saturday, June 21st and Sunday, June 22nd will be a 4-ounce class (1934-1936) and an 8-ounce class (1937-1950) models. A precision gas event similar to the SCAMPS Haggart-Bowden is also planned.

Other small field type events are planned for an event scheduled for Mile Square in Fountain Valley for Sunday, June 29th. Plans are underway to provide housing and transportation for our overseas guests and a complete itinerary of the various points of aeronautical and modeling interest in Southern California is scheduled for the last week of June.

The English SAM members trip plans include a stop at Westover Airbase in Chicopee on their trip home to participate in the SAM Champs July 3rd through 6th. Joe Beshar, who is directing the R/C events at the SAM Champs plans to run a 1936 Wakefield event at the Champs in honor of the SAM 35 visitors.

SAM 35 Wakefield Rules to be Used at Taft

Reprinted below is a copy of the proposed SAM 35 Vintage Wakefield Rules. These are the rules selected by the organizers of the SCIFS and SCAMPS 1986 50th anniversary Wakefield Contest to be run at Taft, California on June 21-22, 1986. The only change being that the word S.A.M. has been substituted for S.M.A.E. in describing general flying rules governing timing and running the competition events.

We have word from Joe Beshar that only pre-1937 Wakefields will be flown at the 1986 SAM Champs at Westover this summer. The rules for this event will be printed along with the SAM Champs entry forms next month.



Gary Smith, SAM 7-11, Palm Springs, Calif. and his beautiful R/C New Ruler. Ship was designed in 1941 by Henry Struck. This one was powered by a Cyke.

SAM 35 Wakefield Rules

1. On signing on, the competitor declares the model name, the designer and the year the original model was designed. (Prior to 31st Dec. 1950). If the model is an unpublished design, the competitor agrees to give all design information to SAM 35 for publication in SAM 35 Speaks.
2. The model will meet the following specifications:
 - Wing Area:
 - 200 sq. ins. + 10 sq. ins. The area is measured on actual span & chord without allowing for dihedral (all models).
 - Cross Sectional Area:
 - Area of greatest cross section not to be less than L^2 divided by 100, where L = total length of a completely rigged model. Area in sq. ins. (all models).
 - Tailplane Area:
 - Not more than 33% of the wing area (1938-1950 models only)
 - Unrestricted 1934-1937 models.
 - Weight:
 - Not less than 4 ozs. (1934-6 models).
 - Not less than 8 ozs. (1937 to 1950 models).
3. Models must ROG unassisted. Attempts to be as defined in SAM rules. The Contest Director has the discretion to allow hand launch if conditions are bad.
4. One reserve model allowed.
5. Minor modifications to incorporate a winding tube and any form of DT are permitted.
6. No turbulators (unless shown on the original design) are permitted.
7. Maximum permitted propeller radius is 10 ins. The original type of propeller i.e. single bladed or twin bladed, free wheeling, folding or feathering must be retained. Gears are not permitted unless shown on the original plan and vice versa.
8. No thermal detecting equipment is to be used by competitors.
9. The timing, observation and running of the event are to be in accordance with current SAM competition rules. In the event of a conflict between these rules and SAM rules, these rules will take precedence.
10. Each competitor signs the entry form on the understanding that he underwrites the authenticity of the model. The success of these rules is therefore very dependant on this trust bestowed on competitors, not being abused.

New Replica's From Herb Wahl

SAM Speaks just received word of two new replica's being produced by Herb's Model Motors. The engines are .45 displacement Wahl "Tigers" that incorporate the best features of the famous Bunch Mighty Midget and Bunch "Tiger" Engines. The Wahl Tiger is purposely not a replica of any particular Bunch engine, but will incorporate features from the 1936 to 1946 line.

The piston will be lapped, and porting and stroking will not change. Appearance is most like the 1940 Bunch Tiger, with a touch of the 1939 Gwin Aero thrown in. There will be two models: the MK1 has the traditional open Bunch points and the MK2 will have enclosed points much like the Aero Mighty Midget.

The pre-production price is \$185 with a price break offered if your order is for 2 to 8 engines, the eighth engine can be as low as \$150. Early orders will receive a chance on the 4 engines to be given away at the Toledo show in April. A \$50 deposit is required with each order. If you are interested, write to: Herb's Model Motors, Box 61 Forksville, PA. 18616.



Vic Duberry (right) C.D. of SAM 35's Sir Peter Masefield trophy event for Vintage Flying Scale hands trophy (a model of Britannia Airliner) to Bob Walden, holding winning Earl Stahl Albatros DV.

The Lykens Brown Engines

The Lykens Brown Engines are being manufactured by Bill Brown. While correspondence about the engines can be directed to Box 61 Forksville, PA. 18616, the engines are not being made by Herb Wahl (whose address that is).

Herb has asked us to clarify the situation for those who are interested in the engine. Address your correspondence to Bill Brown at Herb's address for the present.



Jack Little shows off his gorgeous little Stahl Rubber Scale "Skyfarer".

New SAM 35 Scale Event by Vic Duberry

Hosted by Aeromodeller magazine at their All-Scale Rally on 23 June, SAM 35's Vic Duberry ran a new contest for Vintage Rubber-Driven Scale.

Any model published or kitted before 1951 could be entered. No judgment of workmanship or fidelity to full-size was made, but entrants had to follow the original drawings, with a few concessions for practical handling. To the 3-flight score (max. 60 seconds) percentage bonus additions were made for small sizes, biplanes or low wings, float plane or flying boat, and multi-engines.

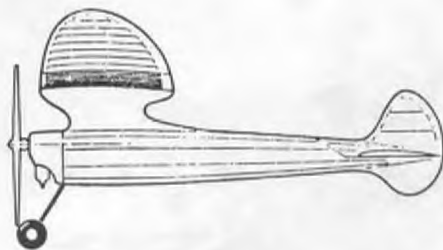
The trophy, originally given thirty years ago to the Aircraft Recognition Society had been reallocated by permission of the donor, Sir Peter Masefield. Refurbished by its original builder, SAM 35 member Derek Ridley, it consists of a large and magnificent model of a Bristol Britannia airliner mounted on a polished mahogany base carrying a plaque describing its history.

On a turbulent, windy day the winner was Bob Walden with a 17-inch Earl Stahl Albatros DV, beating Don Knight flying an Earl Stahl Magister to 2nd place. The 2nd place winner had a higher flight score but smaller bonuses. Bob also took third place with the same Magister design.

Seven out of the 18 entries were Earl Stahl designs. Others included an Aeromodeller 36 inch Lockheed Lightning and a 13 inch 1932 Comet "U.S. Navy Racer," qualifying for bonuses of 150% and 80%, respectively.

Any other chapter interested in the "Britannia" scoring system can have a copy of the rules from Vic Duberry, 172 Wandle Road Morden, Surrey SM4 6AB, England. The contest is of course open to visiting members of other chapters and the rules allow for proxy flying. However, the trophy must stay in G.B. and in the event of a win by a SAM member resident outside G.B., arrangements would be made to hold it on his behalf until the following year's event.

A Vintage Flying Scale column by this correspondent is one of the many specialty features in the English Chapter's monthly journal SAM 35 Speaks. Overseas membership of the chapter is accepted as £12 sterling a year.



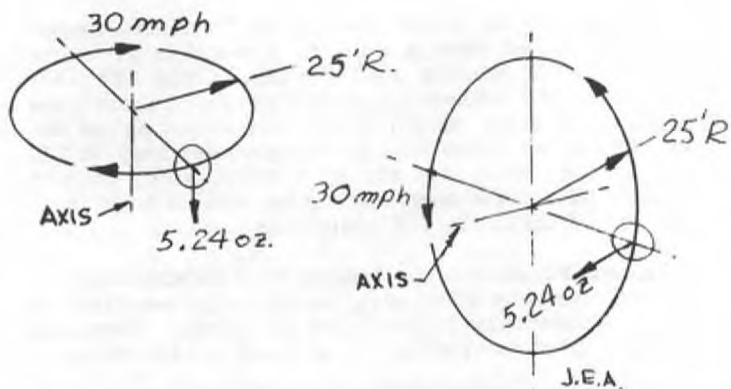
The "Zippers" Right Spiral Climb by Frank Zaic

The almost automatic right spiral climb of Carl Goldberg's Zipper has intrigued many of us on why it does so.—Some attributed this attitude to the high pylon which was in the right spiral prop slip stream, which would tend to rotate the model to the right, and thus producing a right climbing bank. Since thrust adjustments were not used, what else could have produced the side force necessary to convert the looping into a spiral?—The effect could have been or is caused by the gyro effect.

Luckily, we can find a reference to the gyro effect and its values in an article by D. J. Cameron on page 38 in the 1938 Year Book.—He determined that a model flying at 30 M.P.H. in a 20 ft. radius would have a gyroscopic value of 5.246 oz. downward. He used a 14" prop on an engine running at 6,000 r.p.m. (sounds like Brown Jr. which was also used on the Zipper). Now, instead of flying in a level circle, let us assume that the model is making a loop. In such a loop, the gyroscopic effect would be equivalent to a right thrust. A side thrust of 5 ozs. could force a model to turn if the rudder area was small enough to let it do so. The Zipper has a small rudder which could be brought out of the flight path and allow the side-thrust effect to yaw the model so that it would expose the left dihedral and generate the bank for a right spiral climb.

In sum, the Zipper has just the right amount of rudder area. Greater area would have balanced the gyro effect at angles too small for the model to yaw. In contrast, a smaller area would let the gyro force bring the model into yaw angles which could result in a spiral dive. From all of this, we can deduce that the Zipper was one of those designs that happens once in a while for reasons unknown, by "destiny" or whatsoever. If we get one of such in a lifetime—let us be thankful.

P.S. If anyone has an R/C assist Zipper, the above can be checked out by increasing and decreasing the rudder area.—Let me know if you do.



L-R Ken Hinton (SAM 35) assists Woody Woodman, East Coast V.P of SAM, with launching his Rearwin Jumbo Rubber. Joe Beshar, past President, casts an approving eye on the operation.

"Modernizing an Antique" by Joe Beshar

I've said it before and I'll say it again. That's what we do when we mount a Glo-Engine in an Old Timer—completely contrary to the SAM Prea le. Who flew Glo prior to 1942? With Glo comes the conflict in rules and handicaps—porting, rear rotor?—Engine run, area, wing loading, 2 cycle?—4 cycle? So it goes on and on. Oh, if we were only smart enough back in 1972 at the North Jersey R/C club when we started the R/C assist movement to have anticipated the power struggle. It was encouraging during my tenure as SAM President when the members started and ultimately eliminated Glo-Engines from the basic free-flight rules, with the exception of .020 Replica. This has done really well as it has encouraged the availability of Replica ignition engines.

During my discussions about eliminating Glo, some members expressed concern that disallowing Glo might reduce the membership. To this I say—I'll take the sincere with the quality—you can keep the quantity (it will ultimately rejoin the quality anyway). I believe we are all sincere anyway and there is no problem.

Lets do it—disallow Glo Engines in R/C Assist except 1/2 A Texaco. R/C control the model only during engine run to shut off then Free-Flight model—touch transmitter, flight is over—makes it just like Free-Flight as we know it and Radio acts as shut-off timer and dethermalizer. It will eliminate the whole R/C Assist section of the rule book enabling competition of Free-Flight as we know it and R/C Assist together—no split—same flight site, that's how it should be—fundamental isn't it. So let's do it and maintain Free-Flight skills with the heritage of our antique modeling.

Change of Address

Have you or a SAM member you know moved? If so, please notify either Sal Taibi, 4339 Conquista Ave., Lakewood, CA 90713 or SAM SPEAKS, 2538 N. Spurgeon St., Santa Ana, CA 92706.

Letters to the Editor

Dear Jim:

The letters from Don Bekins and Jack Bolton in the January-March SAM Speaks point out the healthy diversity of concerns within the SAM membership. Mr. Bekins is interested in bringing newcomers into the competition scene and Mr. Bolton offers a solution to the engine controversy. Their letters prompt me to write about a type of Old-timer contest, in this area, that allows newcomers to participate in a relaxed way and, at the same time avoids an engine controversy. I have enclosed the "Omaha Rules" for consideration as an introductory-level event for O.T. R/C.

By eliminating the timed engine run, there is no penalty or advantage in choosing one engine or another. Basically, you just fly to where you find lift, shut off your engine, and glide for a 600 point 10 minute flight. (The first time I flew in one of these contests, my Kloud King was so badly underpowered it took nearly five minutes and some lift to get to altitude but, I was able to compete). This system seems to satisfy newcomers as well as experienced fliers, irrespective of engine type or performance. Why, we haven't had a "controversy" since some of the gals in the serving line got into a discussion about the best ingredients for potato salad.

When new rules are formulated, it is important to consider the fliers who turned to O.T. R/C because they don't enjoy flying contemporary designs. I've heard guys say that they would have dropped out of the hobby if they had not discovered the joy of flying these graceful old floaters. And there must be a significant number of accomplished fliers who enjoy O.T.'s as a relaxing change of pace. I doubt that most of these people would be willing to invest in a collectible or new ignition engine to get started in competition. Exact replication of these pre-war designs, including the engine, is certainly an important part of the Old Timer movement. And hopefully there is room for the high-performance model characterized by Eut Tileston's Lancer. But lets make a place for the newcomer too.

Sincerely,
John E. Boyd
3005 Mayfair Dr.
Sioux Falls, S.D. 57106



L-R Ken Hinton (SAM 35) watches while Joe Beshar assists Larry Fair in winding his Jumbo scale Monocoupe. The scene was a traditional International Grudge Match with Woody Woodman.



Ken Myers, SAM 49ers shows us his "Super Quaker at Taft contest. Power is an O&R 60. Ken is one of the newcomers in Old Timers, and also flies electric.

Hi Jim,

Well now that more reproduction ignition engines are being manufactured and can be purchased at a reasonable cost (this may even influence the inflated price tags on some of the older ignition engines, plus the possibility of freeing up a few of those collector's gems). A very nice thought indeed, and a real plus for S.A.M. But, however, there is another factor that may put a damper on the use of ignition engines at S.A.M. meets and that being the new much improved 4-stroker's a real nice, quite powerful engine, a real boom to the modeler's and an engine of the future. Now as I was lead to believe, this society was to preserve the history of modeling as it was, so lets be fair about the 60% cubic inch displacement of a loop scavenged glow engine. These new 4-stroker's out perform both in R.P.M. and power most loop scavenged glow engines on a equal 1 to 1 displacement and are still bound for improvements in this competitive world we live in, while the ignition engine lays dormant. I do believe its time for changes before the ignition engine and the reproduction of same, are a thing of the past in our society and once again gather dust in the attic.



Fred Lord

Slightly oversize Denny Plane by Bernie Lueng, Palm Springs, Calif. The Cowling was taken from a quarter scale Waco biplane kit. Miss America in the background was also built by Mr. Lueng.

One Man's Family (Taken from a 1930's radio show)

Cy Sapsford, 1400 S. Nova #122, Daytona Beach, Florida 32014 sent pictures of the Old Timer R/C models that he has constructed. Some of the planes have been sold to friends or admirers. Cy tells us he flies out of the old navy runway at Delano, Florida. His list of models goes on and on. The list is as follows: Spook, Rambler, Sky King, Thermaleer, Doyles Folly, Flamingo, Trenton Terror, Old Faithful, Majestic Major, Scorpion, At Ease, Cumulus, VB-2 (Vartanian & Bellantonio) RC-1 (Lanzo), Big Guff, Peerless Panther, PB-2 (Petrides) Lanzo Record Breaker, KG-1 (Kovel-Grant), Red Zepher, Mike Rolls Berryloid winner, and a Fiske Hanley Texaco trophy winner.



The Themaleer, one of Cy Sapsford's collection of R/C Old Timers.



96" span "Modelcraft Spook" held by Cy Sapsford, our intrepid SAM modeler. This ship is powered by an old .51 O.S. and weighs 6.2 lbs. Cy says it's an excellent flyer.



108" span, Webra 60 powered, "Doyles Folly," an early Northern California design highly touted by John Pond.



British version of Scotty Murray's 1940 "Topper" kitted by Ben Buckle as the "Scorpion." These are very nice kits.



Petrides PB-2 built by Cy Sapsford, now flies for a hobby dealer in Leesburg, Fla.



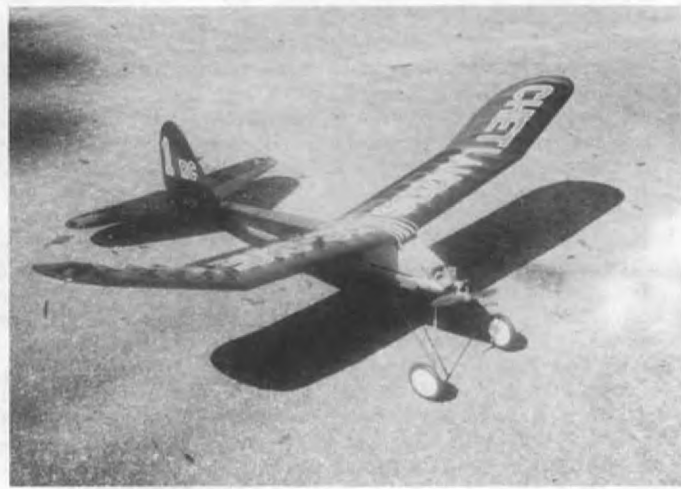
A big Peerless Panther, 82" span powered by a Glow .29. This is a very nice design.



The Big Guff. First flown in Radio Event at the 1937 Nationals. Won first place at the 1939 NATS, designed by Bill and Walt Good.



Lanzo's RC-1. Cy says this one's a great floater, powered by a .30 2-cycle (plenty of power).



Two 1sts and a 2nd with this big "Cumulus" flying in SAM 40 contests in Michigan, Summer of '85. .90 4-cycle power and 3 channel radio.



A very rare VB-2 designed by Vartanian and Bellatonic. This ones a winner powered by .90 4-cycle.



A "Sky King," designer unknown. This one powered by a Saito .45 4-cycle is 88" span (looks like a Fairchild 24 in its ancestry).

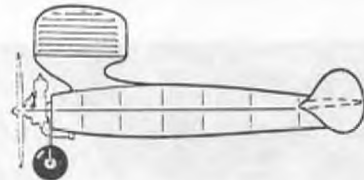
Planes an' Facts an' Chickum Tracks by Fred Lehberg

SAM issue #67 (July-Sept. 1985) was read with considerable interest. Bruce Norman's excerpt from PLANE TALK makes some very good points and his argument about (this is a translation) everyone hating a winner has some good grounds for support. I do take exception to his statement that "we could change the rules in some manner to prevent the participants from improving themselves and their equipment." I am a firm believer in the support of self-improvement, making our equipment more efficient, the American Flag, Motherhood, etc. etc. However, the whole idea of SAM is the perpetuation of a phase of the hobby that was gone, forever... we thought. The original planners thought this was a good idea. My only question is, why did they cut off the designs for Old Timers at the end of 1942 and engines at the end of 1949? These "perpetuators of the art" must have had bundles of these post-war third and fourth generation engines. The really competitive engines (we are not talking about modern cross-scavenged glows, multiple-ported glows, or ignition-converted varieties of glows) were not even in existence when the airframes were designed! True, a few intrepid souls put these super engines in some of the old designs, but the winners used new craft designed to best use this power. During the day's flying, the temperature variations produced subtle trim changes that, though tolerable for even the Ohlssons and Super Cykes, were hell with the McCoys, Andersons, Atwoods, etc. The modelers improved themselves to match the improvement of their equipment--or, possibly, the other way around the Mulberry bush?

Whatever, we voted in the present rules and, until we vote again, these are the rules we live with--and these are the rules we should use in every contest we call "SAM," regardless of whether we agree with them or not. It is no different than stopping at a crossroad for a stop sign. If no one is coming--zap across. If a cop is behind a bush and grabs you, tell him it was safe to break the law--it was the right thing to do. I am sure he will understand. I believe in what the SAM Watchdogs of the West are trying to say, but they are running the stop sign in the way they say it! If there is a rule, FOLLOW IT, but try to find a way to use it to your advantage! This is what Eut and Bruce have very successfully accomplished!



This is the smiling version of Clarence Bull.--Much to smile about with his excellent flying Quaker Flash. Power is by Brown Jr. Clarence won the Don Dodd Memorial trophy at the SAM 8 contest held at Harts



So, what am I palavering about? I say, "Follow the rule for SAM, try to beat it within the rule, and work like hell to change the rule if you don't like it!"

To get back to Bruce, what I see in SAM is a movement to retain a type of aircraft we flew as boys and young men in those golden years prior to WW2. I am not speaking of balky ignition engines, aircraft that were real dogs--those were the lead years. Watch the modern SAM free-flyers at their contests. These guys must be real dummies with little or no interest in improving themselves and their equipment. They don't even fuss about the rules. Watch one of their Clippers go up in a smooth, fast spiral, perhaps with a Brown in it. It probably won't make a max. THAT'S an Old Timer. On the other side of the field an FAI ship goes up with a scream in a long fast open spiral, a small dot in 20 seconds. It makes its max, if not, it is out of adjustment. THAT'S Progress in Improvement of Self and Equipment. On another side of the field we have the SAM R/C Boys. An antique (remember, that's an airframe design prior to the last day of 1938) rapidly climbs to a small dot in its engine run and will probably make a max--if it is light and strong enough to handle the power.

As I said a couple of paragraphs above, vote for what you believe you want, fight and argue for your belief, then--after the vote is in see how you can use it to your benefit--particularly so if you have lost!

One thing that really bothers me is that at these Old Timer contests it is hard to tell whether the term refers to the models or the flyers. I see a lot of young sport flyers flying Old Timers, but they don't belong to SAM. They use small glow engines in these craft--and they fly like they did in the Golden Years. If we interest them in SAM, we will have perpetuated something. We should have rules that minimize the effects of equipment and the winners are determined by a combination of skill and luck (finding lift at an altitude less than 500 feet) using an engine powered with gasoline, glow fuel, California Wine, batteries or Peanut butter. To equate pre-WW2 engine performance to engines using these fuels is a problem? Not at all. A proposal was offered in the August 1984 issue of MODEL BUILDER that would be a viable method of handicapping.

I guess a summary of the above is:

- 1) What do you want SAM to mean to you?
- 2) Fight for rules to accomplish this.
- 3) If you lose, abide by the decision and give 'em hell at the next rule change.

Good Luck for 1986.

The Okie Flyer Newsletter, 8 issues for \$5.00.

Bill Baker
1902 Peter Pan
Norman, OK 73069
(405) 329-1018

The Okie Flyer by Bill Baker

Saturday morning, just at sun up. There is absolute calm. A flag hangs limp. A hot air balloon hangs motionless like a Christmas tree ornament. I park the van and set up the stooage for my twin pusher. Three times in the past two weeks I have been out to test fly it. The early flights were very much out of trim. On one flight it did a loop with a touch and go on the street which neatly shattered both propellers. What frustration a 1935 model can be in 1985! I know I am near final trim now, and I have made new propellers and carefully keyed the stab so that the trim will be repeatable.

Swallows skim the surface, making abrupt directional changes, finding insects low early in the morning. Later in the day they will fly higher, and show where the thermals are. The Killdeer are nesting nearby, they are nervous. "I don't want your eggs, bird." A large white cattle egret flaps by, slowly, dignified, in a straight line: he has a flight plan.

I wind up. I launch. It is good. Not quite enough turn, just a bit mushy, a touch more tilt to the stab should do it. The Killdeer thinks I have come to rob her nest. She runs in front of me, dragging a wing. The old broken wing trick. "I don't have time to play your game, bird." The wind might come up. Calm weather time is precious in Oklahoma.

I rewind, more turns, more tilt. Oh, it does look so good to see it now, a thing of grace and balance. Days past of frustration and spastic awkwardness are forgiven. It is a lovely thing to see and feel. A 1935 design. I was born in 1933. By 1940 I was building models, learning to read from plans. Fractions. $1/16$ by $1/8$, what does that mean, which stick is that? What makes me, after 45 years keep building and flying? It is moments like this, the solution arrived at after much effort. I rewind and do it again just to watch and enjoy. No more trim changes. The flag stirs a bit. Too dangerous to fly it on full winds now, in this small field.

But there are the hand launch gliders to trim, so I start to work on them. A jogger goes by, he appears to be in a trance; not blind but not seeing.

The hot air balloon is far away now, but two more are up. I can hear the hiss of their burners. I can see they are drifting faster than the first one did, earlier.



Picture snapped at the heart of Dixie F/F Champs at Huntsville, Alabama, shows George Batiuk Sr. launching his Lanzo Cabin. (We need a list of all of the Lanzo designs, I don't know this one.)



Don Nordlund fires-up his nice flying Taibi power house at SAM 8's spring meet at Harts Lake, Wash. Bob Shafer is his helper. (Photo's courtesy of Barbara Stalick).

I work on the HLGs. Pitch trim, turn, transition. So much of transition is not an adjustment so much as the technique of the throw. Angle, bank, velocity. All must be optimum for the transition to come out right. Try to get turn and transition with no rudder deflection: avoids spiral diving out of lift. I like the exercise of throwing and the thinking game of solving the problems. The swifts are curious about the gliders. Flying higher now, they modify their flight path to investigate: "What have you found, is it good to eat?" They quickly lose interest as the gliders do not know where the insects are.

One glider strays to a large shallow water puddle, made by the rains a week ago. I marvel at the tadpoles as I wade in. Another glider refuses to turn, and goes further off, leading me through a patch of blue wild flowers. I wish I knew their name, but they are pretty without a name.

I make HLGs in batches. This year I made ten. Usually I make them in batches of three or four. Out of four I usually get one good one, two fair to average and one that should be firmly stepped on to avoid unrelieved frustration. This year I made four AMA and six Old Timer HLGs. The four AMA ships (Thermal Piglets, Campbell's kit is a good value), all appear to be keepers but two of the six OT models are hopeless. Do I repair them and try again? Hell no, I have learned something in 40-plus years. Besides, a couple of the batch look very good, and that is about all I can ask for. Once I made four "Pollys." The good one thermalled away on the first toss. The other three took over a year to get rid of. The modern HLG is easier to trim and throw. Why is that? It appears to be the longer tail moment arm: they are just less critical on both trim and launch, more consistent. The launch angle is greater and less bank is used: they get higher and still transition.

I see some signs of lift now. Some of the HLGs are staying up too long. In a few more minutes the lift will be enough for them to climb in. It has been a good morning. The swallows are working higher now, as the lift takes the insects up.

At home as I have my breakfast on the patio, the wind comes up. I hope the balloons are down now. I see the Baltimore Oriole that is nesting in the sweet gum tree. Bright flash of yellow and gone. Everyday should be a day like this.

Replica or Currently Manufactured SAM Approved Engines

January 1, 1986

ENGINE	MANUFACTURER	ADDRESS		
Atom	Morrill-ADC	P.O. Box 1210	Simi Valley, CA	93062
Bantam 19	Model Av Hist Society	12 Cook Street	Rowayton, Ct	06853
Brat	Karl Carlson	14600 Ramstad Dr.	San Jose, CA	95127
Brown Jr.	Herb Wahl	P.O. Box 61	Forksville, PA	
Deezil Diesel	Gordon Burford	86 Tierney Dr.	Currombin, Queensland, Austrl	4223
Dunham Elfin 2.49 Diesel Dunham Mechanair Dunham Orwick 64 Dunham Orwick 73 Dunham Orwick 29 Dunham Orwick 32 Dunham Valkyrie Diesel	Striegler's R/C Supply	5831 McKnight	Houston, TX	77035
Daniel (Orwick 64)	Bill Daniel	8165 Castenada Rd.	Atascadero, CA	93422
Edco Sky Devil	Terry Toups	6620 Wonderlin Ave.	San Diego, CA	92114
Forster 29 Forster 35 Forster 99	M & G Engines	P.O. Box 6026	Denver, CO	80206
Golden Eagle 53	Carl Spielmaker	4690 Burlingame SW	Wyoming, MI	49509
Hornet 19	John Morrill	143 Richmond St.	El Segundo, CA	90245
Hurleman Twin Hurleman 49	Herb Wahl	P.O. Box 61	Forksville, PA	18616
K&B Torpedo 29 K&B Torpedo 32	Larry Jenno	2020-3 Lomita Blvd	Lomita, CA	90717
Lykens Brown	Bill Brown	P.O. Box 61	Forksville, PA	18616
McCoy 29	Ed Solinburger	1551 Lynn Court	Santa Rosa, CA	95405
Megow 19	Carl Spielmaker	4690 Burlingame SW	Wyoming, MI	49509
Ohlsson Goldseal	Herb Wahl	P.O. Box 61	Forksville, PA	18616
Orwick 64 Orwick 23 Orwick 29	K & M	P.O. Box 2699	Laguna Hills, CA	92654
Remco Cyke Remco 29 Remco Anderson	M & G Engines	P.O. Box 6026	Denver, CO	80206
Simplex 25	John Morrill	143 Richmond St.	El Segundo, CA	90245
Super Cyclone	Tom Morrison	1628 W. Seldon Lane	Phoenix, AZ	85021
Spielmaker 60	Carl Spielmaker	4690 Burlingame SW	Wyoming, MI	49509

S.A.M. SUPPLIES

STOCK NO.	DESCRIPTION	PRICE
800	Modelectric Ignition Coil.	\$9.95
801	Transistorized Ignition System. This includes a resistor high tension lead, but does not include coil. Use any coil equivalent to Modelectric. If you want a Modelectric coil when you purchase this system, add \$9.00.	\$18.50
802	Transistorized portion of above system.	\$14.50
803	Resistor High Tension Lead.	\$6.00
804	Hook-up Wire, 18 gauge stranded, vinyl insulation, 10 feet. Red, White, Blue or Green.	\$1.20
805	Metal Case Condenser.	\$2.25
755	K.S.B. Thirty Second Pinch-off Timer.	\$11.95
756	K.S.B. Six Minute Timer.	\$11.95
815	Ignition Shut-off Timer. This is a 30 second timer (K.S.B.) and actuator, which is combined with a lever micro switch.	\$14.95
820	Esaki Brand Light Weight Silk, square yard. Unquestionably the best! Colors: Red, White, Royal Blue, Orange, Yellow, and Rose Pink.	\$6.50

COMPLETE BROCHURE OF OTHER S.A.M. SUPPLIES, \$1.00

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LAGUNA HILLS, CA 92654. PH: (714) 830-5162



Les Alonzo with his O&R 19 powered Playboy Jr. at the SAM 46 held last spring. This is becoming an annual affair.



A "Majestic 88," O.S. 40 4-stroke powered R/C at Old Warden meet. Ship is an English design by Wally Barnes.

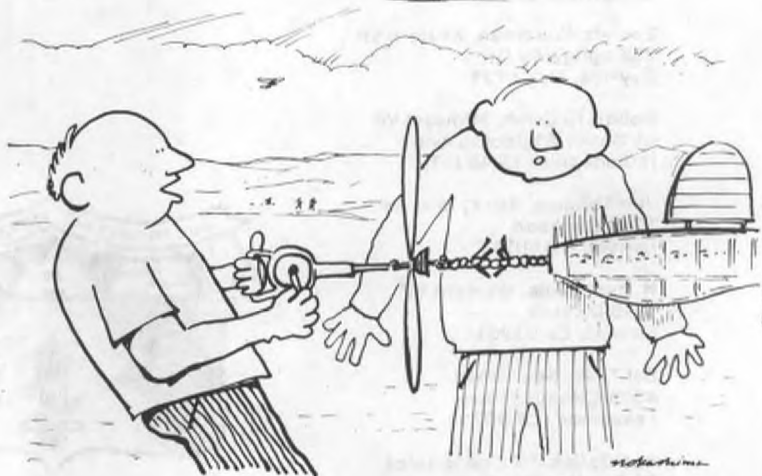


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Hollywood, CA 90078



"This rubber is like me old and brittle."



Old Timer's corner, swapping tall tales at the Madera SAM Champs.
L-R Bert Pond, Jack Richardson and Jim Noonan.

SAM SPEAKS

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Everett Woodman, Eastern VP
233 Longview Dr.
Bayville, NJ 08721

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

H. Jack Jella, Western VP
1215 Dickins
Salinas, CA 93901

Sal Taibi, Sec.-Treas.
4339 Conquista Ave.
Lakewood, CA 90713

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

FIRST CLASS MAIL

Roland Friestad #1383
1640 N. Kellogg St.
Galesburg, Ill. 61401



ADDRESS CORRECTION REQUESTED

SAM SPEAKS

Official Publication of the Society of Antique Modelers

MARCH-APRIL 1986

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 70

SAM Editor Speaks by Jim Adams

This is an election year for the SAM organization. SAM officers are elected for a two-year term of office beginning at the annual SAM business meeting on each even numbered year.

The nomination committeeman, Karl Hatrak, has been busy these past months working up the slate for this year. Two of our vice presidents, Jack Jella (Western V-P) and Woody Woodman (Eastern V-P), have indicated that they do not wish to continue in those offices.

The nomination committee has put up the name of Bob Angel, Santa Maria, California, for Western V-P. Bob was the R/C contest director at the 1985 SAM Champs in Madera. He is well qualified with a good administrative background and a thorough understanding of the R/C rule problems.

Jack Bolton, Oakton, Virginia, has been nominated for the Eastern V-P position. Jack is a previous editor of SAM Speaks and is a pioneer SAM R/C flyer. Jack also has excellent leadership qualities, having served as an officer in the U.S. Navy.

The incumbents, Sal Taibi, Bob Larsh and Jim Thomas are running again for the president, Mid-West V-P and Rocky Mountain V-P spots. This will be Sal's second term as president. He previously held the Western V-P job for two years. Bob Larsh and Jim Thomas have held their V-P jobs for several terms. Bob ran the 1980 SAM Champs and has assisted on several other annual affairs. Jim Thomas ran the 1983 Champs at La Junta, and has done an excellent job as Rocky Mountain V-P.

The job of secretary-treasurer is being filled temporarily by president, Sal Taibi. This job has proved to be very demanding and time consuming because of the tremendous amount of correspondence involved. Sal has indicated that he expects to be able to turn the job



Ed Wallenhorst receives the SCAMPS Perpetual Wakefield trophy from SAM president, Sal Taibi.

over to a new secretary in 1987. Due to an enormous amount of time and effort on the part of Sal and the SAM Speaks editor, the membership rolls have been straightened out and the membership has gained over 500 names.

Rules coordinators for Free Flight and Radio assist, as well as the SAM Speaks editor, are appointed positions and Abe Gallas, Woody Woodman and Jim Adams have indicated that they will continue in those offices.



SAM Speaks editor, Jim Adams, poses with his Forster 99 powered "Powerhouse" at 1985 Madera SAM Champs.

SAM Lapel Pins (or for your flying hat)

Beautiful enameled gold pins with the SAM logo in red, white and blue are available from: John A. Targos, 3229 Dianora Dr., Palos Verdes, CA 90274.

The pin is good sized, about one inch across, and has excellent detail. The quality is excellent and SAM Speaks highly recommends purchase of the pins. The price is \$3.75, including postage and handling. John is providing a tremendous deal for SAM members.

Address Correction

The address for Larry Jenno was incorrect in last month's list of Repro Engines. The correct address is:

J & J Aircraft Accessories
904 W. 233rd Street
Torrance, CA 90502

Larry makes the Torpedo 29 & 32 repro's.

1986 SAM Champs

In this issue you will receive your copy of the 20th SAM Champs entry forms. The big bash this year is being run by George Armstead at Westover A.F.B., Chicopee, Mass., from July 3rd through the 6th. The meet has been sanctioned as a AAAA contest by the A.M.A.

The contest directors are Jack Whittles for the free flight events and Joe Beshar for the radio assist events. The contest is planned to be a big one with thirty F/F events and eleven R/C assist events. The plans are for lots of fun, as well as serious competition. Events such as "Jimmie Allen Rubber", "Baby R.O.G.", (mass launch) "Twin Pusher", "Compressed Air" and "1936 Wakefield" are expected to provide a great deal of spectator interest.

The SAM Champs is playing host to fifteen members of SAM 35, the English SAM chapter who will be attending to participate in the 1936 Wakefield event and the other power events. Joe Beshar, C.D. of the Wakefield event, has planned this contest to commemorate the 1936 running of this famous contest 50 years ago at Wayne County Airport in Detroit, Michigan. The winner that year was English team member, Albert Judge.

SAM headquarters for the Champs this year will be the Quality Inn, 296 Burnett Road, Chicopee, MA 01020. Seventy-five rooms have been reserved for SAM members. Reservations must be made by June 12. Mention SAM to get the special \$42.00 rate. A list of other motels and camping areas can be found on page 2 of the contest flyer accompanied by maps and directions.

Westover A.F.B was the site of the 1985 A.M.A. Nationals and features paved runways. Chasing this year can be done on motor bikes, but you are reminded that safety helmets are a must.

Places to visit for the whole family are Strubridge Village, Mystic Seaport, Springfield Armory Museum, Springfield Museum which features the Gee Bee display, and the North East Air Museum at Bradley Field. If you haven't been to New England before, be sure to plan to spend an extra week. You shouldn't miss Newport R.I., Boston's Freedom Trail, Salem's houses or Gloucester's fishing boats.

Remember! Entry blanks must be mailed early. No refunds will be made after June 15.



A "Lamb Climber" rubber stick job by Phil McCary of the S.C.I.F.S. (SAM 3).



Ed Wallenhorst launches a winning flight on his "Lanzo Duplex" Wakefield Cabin. Ship was a 1936 design. This one is beefed-up to weigh 8 ounces.

50th Anniversary Wakefield at Taft

Plans are in full swing for a big Wakefield celebration to be held at Taft on June 21-22, 1986. The occasion is a visit by fifteen SAM 35 members, traveling from England to attend the 50th anniversary commemoration of the 1936 Wakefield held at Wayne County Airport, Detroit Michigan.

The contest promises to be a big one, with 12 different events being flown on Saturday and Sunday. The events scheduled are:

Saturday June 21

4 oz. Wakefield (pre-1937 designs)
30 Second Antique
O/T Scale (gas)
A & B O/T Gas (cabin and pylon)
O/T Rubber Cabin
.020 Replica

Sunday June 22

8 oz. Vintage Wakefield (pre-1951 designs)
Bowden Precision Gas (2 min. target time)
"C" O/T Gas (cabin and pylon)
O/T Scale (rubber) CO2 O.K.
1/2a Texaco (SCAMPS Rules)
O/T Rubber Stick

Ken Sykora, SCIF newsletter editor and honcho of this event, explained that contestants from all of the Western states and Canada are encouraged to attend and make this visit of our English modeling friends one of the highlights of the 1986 contest season. All of the events will be flown per SAM rules. Rules for the two Wakefield events were published in last month's SAM Speaks. Each attending contestant will receive a beautiful, specially designed trophy commemorating this event. Those interested in attending should write to Ken Sykora, 6716 Noble, Van Nuys, CA 91405, for further details and entry blank.

A follow-up event will be held on June 29th at Mile Square. The events to be flown will be: "Commercial Rubber", "Two Bits Rubber" 25" max. wing span, ".020 Replica", "Vintage Wakefield" (pre-1951), O/T Towline, and O/T Rubber Scale (CO2 O.K.).

ELECTION OF NEW OFFICERS

The election of new officers is the responsibility of each member of SAM. Please take the time to review the qualifications of each of the candidates and cast your vote.

Bob Angel Candidate for Western V-P

Starting about 1944, in grade school in Cincinnati, I built several Joe Ott and other 15¢ to 35¢ warbird kits. Near the end of World War II, while living in Bremerton, Washington, I first saw an engine-powered plane fly, and recognized immediately what needed to be done. I began flying U-Control and tinkering with engines. It was my privilege to be around during the heyday of postwar engine development and to participate in the big changeover from ignition to glow. We moved to California in 1950, and after several lapses in modeling for various reasons, such as an all-expense paid trip to Korea, I reluctantly set aside "ukies" and moved over to R/C about 1972. The sole reason for this was that R/C had taken over to the point where we could no longer maintain a local U/C club. I flew some powered R/C, then into R/C sailplanes and worked my way through LSF Level IV. But, the main fascination was always engines, and I discovered MECA in the mid-70's, then later found the SAM movement, and here I am.

During the control line years, I invented the "Uni-Flow" fuel tank, first coining that name in an article written for the 1962 Air Trails Model Annual. I've been an AMA Contest Director for almost 10 years, and have directed club U/C and R/C contests, some open sailplane events, and lately, a few SAM contests, including the 1984 John Pond Commemorative.

I am a registered Professional Engineer, and support my hobby by working at the Air Force's Western Space and Missile Center as Program Support Manager for space shuttle launches from Vandenberg Air Force Base.

Jack Bolton Candidate for Eastern V-P

Jack started modeling in 1939 with the usual solids and 10¢ kits. During WW II, he graduated to Free Flight and U-Control models.

He entered the U.S. Navy in 1949 and worked as a control tower operator and in G.C.A. operations. Jack left the Navy in 1953 and returned to college to get his degree. He rejoined the Navy in 1956 and attended flight school, and upon graduation, he flew helicopters, C-47's and A4 jet fighters. His service included a tour of duty in Vietnam.

In 1961, Jack became interested again in modeling, building Free Flight and Radio models. He was one of the founding members of the Tidewater R/C Club, the Northwest R/C Club and the Old Time Eagles in New Jersey. Currently, he is a member of the "Maxcutters" in Washington D.C. and the "Pensacola F/F Association".

He retired (medical) from the Navy in 1974 and worked as a civilian flight instructor for the Army at Fort Rucker. Currently, he is working for Information Spectrum Systems, principally supporting Naval Air Systems Command.

1986 OFFICIAL SAM BALLOT

Please mark your ballot and send to:

Karl Hatrak
3825 W. 144th St.
Hawthorne, CA 90250

PLEASE have your ballots postmarked by May 31, 1986.

President	Sal Taibi (Incumbent)	<input type="checkbox"/>
	_____	<input type="checkbox"/>
	Write-in	

Western V-P	Bob Angel	<input type="checkbox"/>
	_____	<input type="checkbox"/>
	Write-in	

Rocky Mountain V-P	Jim Thomas (Incumbent)	<input type="checkbox"/>
	_____	<input type="checkbox"/>
	Write-in	

Mid-West V-P	Bob Larsh (Incumbent)	<input type="checkbox"/>
	_____	<input type="checkbox"/>
	Write-in	

Eastern V-P	Jack Bolton	<input type="checkbox"/>
	_____	<input type="checkbox"/>
	Write-in	

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

Signature SAM Number Date



Dick Lyons, Camarillo, California, is very proud of his Class A Rocketeer. A hot performer, powered by an English diesel.

A Plea for Common Sense by Abe Gallas, F/F Rules Coordinator.

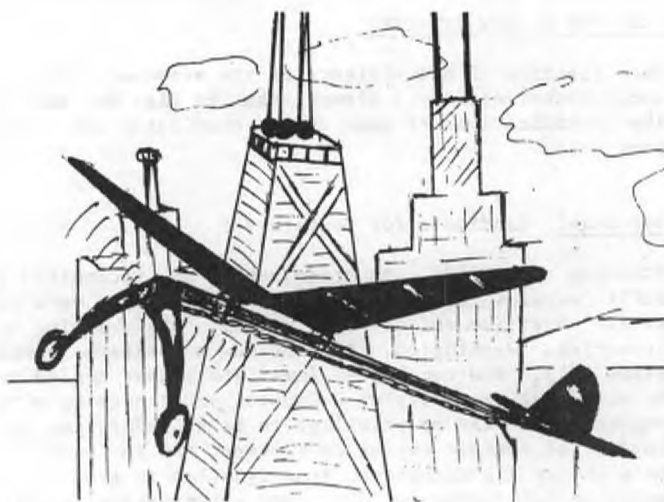
During the past few years, several events have taken place that have affected the Free Flight activities of SAM. For several years after the inception of Old Timer flying, the folks that did the flying were a homogenous group of free flyers who "understood" the rules. Growth was slow and those few of us that joined, learned the rules from the original bunch. Then came a period of explosive growth and the addition of R.C. to SAM. A lot of people started asking about rules, what airplanes were legal, etc. There was a confrontation on engine rules and the amount of bad feelings it created was unbelievable. Glow versus ignition, original versus conversions, gas versus alcohol, etc. A lot of very decent fellows got their feelings hurt and either quit SAM or refused to take the flak that accompanied responsible positions in SAM.

Thirty Second Antique is an event that was created so that the graceful old birds like the Lanzo, Powerhouse, Clipper, etc. could fly against each other competitively. Today, 30 Second Antique is just another pylon event dominated by the '37 Zipper, the Bomber, and the Anderson Pylon. As the Free Flight Rules Coordinator, I get letters asking about very specific technical areas where the writer sounds like an FAI expert attempting to improve the breed. The Preamble was written to say that the folks who started SAM meant to preserve a piece of history, not to prove turbulators work or that modern rubber props are superior to the ones used in 1939. We are slowly losing our consensus as to what Old Timer flying means and we are headed towards a Tower of Babel, if I can be permitted a biblical analogy. Either we start to develop a new consensus, or it will not be much fun trying to fly Old Timers competitively.

I am not suggesting a rule change, per se, nor am I trying to preserve the sanctity of rules written twenty years ago by a small group of dedicated people. What I am saying is that we had better figure out how to reason together or we will lose everybody but the "guardhouse lawyers". (If you weren't in the Army, ask someone who was.)



What's uglier than a "Red Ripper"? Tail popped up and tied to the boosters to guard against those terrible thermals at Taft, the ship waits for Ken Sykora to return.



IMAC 75 Years

The Illinois Model Aero Club (IMAC) is celebrating its 75th year as the world's oldest continuously active model airplane club. We invite everyone to participate in a Phantom Flash postal contest. Rules are outlined below and plans are available by sending a self-addressed stamped envelope to: Paul Helman, 1411 Judson Avenue, Evanston, Illinois 60201.

Rules:

1. One design, Comet Phantom Flash. R.O.G. without modification except for any desired propeller and any structural beefing up as is felt necessary by contestant.
2. Flight times to be recorded between April 1, 1986 and September 1, 1986, and forwarded to IMAC c/o the address noted above.
3. Two divisions, Indoor R.O.G. and Outdoor (hand launched). No limit on flights. Send in times as often as desired within the dates noted. Indicate whether Indoor or Outdoor.
4. Commemorative awards for best times in both divisions.



Hal Cover, SAM 13 president, releases his "California Champ" at the SCAMPS 1985 Wakefield contest. Design was by Engelman and appeared in 1940 Airtrails Magazine.

SAM 57 Sponsors "The Variety O/T Meet"

Sunday June 22, 1986 Mid American Air Center at Lawrenceville, Illinois. The Variety O/T co-hosted by Tri County Aero Club and SAM Chapter 57 will be the first SAM meet held at the Mid America Air Center. This field is one of the best free flight fields in the entire country with hundreds of acres of concrete ramp and adjoining fields with few trees. This ex-military field will impress you if you haven't flown here before.

Events: All events will be flown per SAM rules. Cabin and Pylon or Stick combined; and Junior, Senior and Open combined.

R/C Assist	Free Flight	Free Flight
Class A/B LMR	Class A Gas	.020 Replica
Class C LMR	Class B Gas	Rubber
1/2A Texaco	Class C Gas	Hand Launched Glider

Trophies to 3rd in all events.
High Time Aggregate for Open.
High Time Aggregate for Junior/Senior.

AMA membership required! SAM membership encouraged!

Fees: Senior and Open \$5.00 for first event, \$2.50 per additional event, or \$15.00 maximum for all events. Juniors = \$2.50 total for any number of events.

The field will be available Friday night for camper units. Saturday, the field will be available for "warm-up" flying. Event flying will begin Sunday at 9:00 a.m. and end about 4:00 p.m.

On Saturday evening we will have a big cookout for all who attend. The price will be reasonable and the food great! Bud Brown will hold a special event shortly before we eat. It will be O/T Wakefield - ROG. Get out those plans if need be!

A SAM 57 membership drive is on. The chapter has no dues, no bylaws, no elected officers and no regularly scheduled meetings. Attendance at this event will be accepted as an application for membership. Nod your



Larry Clark, S.C.I.F.S. working on his Reich's "Albatross" at Taft. Where did you get those crazy leg warmers?

head and state your SAM membership number and you'll be on the membership and mailing list. You can't beat that! Contact Bud Puckett for additional information.

A meeting of old and new SAM 57 members is planned after the cookout on Saturday.

Caution!!! This is an active airport site. Saturday, a full scale glider meet will be completing their flight tasks. We modelers will be in radio contact with them and will be expected to desist our flying when required. The interruptions won't spoil our day!

Directions, Etc. If you plan to arrive on Friday or Saturday evening, or need accommodations, the following list of motels is included.

Mr. K's, Lawrenceville, (618) 943-5112
Route 250, east of town. No food, bar, pool.
Cost: \$21.00 - \$29.00

Executive Inn, Vincennes (812) 886-5000
Junction of Routes 41 and 50, good food, bar, pool. Cost: \$19.00 - \$31.00.
"First choice of most of our contestants".

Holiday Inn, Vincennes (812) 886-9900
Junction of Routes 41 and 50. Typical Holiday Inn. Cost \$35.00 - \$42.00

For Additional Information Contact:

Don Sachtjen, Contest director
RR 5, Box 56B
Bloomfield, IN 47424
(812) 384-3102



An R/C "Red Zepher" powered by O&R 60 at the 7-11 contest in Palm Springs. The builder/flyer is Bud Hadel (SAM 51).

Change of Address

Have you or a SAM member you know moved? If so, please notify either Sal Taibi, 4339 Conquista Ave., Lakewood, CA 90713 or SAM SPEAKS, 2538 N. Spurgeon St., Santa Ana, CA 92706.



Bob Angel weighs-in Ron Doig's ship at the SAM 26 contest. The ship is a "Lanzo Record Breaker".

SAM 26 Contest Season Opener at Taft by Bob Angel

On the third and fourth days of spring, competitors from three states gathered in the desert to pay homage to the thermal gods. Last year, the weather for this event was perfect. This year, it improved. Participation grew by 50%.

Day 1, Saturday saw class A and B LER flown as combined events, plus C LER and the two separated antique events. There was moderate lift early in the day, followed by weak and spotty thermals for the rest of the day. Class C LER was the most hotly contested, with four people scoring all maxes. Ron Doig, busy with contest duties, slipped in a flight which came up just 5 seconds short of a max. He took a look at the scoreboard, and went back to contest duties. No point in flying again. Dick Bringgold finally won the flyoff with his Orwick powered playboy.

Flyoff Rules used by SAM 26 are slightly different than what some people are accustomed to. At a previous contest, someone came up very excited and said, "You don't allow attempts in a flyoff". Well, the rulebook says the CD sets the flyoff rules, and our procedure has just one rule, so attempts can be made under that rule. When all contestants are in place and ready, the CD starts a five minute countdown watch, and everyone has five minutes to get launched. Unlimited attempts are allowed, as long as the final launch is within the five minute working time. It seems to work well.

The Sportsmanship Award, had there been one, would clearly have gone to Phil Bone. During the flyoffs, flying an easily started glow engine, Phil started his engine and flew. Meanwhile, his opponent couldn't get his ignition engine started during the five minute time period. The problem was diagnosed as a weak ignition battery. Phil needed only to land on the field to collect his first place trophy. But he requested the CD to allow a restart, so his fellow competitor could get airborne, and the contest could be determined "in the air" rather than on the ground. The request was granted, the ignition batteries were quick-charged, and we were all treated to an exciting ten minute drama.

Wankel Engine on Trial. Probably the most interesting event of the contest was an opportunity to see first hand how the controversial Wankel engine would perform. I understand SAM has obtained a Wankel for the purpose of examination by the engine committee to evaluate it's performance, and to verify if it is truly a four cycle, etc.

Phil Bone brought his Wankel powered Playboy, and sure enough, since he did quite well in all events, he ended up in a flyoff position against Eut Tileston in A/B LER. Eut was flying a "Skylark" design powered by an O&R 29 ignition engine. Eut started the O&R and took off first, it's exhaust note telling us immediately that it was a very average O&R, probably less power than most competitors would choose. It was also evident that the plane was very clean and light, and climbed well despite a so-so engine. Phil fired up the Wankel, released, and rotated up into a spectacular near vertical climb. The Playboy quickly caught and passed the Skylark in mid-air, rose to a nice height, and shut down at the end of its allotted 25 seconds. But the ignition powered Skylark droned on upward, passing the Playboy, and by the end of its 45 second engine run, had achieved probably 50% greater terminal altitude.

Both were flying in basic sink air, but it was soon apparent that Eut's air was worse. By about 2 or 3 minutes elapsed time, Eut's Skylark had lost all its height advantage, and was now slightly below the Playboy. As he drifted back to catch the same air Phil was using, it also became apparent that the Playboy had the better glide ratio. Eut must have reasoned that there was no percentage in using the same air, if his altitude was lower and he was sinking faster, so he simply drifted back behind Phil and found himself a bubble. After a minute or two more, Eut's Skylark was once again slightly higher than Phil's Playboy. But Phil didn't just come into town and fall off the turnip wagon yesterday, so he quickly decided not to keep using the bum air while Eut used the good. Phil drifted back into the better air himself, and was finally able to hang the Playboy up there for a minute and four seconds longer than Eut for the win. As each of the two winners landed, they received a round of applause.



Ron Doig (SAM 26) fires up his "Dallaire Sportster" at the Taft contest. Who says that wing is only a 10 foot span?



FLY FOR FUN



IN NEW ENGLAND

COME TO THE

20TH SAM CHAMPS

WESTOVER A.F.B. CHICOPEE, MASS.

JULY 3, 4, 5, AND 6, 1986

AMA SANCTION No. 550 AAAA MEET

**30 FREE FLIGHT - 11 R/C ASSISTED
OLD TIMER AND ANTIQUE EVENTS**

CONTEST DIRECTORS

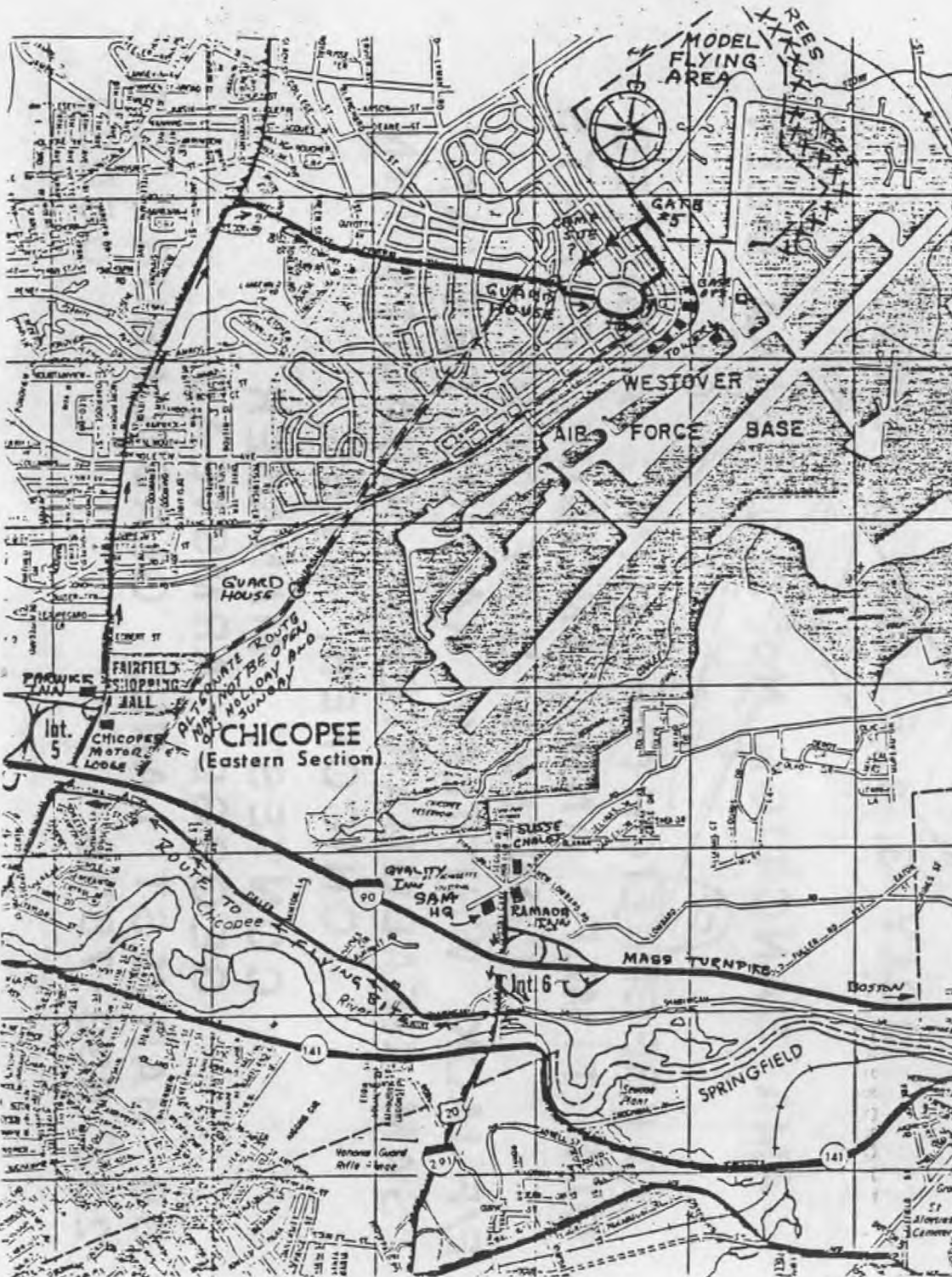
F/F JACK WHITTLES R/C JOE BESHAR

**SAM HEADQUARTERS - QUALITY INN
CHICOPEE, MASS.**

**CONTEST MANAGER
GEORGE ARMSTEAD**

**89 HARVEST LANE, GLASTONBURY, CT.
203 633-7836 06033**

WHERE TO STAY



SAM HEADQUARTERS

QUALITY INN, 296 Burnett Road, Chicopee, MA 01020. (413) 592-7751. Site of Bean Feed, annual Meeting, Awards Dinner and MEC1 Collecto. Twin Double Bedded rooms at \$42.00 plus 5.7% Mass. Tax. Mention SAM to receive this rate. 75 rooms blocked for SAM. Reservations must be made by June 12, and be guaranteed by a \$25.00 deposit or a Credit Card.

OTHER MOTELS WITHIN 5 MILES OF FLYING SITE.

RAMADA INN, 357 Burnett Rd. Chicopee, MA 01020 (413) 592-9101 1-\$43, 2-\$50
 SUSSE CHALET, Burnett Rd. Chicopee, MA 01020 1-\$29, 2-\$33
 CHICOPEE MOTOR LODGE, BEST WESTERN, 463 Memorial Dr. Chicopee, MA 01020
 1 bed, 1-\$26, 2-\$30, 2 bed, 2-\$34, 3-\$39, 4-\$44 (413) 592-6171
 PARWICK INN, 450 Memorial Dr. Chicopee, MA 01020 1 bed, 1-\$32, 2-\$37
 2 bed, 1-\$39, 2-\$44.

MOTELS WITHIN 10 MILES OF FLYING SITE.

HOWARD JOHNSON MOTEL, 1150 Riverdale Rd. West Springfield, MA 01089 2-\$48.
 SHERATON INN, 1080 Riverdale Rd. West Springfield, MA 01089 2-\$77
 Both above at I-91 and Rt. 5 intersection, with I-90 (Mass Pike)
 SKYVIEW INN, 711 Dwight St. Springfield, MA 01103
 MARRIOTT MOTOR INN, 1500 Main St. Springfield, MA 01103

CAMPING AREAS

Overnight Camping may be allowed at Westover Air Force Base. If allowed Self-contained units only will parked as no hook-ups or facilities are available. No Tents or sleeping in cars. Contact Contest Manager for later information.

PRIVATE CAMPGROUNDS All off I-90 (Mass Pike) and within 25 miles.

WINDY ACRES, Northampton MA. (413) 527-9862
 SUNNY SIDE, West Springfield, MA. (413) 568-3005
 SODOM MT. RESORT, Southwick, MA. (413) 569-5291
 SUNSHINE FARM, Monson, MA. (413) 267-5269
 PARTRIDGE HOLLOW, Monson, MA. (413) 267-5122
 LONG-VUE, Sturbridge, MA. (413) 245-3504
 YOGI-BEAR, Sturbridge, MA. (617) 347-9570
 QUINEBAUG COVE, Sturbridge, MA. (413) 245-9525

PLACES TO VISIT WHILE IN THE AREA

STURBRIDGE VILLAGE, Recreation of 1850's New England farming village.
 MYSTIC SEAPORT, Shipbuilding and shipping community of mid 19th. century, with a large collection of vessels including the only sailing Whaler.
 SPRINGFIELD ARMY MUSEUM, U.S. Army long arms manufactory 1795-1955.
 SPRINGFIELD MUSEUM, Miller Zeta aircraft. Granville Brothers display.
 N.S. AIR MUSEUM, Bradley Field, Connecticut aviation collection.

If you haven't been to New England before be sure to plan an extra week. You shouldn't miss Newport, R.I., Boston's Freedom Trail, Salem's Houses, or Gloucester's Fishing Boats.



SAM CHAMPS PROGRAM

July 3

9:00 AM - 5:00 PM
Flying,
WESTOVER A.F.B.
Wakefield 1936
Nostalgia .01-.08
Nostalgia .081-.65
Commercial Rubber
Jimmie Allen Rubber
Slag Engine
O&R 19-23 Sideport
R/C Texaco
R/C 1/2 A Texaco

Bean Feed
QUALITY INN
7:00 PM

July 4

9:00 AM - 5:00 PM
Flying,
WESTOVER A.F.B.
Class A Cabin
Class C Pylon
.020 Replica Pylon
.020 Replica Cabin
Cabin Rubber
Large Pylon (Glow-Ign.)
Towline Glider
Compressed Air
R/C Class C Ign.
R/C Class B Glow
R/C Class A Ign.

SAM Annual Meeting
QUALITY INN
8:00 PM

July 5

9:00 AM - 5:00 PM
Flying,
WESTOVER A.F.B.
Class B Cabin
Class A Pylon
Rubber Scale
Power Scale
Hand Launched Glider
Small Pylon (Glow-Ign.)
Small Cabin (Glow-Ign.)
Baby ROG (Mass Launch)
R/C Class C Glow
R/C Class B Ign.
R/C Class A Glow

July 6

9:00 AM - 4:00 PM
Flying,
WESTOVER A.F.B.
Class C Cabin
Class B Pylon
30 Sec. Antique
Rubber Stick
Large Cabin (Glow-Ign.)
Twin Fusher (Mass Launch)
.020 Electric
R/C Antique Glow
R/C Antique Ign.
R/C .050 Electric

Victory Banquet
QUALITY INN
8:00 PM

AWARDS

Trophies to five places will be awarded in all Basic Events. Special Events will have trophies to three places.

F/P Grand Champion will be determined by the most points scored in Basic Events. 5 points for first, 4 for second through 1 for fifth place.

R/C Grand Champion will be determined in a similar manner but only one event in Antique and Class A,B,C Cabin and Pylon will be counted. (See R/C Assist Field Rules.)

BEAN FEED will be held around the pool at the QUALITY INN at 7:00 PM Thursday evening. The meal will consist of salad and cold meat buffet as well as the normal beans and franks. A cash beer bar will be available.

SAM ANNUAL MEETING will be held in the Margeaux's Room at the QUALITY INN at 8:00 PM

VICTORY BANQUET AND AWARDS CEREMONY will be held in the Margeaux's Room at the QUALITY INN. Cash cocktails at 7:00 PM. Buffet dinner will be served at 8:00 PM. The menu will include fruit salad, cold sliced roast beef, turkey and ham, sliced swiss and american cheese, potato salad, cole slaw, three bean salad, jello mold, marinated vegetable, pickled beets, olives & pickles, tossed salad, meatballs, baked stuffed sole, steamship round of beef, hot potato, rice & vegetable. rolls & butter, desserts & beverage.

GENERAL CONTEST RULES

1. All models must meet SAM fidelity to original plan rules. The contestant is required to provide the building plans if requested.
2. All models are subject to weigh-in by contest officials.
3. Model launching area will be defined by lines on runways. Models must be launched on the field side of the lines. There will be no exception to this rule.
4. Engine running will not take place within 200 Feet of Contest Director's tables.
5. Tree climbing is prohibited. Poles and lines are the suggested methods of recovery. SAM-7 members will assist with recovery after 5 PM on flying days.
6. Motorbikes are allowed but Air Force Rules require Helmets be worn.
7. Models that overfly our assigned area will be recovered by Base Security. Report all overflights to the F/P C.D.'S Table. They will radio for a Security truck.

SPECIAL AWARDS

In addition to the normal perpetual trophies a special Carl Goldberg Memorial Trophy will be awarded to the contestant with the highest flight time with a model designed by Carl Goldberg. If you max. out with C.G. plane keep going eventhough you have won your event.

R/C ASSIST FIELD RULES

1. All General Field Rules apply to R/C contestants.
2. All R/C contestants must sign the AMA form attesting to their ability as a flyer and that their models have been previously flown in similar modes to events at this contest.
3. Radio Interference precautions:
 - a. Pilots must be 20 feet apart on the flight line when transmitters are turned on.
 - b. No flying over operating transmitters. (Avoids 2nd Order Product modulation.)
 - c. Frequencies 72.160 (Blue/White), 72.320 (Purple/White) and 72.640 (Green/White) will not be allowed as there are interferences from Police, Truck and Pager transmissions in this locality.
 - d. Frequencies will be grouped as follows:
 - Group 1; 72.030 brown/red (12), 72.080 white/brown, 72.550 orange/gray(38), 72.960 white/yellow.
 - Group 2; 72.590 yellow/black(40).
 - Group 3; 72.630 yellow/red(42).
 - Group 4; 72.670 yellow/yellow(44).
 - Group 5; 72.240 white/red, 72.710 yellow/blue(46).
 - Group 6; 72.750 yellow/gray(40).
 - Group 7; 72.400 white/orange, 72.870 gray/yellow(54).
 - Group 8; 72.910 green/blue(56).
 - Group 9; 72.740 green/black(50).
 - Group 10; 72.830 green/red(52).
4. R/C .050 Electric will be flown with a 1 1/2 minute motor run. The maximum time will be 7 minutes. Two attempts allowed with the high time counted.
5. For the Grand Champion Award only one, either glow or ignition, will be counted in limited engine run events, Classes A,B, & C. The contestant must choose which event will count before flying. If the contestant neglects to provide his choice at registration the lowest score will count toward the Grand Champion Award. This procedure will hopefully result in fewer events being entered and more flights for all contestants.
6. In limited engine run events, any flight over 40 seconds is an official. Only three (3) official flights allowed.

1936 WAKEFIELD ANNIVERSARY EVENT RULES. Joe Beshar, Event Director.

1. Competitor declares model name, designer, and date (prior to 12/31/36)
2. Model must weigh at least 4 ozs., with out rubber.
3. Models must ROG unassisted. Attempts as per SAM rules.
4. One reserve model allowed.
5. Minor modifications to accomodate a winding tube and DT allowed.
6. No turbulators (unless shown on original plan) allowed.
7. Maximum propeller radius is 10 ins. The original type of propeller i.e. single bladed, twin bladed, free wheeling, folding or feathering must be retained. Gears not permitted unless shown on original plan and gears must be used if shown.
8. No thermal detecting equipment is to be used.
9. The timing, observation, and running of this event are to be in accordance with current SAM rules. In the event of a conflict between these rules and the SAM rules these rules take precedence.
10. Each competitor signs the entry form on the understanding that he underwrites the authenticity of his model. The success of these rules is therefore very dependant on this trust bestowed on competitors not being abused.

These rules were developed by SAM 35 (England). Awards are to be made by the SAM 35 delegation.

C.I.A. COMMERCIAL RUBBER EVENT RULES

1. The model has to be published or kitted before 1943. Ziac Yearbooks O.K. Original designs not published or kitted are not allowed.
2. The Maximum allowable wingspan is 36 inches projected.
3. The model is required to have a fixed two-wheel landing gear which must be shown on plan or ad. Models will ROG when possible.
4. The model construction should generally follow the original. Geodetic may not be substituted; however, some diagonals may be added to the fuselage for extra strength. Balsa may be substituted for bamboo outlines. Wood sizes may be increased. Some body reinforcement planking is allowed and an extra wing/stab spar is permissible, but turbulator spars may not be added (front one third of wing). Warren truss would be viewed as geodetic. Don't substitute it if not shown.
5. No limit on rubber used and no requirements on model weight.
6. The Contestant will be required to present proof of design and construction plans. Flight rules same as SAM O.T. Rubber and two models may be used to complete flights.
7. The propeller shown on the plan must be a balsa, two-bladed, free-wheeling or fixed shaft type. A fixed shaft prop may be changed to free wheeling. The size shown may be used or if deemed too small for competition may be increased to a maximum diameter of 16 inches. The landing gear may be extended. If the original prop is changed, however, the design and shape must be consistent with props of the era. The prop may be constructed from a solid block, laminated pieces, or a commercial band-sawed product.

TWIN PUSHER EVENT RULES

1. Any O.T. twin pusher is eligible. Mass launch, one flight, last model down wins. Danny Shields Trophy to winner.

LARGE & SMALL, CABIN & PYLON, (GLOW-IGN.)

1. An event for O.T. models with either Glow or Ignition engines.
2. LARGE: .25 - .65 engine displacement.
3. SMALL: Up to .24 engine displacement.
4. All models must weigh 8 oz./Sq.Ft.
5. Engine Runs: Glow 10 seconds, Glow converted to Ignition 14 seconds, Ignition (Pre 1950) 18 seconds.
6. ROG required.
7. 2 minute maximum, 40 seconds or more is an attempt.

NOSTALGIA RULES

1. Two classes will be flown, .010 - .080 and .081 - .65 engine displacement
2. Design Requirements: Models must be kitted or published in a commercial magazine or book in the period 1943 to 1956 inclusive. If the model qualifies for Old Timer it cannot be flown in Nostalgia. It will be the responsibility of the contestant to produce proof of eligibility of little known or foreign designs. Scaling of designs up or down is not permitted unless the plans or construction article indicates ratios or measurements for other sizes. The exception to this rule is that any 1/2 A design that has less wing area than a Ram Rod 250 may be enlarged to a size equal to the Ram Rod which is 250 sq. in. projected or 263 sq. in. flat.
3. Engine Requirements: To establish a true Nostalgia atmosphere, an engine cutoff date is in effect. The general rule is that only plain bearing engines manufactured before 12/31/62 and all ball bearing engines manufactured before 12/31/56 are eligible to compete. The exceptions to the general rule are:
 - A. Front intake Coxes are not allowed. (Toe Dees & Medallions)
 - B. All Cox rear intake .020 & .049 engines may be used regardless of date of Manufacture. However the use of TD cylinders or high compression heads on these engines is not permitted.
 - C. Any size Fox plain bearing stunt-type engine with cast on intakes like those made in the 1950's may be used regardless of date made.
4. Flight Rules: Nine second glow engine run and a fourteen second ignition engine run, two minute max. for all flights, hand launched. Flight attempt will be the same as AMA gas. 2 models allowed.
5. Any AMA legal fuel and fuel system may be used. No auto surface allowed unless shown on original plan. Two wheels may be substituted for one but not vice versa. Minor modification for DT allowed. Any questions to be resolved at the sole discretion of the Contest Director.

JIMMIE ALLEN RUBBER RULES.

1. Any rubber model designed or kitted under the Jimmie Allen name is eligible to enter. Flight rules same as SAM O.T. rubber. All models hand launched.

SLAG ENGINE EVENT RULES.

1. Any O.T. Ignition Model powered by a Slag engine is eligible. Slag engines have pistons running directly in cast alum. or alum-zinc cylinders. They usually have the crankshaft running directly in the cast crankcase without benefit of a separate bushing. All SAM O.T. Gas rules apply.

O. & R. 19 - 23 EVENT RULES.

1. Any O.T. Gas model powered by an O. & R. 19 or 23 sideport engine may compete in this event. All SAM O.T. gas rules apply.

BABY ROG EVENT RULES.

1. Any O. T. 20 inch or under wingspan ROG may enter. Prop to be balsa as shown on the plans. Flown as a mass launch at noon time. One flight, the last model down is the winner. No entry fee or trophy. Every flier gives the event director \$.50, winner take all.

POWER SCALE

1. Any ignition powered old time scale model of any size. The plans of the model must pre date 12/31/42. No scaling allowed.
2. Flight Rules: 18 second engine run, 2 minute maximum, 40 seconds or more is an official flight. ROG not required.

20th S-A-M CHAMPS

ENTRY FORM

JULY 3-6, 1986 WESTOVER A.F.B. CHICOPEE, MA.

FF.CD. JACK WHITTLES R.C. CD. JOE BESHAR
 CONTEST MGR. GEORGE ARMSTEAD 203-633-7836

Do not fill in box. →

AMA # 550

CLASS AAAA

CONTESTANT #
 DATE REC.

Name _____ AMA No. _____
 Address _____ SAM No. _____
 City _____ State _____ Zip _____ Age _____

FREE FLIGHT

Event	Model	Engine	Area	Wgt.min.
Thursday July 3 9AM - 5PM				
Wakefield 1936				
Nostalgia .01-.08				
Nostalgia .081 -.65				
Commercial Rubber				
Jimmie Allen Rubber				
Slag Engine				
O&R 19-23 Sideport				

Friday July 4 9AM - 5PM				
Class A Cabin*				
Class C Pylon*				
.020 Replica Pylon				
.020 Replica Cabin				
Cabin Rubber ROG *				
Large Pylon (Glow - Ign.)				
Towline Glider				
Compressed Air				

Saturday July 5 9AM - 5PM				
Class B Cabin*				
Class A Pylon*				
Rubber Scale				
Power Scale				
Hand Launched Glider*				
Small Pylon (Glow - Ign.)				
Small Cabin (Glow - Ign.)				
Baby ROG (Mass Launch)				

Sunday July 6 9AM - 4PM				
Class C Cabin*				
Class B Pylon*				
30 Sec. Antique*				
Rubber Stick*				
Large Cabin (Glow - Ign.)				
Twin Pusher (Mass Launch)				
.020 Electric				

* Basic Events

Fill in both sides

NAME _____
 ADDRESS _____
 CITY _____ STATE _____

CONTESTANT # _____
 DATE REC. _____

Do not fill in above.

RADIO CONTROL

Event	Freq.	Model	Engine	Area	Wgt. Min.
Thursday July 3 9AM - 5PM					
Texaco					
1/2 A Texaco					
Friday July 4 9AM - 5PM					
Class C Ign.					
Class B Glo.					
Class A Ign.					
Saturday July 5 9AM - 5PM					
Class C Glo.					
Class B Ign.					
Class A Glo.					
Sunday July 6 9AM - 4PM					
Antique Glo.					
Antique Ign.					
Electric 05					

Membership in SAM is required for entry. Dues are \$10.00 per calendar year, payable with entry. A 1986 Membership Card must be presented to pick up flight pack unless dues are paid with entry fee.

Dues \$ _____

Entry Fee: \$8 First Event, \$4 for each add'l. Event to \$20 max. Total \$ _____
 Entries after June 1 1986 are \$8 each event no maximum.
 Additional events added to early entries on field \$6 each.

Bean Feed: Thursday evening 7:00 PM \$4.50 per person. No. tickets _____ Total \$ _____
 Cost actually \$9.00, 50% paid by SAM.

SAM Business Meeting: Friday evening 8:00 PM. No Charge. Members only.

Victory Banquet: Sunday evening 8:00 PM. \$14.75 per person. No. _____ Total \$ _____
 Meal prices include service, tips and taxes. Grand Total \$ _____

Refund of Entry Fee if no show. No refund of meal fees 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 at this meet.

Signed: _____
 (Parent or Guardian, if under 21.)

EARLY ENTRY WILL AVOID THE LAST MINUTE RUSH. Please mail entry with remittance made out to:
 George B. Armstead, Jr. 89 Harvest Lane, Glastonbury, CT 06033

4 Cycle vs 4 Cycle: There's still more to the tale. Eut had also brought with him his potent Enya 46 powered Lancer, with which he would have had a much greater equipment advantage, had he chosen to use it for A/B. He had simply flown the O&R/Skylark combination because, as always, he was trying out something different. At the close of the day's flying, he and Phil decided to test the class B Enya against the class A Wankel, head to head. They took off together, both ships built light and clean, and climbing well. At the end of their allotted 25 seconds, the bigger Enya powered Lancer had a moderate height advantage, as might be expected. Neither was anywhere near "out of sight". The Lancer also appeared to have a glide advantage, so using basically the same air, it won the test by a minute or more. In summarizing these limited tests, it looks like the Wankel engine, installed in a clean, well flown airplane will be competitive in LER, but certainly not overwhelming or unbeatable by, say a good Mccoy 19 in an equally well built an flown ship. The engine run differential built into our rules seems to have served its purpose. The engine doesn't qualify for use in C antique, and I doubt it would be effective in Texaco, due to the relatively small ship required. The Wankel's most immediate threat would therefore appear to be only to our mental health.

Day 2, Sunday brought the two Texaco events. Half-A Texaco was won by Tileston, who was the only one able to manage two maxes. Don Bekins and Ken Kallman each started with 15 minute maxes, but Don fell short of the second, and Ken registered two attempts, leaving his total at 15 minutes.

In "Big" Texaco, there was almost two contests. The same spotty air prevailed most of the day, when some of the folks who had a distance to travel packed it up shortly after noon and headed home. Don Bekins and his ignition powered Bomber were sitting in first spot at that time with a flight of 41:18, which was very good for the available air. However, at about 2:30, just before the three o'clock closing time, the boomers came along. Hardy Robinson was the first to discover this, and put a win on his brand new, very large "Hop-A-Long" on its first outing. Phil Bone tagged along on the good air for a second place, and a solid lock on the overall sweepstakes trophy.



Hardy Robinson (SAM 26) and his O.S.90 4 cycle powered Lanzo Bomber.

You Make the Call by Bob Angel

At the '85 SAM Champs, a timer reported to the CD that a contestant had lost control of his LER entry, which was looping under power, and had handed the transmitter to a more experienced flyer, who saved the ship. When queried, the timer wasn't sure whether the handover of the transmitter had occurred before or after expiration of the allotted engine run time.

NOW, YOU ARE THE CD, YOU MAKE THE CALL

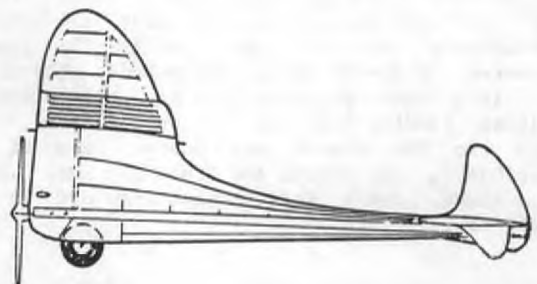
Was the flight an attempt, a zero score, or would you simply allow a reflight because the timer wasn't sure? (The call made by the CD is on page 7).



The "Hornet" seen at SAM 7-11 meet was built and flown by Bud Hadel (SAM 51). The "Hornet" design was published in M.A.N. by Sal Taibi.

Answer - You Make The Call The interpretation made by the CD was as follows: The timer is an extension of contest management, and if he makes an error, such as failure to start a watch, etc., a reflight might be allowed with no penalty recorded. Also, the handover of a transmitter would normally result in a zero flight score if the contestant was past the attempt stage and into the actual flight.

By the rules, a contestant may call an attempt during the specified time of his engine run. During this emergency, the contestant scarcely had time to study and comply with the letter of the rule book. If the handover had occurred within the engine run time, the contestant would have been judged to have been calling an attempt by the very act of handing over the transmitter. On the other hand, if the handover occurred after the engine run time expired, it was an engine overrun, and therefore an automatic attempt. Either way, the flight was ruled an attempt.



Valentines Old Timer Fun Fly Contest

February 15, 1986 - SAM 86 Ottawa, Ontario, Canada

The SAM 86er's held their first ever Old Timer Fun Fly Contest on Saturday, February 15, 1986. It was a beautiful morning, with bright sunshine bouncing off the snow on our two paved runways, barely any wind, and the temperature at -5 C. Thanks, Mr. Weatherman. All 25 members and a few potential members showed up. There were 7 entrants with Old Time models. Not bad at all for a group who only formed officially on January 1, 1986. The entrants, their planes and engines were as follows:

Al Wale	Matador	DC spitfire diesel
Russell Holmes	Miss America	Golden Bee 0.049
Bruce Mathews	Miss Tiny	Black Widow 0.049
Nigel Chippindale	Junior 60	Frog 2.49cc diesel
Doug Pinhey	Modified 1/2A	Cox 0.049
Tony Beak	Peerless Panther	Black Widow 0.049
Hal Botham	Buzzard Bombshell	Enya 0.19



Newly formed Chapter 86, Ottawa, Ontario, Canada, at their February 15th Valentine's Day meet.

The famous Chicken Contest was a great hit. The pilots soon realized when you hand the transmitter to the timer, that truth in flying is the name of the game. The winner was Bruce Mathews, whose "Miss Tiny" flew perfectly on her maiden flight and virtuously went O.O.S. (Out of Sight) before the 8 cc of fuel was exhausted. Many pairs of eyes helped to keep the plane in sight, but all the methane gas coming off the dump was producing lots of lift. (Comment: When your flying field is next to the regional dump, you have an automatic thermal generator, in case you've never thought of it.)

It was soon apparent that the plane had disappeared and we were flying some birds on 72.400. (Did you ever see 20 really excited guys all hollering instructions at the same time?) The plane was recovered by Sparky (alias Dan McLeod, the CD) in a tree in a farmer's yard some 2 or 3 kilometers away. A loose landing gear was the only damage. Thanks again to the Search and Rescue Team of Nigel Chippindale, Dan McLeod and Bruce Mathews. (By the way, Bruce, don't forget that you owe us a few libations forthwith!)

Nigel Chippindale's "Junior 60" and Al Wale's "Matador", which were powered by diesels, put on an excellent flying display. Quite a few people suddenly realized how easy it is to start diesels (a Frog 2.49 and a DC Spitfire, respectively) and that the need for any field equipment is minimal. (Would you believe a small squirt can of fuel, DDD or regular, and one finger to flip the prop). Thanks, Al and Nigel.



Bruce Mathews (left) and Dam McLeod, SAM 86 sparkplug, holding the wayward "Miss Tiny". The ship was flown as 1/2a R/C at their first contest.

Russell Holmes got his engine tweaked and did some realistic take-offs on skis (R.O.S.). Doug Pinhey had his plane well trimmed out and showed us all how 1/2A ships can perform (also R.O.S.). Tony Beak's scratch built "Peerless Panther" (from plans he drew from a magazine photo) was a work of art and flew like the proverbial scalded cat.

The highlight of the day was a demonstration flight by Bruce Coldham of his "Twin Tractor" job. It flew great until it tried to move the clubhouse a few feet due south (a neat way to break two hand carved props in a hurry).



1/2a "Peerless Panther" scratch-built from 3 View Magazine drawings by Tony Beak. The ship flew like a scalded cat! Beautiful. Look at that snow! Eat your heart out all you sunny Southern Californians.

Letters to the Editor

March 16, 1986

Dear Jim,

As far as I am able to tell from my own observation, which includes attendance over several years at significant West Coast meets as well as the SAM Champs, our 30 Second Antique free flight event is in danger of becoming a one airplane competition. It probably does not surprise you that this airplane is not the Miss America or Miss Philadelphia, or even the Poverhouse or Clipper, but is instead a PYLON MODEL. Yes a pylon model, the first Zipper, or what is now called the Gas Bird. This model won in Reno and also in Madera. I have been to meets where it has won both the Antique event and the Pylon event.

Clearly there is something wrong here. The Gas Bird neither looks like nor flies like an antique model. Moreover the SAM Preamble states that "model designs that revolutionized free flight competition .. necessitated the formation of two basic classifications, Antique and Old Timer". The design which "revolutionized" competition was of course the pylon design.

I fly a small model in Antique competition called the Flying Midget. It looks like an Antique model (1936) but I have been able to trim it so that it does not fly like one. My point here is that the appropriate kind of additional restriction(s) which must be imposed in order to return the event to a sensible form is not self-evident. For discussion purposes, I suggest four possibilities:

1) No model may compete in which the wing is mounted on a pylon. (The only model of concern which is then excluded is the Anderson Pylon, which is a nice antique model. It is, however, competitive in C pylon. This restriction leaves the Flying Midget or other small models eligible)

2) Only cabin models may compete in the Antique event. (This rule excludes some beauties such as the shoulder wing models or the Valkyrie. I'm not sure these models are competitive anyway so people might not build them except for Texaco)

3) Antique models must have a minimum wingspan of (say) 6 feet. (This exclusion looks pretty good; it does prevent entry of the smaller models which are easier to transport.)

4) A composite restriction: For models with less than 6 foot span, only cabin designs are permitted to fly in Antique. At greater than 6 feet, no restriction on design type will apply. (This seems an attractive compromise.)

I should repeat that it is only free flight competition which I am discussing. Since scaling is permitted in RC, the above restrictions would not be meaningful. I should like to hear the opinions of your readers about this issue, with the intent of proposing a rule change. If they want to write to me directly, my address is 3864 W. Broadway, Vancouver B.C. Canada, V6R 2C3.

Sincerely,

Tom

Tom Alden, SAM #412



Bruce Coldham and his Charlie Grant (1935) Twin Tractor flew great, but was no match for the club house wall on a low flyby.

Sparky was the C.D., and awarded certificates for all areas of merit. No one went home disappointed.

Be advised that this has the makings of an annual event, so start planning to attend next year's Valentines Old Timer Fun Fly Contest now. All SAM members who can make it (Are you listening you guys in upstate New York and along the Seaway Valley?) or those interested in O.T. models and who want to try O.T. flying will be most welcome.

Note for the future: We plan to have another contest this summer and to have R/C O.T. events at the Eastern Canadian Open at Gananoque in September, so get those uncovered beauties in the air and trimmed to perfection. Let's see how many real Canadian Old Timer models, such as the Modelcraft Commando, we can have ready to fly. By the way, you can get these plans made from the original from SAM 86 (thanks to Al Wale). Just drop a line to:

Dan McLeod, Sparkplug, SAM 86
1275 Hanbury Street
OTTAWA, Ontario, Canada
K2C 2M1



1/2a Miss America on Skis by Russell Holmes, flies as good as it looks. Picture taken at SAM 86 chapter's Valentine Day meet.



The Smallest Oldtimer. The design appeared in M.A.N. by Lud Kading, powered by an "Infant" engine. This one is by Bill Taylor of the SCAMPS (SAM 13).

This report on the Australian SAM Champs, held over Easter weekend, just came in at press time. We've included it knowing that you readers would like to see what the folks "down under" are flying. Sorry, but there were no pictures - maybe next month -. The story was sent to us by our SAM 1788 correspondent, Warwick Bates.

THE S.A.M. AUSTRALIA CHAMPS 1986

Chapter 1788

The choice of the township of Canowindra for the site of the Champs is probably the best decision that the members here have ever made. The towns people couldnt possibly do any more to assist us in the setting up of the flying sites and venues and the weather has just got to be the best available in the Country. It was about 30° (90°F) everyday with the lightest of breezes blowing occasionally. To the people and the Gods of Canowindra we thank you.

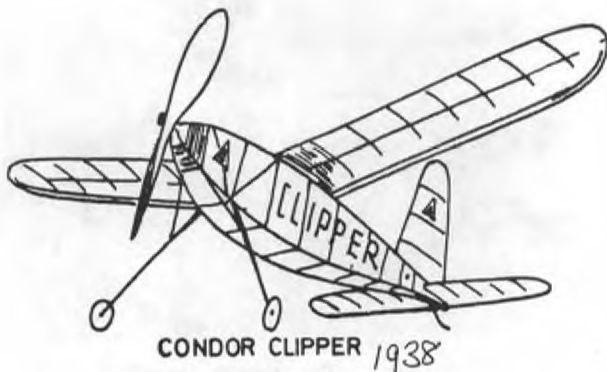
There were 61 official entries (an increase of about 10% on last year) recieved by the Secretary and the breakdown of events is as follows:

R.C. Texaco	55 entries
R.C. Duration	49 "
R.C. ½A Texaco	27 "
O.T. F/F Power	10 "
O.T. F/F Rubber	12 "
Vintage F/F Power	12 "
Vintage F/F Rubber	9 "
Vintage Glider	11 "
Control Line Rally	6 "

The flying for the weekend was very laid back and friendly and truly in the Spirit of S.A.M. The designs varied enormously from previous years which shows that members are looking for the right combination of motor and model. The results show that different members go different ways to obtain this combination.

All the R.C. Assist events ended up with the proverbial fly-off situation. There were 5 in the Texaco, 3 in Duration and 2 in ½A. As our rules differ from the U.S. rules I wont bother you guys with the details except that in the ½A fly-off the 2 contestants were flying on the same channel and mutually agreed to an equal first placing.

It was good to see that one of the 1st placegetters did not accept any trophy and allowed the 3rd and 4th place getters to accept the 2nd and 3rd trophies respectively. This demonstrated a fine sense of the Spirit of S.A.M which would be hard to come by in any other facet of our hobby.



RESULTS OF ALL CONTESTS 1986 S.A.M.
AUSTRALIA CHAMPIONSHIPS.

R.C. TEXACO	1st	Ian White	Folly 2	Enya 40 F/S
	2nd	Tom Prosser	Cumulus	O.S. 60 F/S
	3rd	Bruce Knight	M.G.	O.S. 60 F/S Ign.
R.C. DURATION	1st	Geoff Shaw	Super Quaker	O.S.61 F/S
	2nd	Tom Prosser	Playboy	McCoy Ign
	3rd	John Tidey	Lanzo R.C.1	O.S. 60 F/S
R.C. ½A TEXACO	1st	Alan Pearson	Flying Quaker	
equal	1st	Tom Prosser	Coronet	
	2nd	Colin Borthwick	Ehling 37	
	3rd	Ron Sharp	Valkyrie 50X	
O.T. F/F Power	1st	Dennis Parker	Playboy	Forster 29 Ign
	2nd	David Bailey	Ranger	Elfin 2.49 Diesel
	3rd	Geoff Brown	Foo-2-U	" " "
O.T. F/F Rubber	1st	David Bailey	Korda 39	
	2nd	Brian Beashel	Stormitstick	
	3rd	Bill Gordon	T.D.Convertible	
Vintage Power	1st	Roy Summersby	Swayback	Elfin 2.49 Diesel
	2nd	Dennis Parker	Playboy	Forster 29 Ign
	3rd	Mike Pettigrew	San De Hogan	Elfin Diesel
Vintage Rubber	1st	Brian Beashel	Stormit Stick	
	2nd	Dennis Parker	Lamb Climber	
	3rd	Bob Morton	Supa Dupa	
Vintage Glider	1st	Roy Summersby	Hyperion	
	2nd	Barry Lee	Chief	
	3rd	Geoff Boughton	Fillons Champ Glider	
Control Line Rally - Pilots Choice			John Abbot	Squaw
Con Course D'Elegance R.C.			Colin Borthwick	Lancer
Con Course D'Elegance F/F			David Bailey	Korda 39
Best Junior			Ashley McDonald	



Three of Mike Rolls' beautiful ships that he designed, snapped at the Palm Springs contest. Mike passed away this past year and the 7-11 chapter has named their annual meet in his honor.

★ THE OLDTIME EAGLES ★

1/2 A TEXACO CONTEST

JUNE 1, 1986 CENTURY RD. ANASANCTIONED
10:00-3:00 PARAMUS, NJ ANAMEMBERSHIP REQ.

TROPHIES TO 5TH PLACE \$3.00 ENTRY FEE



CONTEST DIRECTOR:
JOE BESHAR
198 MERRITT DRNE
ORADELL, NJ 07649
201-261-1281

SAM RULES

THE FIELD ENTRANCE IS
1/2 MILE WEST OF ROUTE 17,
JUST BEYOND A NURSERY,
ON THE LEFT SIDE OF CENTURY RD.
LOOK FOR A DIRT ROAD FLANKED
BY TWO POSTS.

OLD TIMER SUPPLIES

NO.	DESCRIPTION	PRICE
800	Modelectric Ignition Coil.	\$9.95
801	Transistorized Ignition System. Includes resistor high tension lead, but not coil. For Modelectric coil when you order this system, add \$9.00.	\$18.50
803	Resistor High Tension Lead.	\$6.00
804	NGK 1-32 Spark Plug.	\$9.95
805	Hook-Up Wire, 18 gauge stranded, 10 feet, red, white, blue or green.	\$1.20
806	Metal Case Condenser.	\$2.25
809	Neoprene Fuel Tubing, black, non- hardening, 3/32" I.D., 2 feet.	75¢
815	Ignition Shut-Off Timer, 30 sec. Complete with all hardware and illustrated instructions.	\$14.95
820	Premium Light Weight Silk, sq. yd., red, white, royal blue, light blue, green, black, violet, yellow, orange and rose pink.	\$6.00

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Jim Walston Retrieval Systems

Jim Walston Retrieval Systems announces a new Free Flight model locator system. Now there is no need to risk losing your costly model or waste valuable time in search. This well tested, efficient retrieval system combines an ultra sensitive receiver and directional antenna to help you quickly track and locate your plane. The transmitter with battery weighs as little as 4 grams. It is crash proof, waterproof and small enough to be recessed into the structure. It can be easily transferred between models. The receiver weighs only one pound and is pre-tuned to receive only your transmitter signal. This signal is audible through the receiver. The system is available with choice of transmitters and receivers to fit your particular needs. Never lose another model! For further information, contact JIM WALSTON RETRIEVAL SYSTEMS, 725 Cooper Lake Road, S.E., Smyrna, GA 30080, telephone (404) 434-4905.

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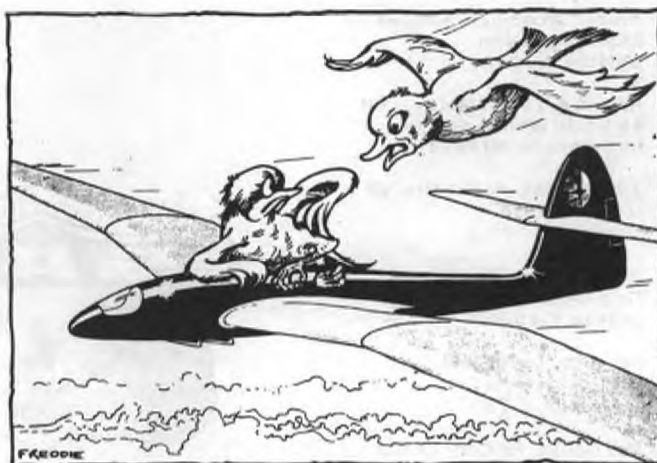


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highly sensitive receiver and directional
antenna will quickly help you track and
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NEVER LOSE ANOTHER MODEL!
Send SASE For Brochure



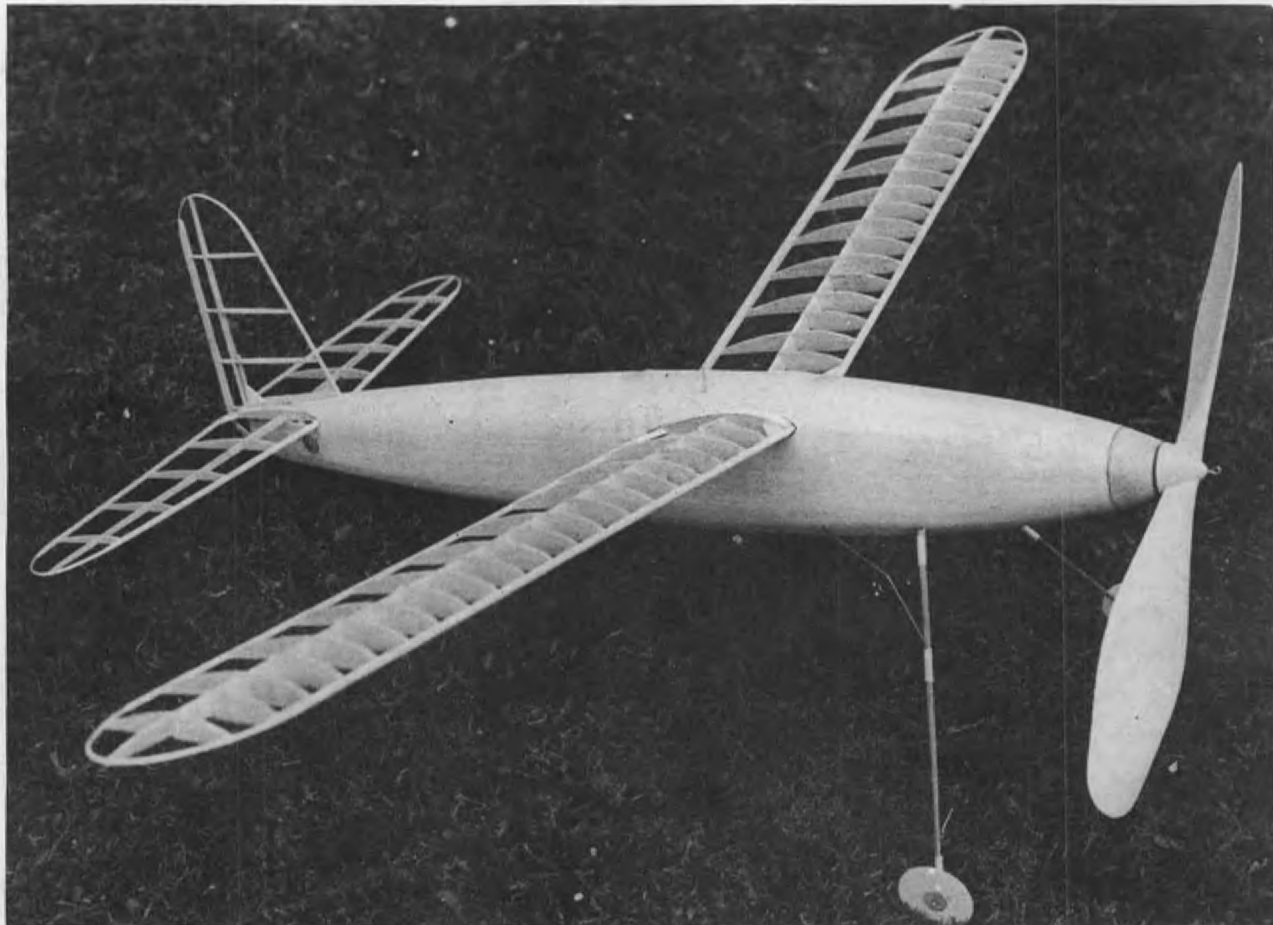
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"You've been watching too many TV commercials."

SAM SPEAKS

Official Publication of the Society of Antique Modelers



Keith Miller's version of Copland's 1937 Wakefield scaled up from Zaic's 1938 yearbook. Keith lives in Tunbridge Wells, Kent, England.

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Everett Woodman, Eastern VP
233 Longview Dr.
Bayville, NJ 08721

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

H. Jack Jella, Western VP
1215 Dickins
Salinas, CA 93901

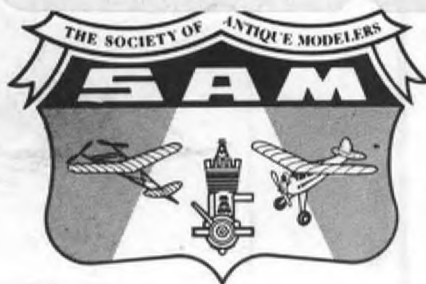
Sal Taibi, Sec.-Treas.
4339 Conquista Ave.
Lakewood, CA 90713

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
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SAM SPEAKS

Official Publication of the Society of Antique Modelers

MAY-JUNE 1986

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 71

SAM Champs '86 Update by George Armstead

All plans are proceeding well, and the Air Force is offering excellent cooperation aimed at making the Champs a success.

A few rule clarifications seem to be in order:

- All Free Flight max's are 2 minutes.
- All Free Flight ignition motor runs are 18 seconds.
- An engine overrun is an attempt.
- A flight of less than 40 seconds is an attempt
- The first three flights with 18 seconds or under motor runs and 40 seconds or more duration are the contestant's official flights.
- In rubber powered and Towline events, the first three flights over 40 seconds are the contestant's official flights.
- Six attempts are allowed to make three official flights in all events except H.L.G. and Mass Launch Baby R.O.G. and Twin Pusher.
- Compressed air may be flown any of the four days to allow for the most windless conditions. The contestant makes the choice.
- All events R.O.G. except Nostalgia, H.L.G., Towline, Stick Rubber, Scale and Twin Pusher.
- Towline length 150 meters.
- .020 Electric 25 second motor run, 2 minute maximum.
- An R.O.G. model must be placed on the ground before hands are removed and model is released. No bounce starts are allowed.
- Timing starts upon release of model.
- Rubber props must be to plan of model. No substitution of 2 bladers for 1 bladers or modern designs.
- Field safety rules will be strictly enforced. Launching areas will be clearly defined.
- Parking areas will be away from launch areas. We hope to avoid a repeat of 1982's accidents.
- As a final note, SAM membership will not be required for entry. This requirement was in conflict with AMA rules. Anyone joining just to enter will be refunded their dues upon request.



George Armstead, the 1986 SAM Champs manager, with his "Sadler Pacemaker". Picture was snapped at the 1982 Champs.

TO ALL SAM MEMBERS OUTSIDE THE U.S.A.

"IMPORTANT PLEASE READ"

In the year that I have been the secretary-treasurer for SAM, I have encountered numerous difficulties in cashing some of the checks - not all - but enough to prompt me to write this letter. If a check does not have all the required information on it, we must "send it for collection". The cost for this process is between \$6.00 and \$20.00, so usually I just return the check to the sender with either a request for additional information, or a request for a Postal Money Order or even cash.

This information must be on the check for us to process it easily and promptly. First, it must say U.S. Dollars and this must be printed by machine, not handwritten. Secondly, the check must have the series of numbers, usually 24 to 30 numbers, on the bottom of the check which identifies the bank and the area from which the check is sent.

In the event the check cannot be sent as described above, send SAM a Postal Money Order or cash.

Thank you,

Sal Taibi, Secretary-Treasurer



Our old friend Al Hellman, Pacific Palisades, Calif. has a new R/C standard size Stratostreak. Cox power makes this ship really move.

SAM Lapel Pins (or for your flying hat)

Beautiful enameled gold pins with the SAM logo in red, white and blue are available from: John A. Targos, 3229 Dianora Dr., Palos Verdes, CA 90274.

The pin is good sized, about one inch across, and has excellent detail. The quality is excellent and SAM Speaks highly recommends purchase of the pins. The price is \$3.75, including postage and handling. John is providing a tremendous deal for SAM members.

West Coast SAM Champs June 14/15, 1986

The contest will be history by the time you read this, but this event, sponsored and run in past years by John Pond has been picked up by SAM 21, with Jack Alten acting as C.D.

The site this year was at the Woodland/Davis Aeromodelers Field. The site is reputed to be one of the best fields in Northern California. Jack reports that flying sites are becoming more and more difficult to obtain in their area. Many older sites are now off-limits to them or being used by R/C glider clubs.

All standard events were flown per SAM rules, with the exception that no 4 cycle engines larger than .61 cu. in. in L.E.R. and Antique were allowed. (.90 cu. in. 4 cycles were allowed in Texaco.) There is a growing feeling among most West Coast modelers that this is the only way to limit what most of them think is an unfair advantage given to the .90's by the AMA 60% displacement rule.

Another popular new event, not yet in the SAM Rule Book, "Ohlsson Ignition Side Port Event", was added to the contest agenda. This event features antique models only, no scaling up or down, 45 second motor run, 7 minute max. with total time of 3 flights determining the winner. This appears to be a Real Old Time event.

So that pilots owning .90 4 cycles would not have to leave their airplanes at home, they added Class "D" L.E.R. and Antique. The same rules apply as standard equivalent events, but Class "D" is defined as 4 cycle engines between .62 cu.in. and 1.0 cu.in. inclusive.



SAM #1 sponsored two Fun Flies (one in March, and one in February), which brought out 3 or more clubs, 2 states, and 20 different Sparkys.

This is the March group:

Standing:

D. Lund, B. Warren, J. Lange, M. Field, L. Payne, B. Layne, B. Etherington, J. Berryman, O. Guest, K. Nordensen.

Kneeling:

D. Ramsey, W. Leiper, R. Norstog, A. Grosheider

Free Flight Hall of Fame by Anthony J. Italiano, NFFS Hall of Fame Award Committee

The National Free Flight Society has announced the recipients of the Free Flight Hall of Fame for 1986. The Society is extremely proud to recognize their contributions to the development and continuity of free flight model airplane activities throughout the U.S.A. and the world.

Joseph W. Foster - Wakefield Team flyer (World champion 1953), 1952 Grand Nats champion, Power champion, Indoor record holder, a real competitor!

Annie M. Gieskieng - (Deceased) NFFS administrator during the formative years in the 1960's.

William C. Hannan - Publisher of modeling books that are intriguing and excellent for young and old.

Robert L. Hatschek - Flyer of renown, tow hook experimenter and chronicler of concepts.

Awards will be held during the 1986 Nationals (Lake Charles, Louisiana) at the NFFS Symposium on Tuesday, July 29, 1986.

SAM 46 Dunedin, Florida

Bob Nolan, the honcho for SAM 46 Chapter, on Florida's East Central Coast, reports that they held their April 19-20 Spring Old Timer meet at Melbourne. The weather was clear and sunny, but windy.

The turnout was a little light, but those attending had a great time. He said this was their first contest that they had less than 20 entrants, only 14 entered. SAM 46 now has about 40 active members, but not all of them show up for contests. This is the same story that you hear all around the country.

If you are interested in joining up with a bunch of Old Timers that enjoy flying models of ALL kinds, give Bob Nolan a call at (818) 734-4755. His address is 57 Douglas Avenue, Dunedin, Florida 33528.



How many of you guys can still toss a hand-launched glider? This is Ron Sharpton, high point winner at the SAM 46 Spring contest.

Moffett Commemorative Contest Announced

The Moffett International Trophy was donated as a memorial to Rear Admiral William Adger Moffett, D.S.M., U.S.N., one time Chief of the Bureau of Aeronautics, who lost his life in the crash of the dirigible AKRON, the world's largest airship, in 1933.

A contest for rubber powered duration models, it was competed for throughout the thirties and early forties. Usually held during the course of the U.S. National meet, it attracted many entries not only within the U.S., but from overseas as well. A famous and prestigious event, it ranked with the Wakefield Cup during the golden era of rubber endurance flying.

In 1936, Vernon B. Gray of Auckland entered the Moffett and dispatched a model to Detroit, where it was proxy flown by well-known modeler, Bert Pond in that year's contest. By the end of the day, a new chapter in the history of the Moffett had been written and the names of both Vern Gray and New Zealand would be engraved for all time on that impressive trophy.

To mark the fiftieth anniversary of this achievement, the Auckland Model Aero Club (Vern's home club) is sponsoring a one-type contest for replicas of the 1936 winning model to be flown to the original rules and for a replica of the Moffett miniature. The event will be held in Auckland on the weekend of November 22-23, 1986 and will be followed by a dinner with guest of honor, Vernon B. Gray.

Proxy flying will be arranged for those out of town or off-shore, who cannot attend personally.

Upon receipt of entry, a contest package containing full details of venue and program of events will be mailed to the entrant.

-	MOFFETT GOLD CONTEST ENTRY	\$10.00
-	I DO/DO NOT REQUIRE PROXY	
-	I DO/DO NOT WISH TO ATTEND DINNER	\$30.00

NAME: _____
 ADDRESS: _____
 CITY _____ STATE _____

I ENCLOSE MY CHECK/MONEY ORDER FOR _____

PROGRAM

Saturday, November 22, 1986.

Arrival: Test flying at A.M.A.C. field-Karaka
 7:30 pm: Contestants meeting and social.
 Reminiscence/Memorabilia
 (venue to be advised)

Sunday, November 23, 1986.

9:00 am to 10:00 am Round 1
 10:15 am to 11:15 am Round 2
 11:30 am to 12:30 pm Round 3

12:30 pm to 1:30 pm Lunch

1:30 pm to 5:00 pm Vintage fly for fun
 (all classes)
 8:00 pm Dinner and Prize Giving
 (venue to be advised)

Moffett Commemorative Rules

RULES

- MODEL
1. This is a "one design" contest for replicas of Vern Gray's 1936 Moffett winner.
 2. Proxy flying will be permitted. The organizers will arrange proxy flyers if required. If the model is proxy flown, then the builder of the model cannot be on the field during the contest.
 3. No man-made thermal indicators will be allowed on the flying field.
 4. The model must be constructed to the true outlines with the materials shown on the plans with the exception of the following:
 - (a) A D/T may be fitted.
 - (b) Sheeting around the nose and tail will be permitted.
 - (c) The type of free-wheel may be selected by the builder.
- FLYING
1. Model must be a replica of 1936 winner.
 2. Model must R.O.G. unassisted.
 3. Longest single flight wins (No Max.)
 4. Time keepers may use binoculars.
 5. No flight is less than 30 seconds. Three no-flights equal one round.
 6. Only one model allowed during contest.

All enquiries re the contest should be addressed to:

TREVOR MARTIN, 65 Shoreham Street, Avondale, Auckland 7, New Zealand Telephone: (09) 887348

Plans may be obtained from this address or purchased from:

JOHN POND OLD TIME PLAN SERVICE,
 P.O. Box 90310, San Jose, California 95109 - 3310, USA



Scaled-up "Hop-A-Long" designed by Richard Schumacher. This ship is powered with an Anderson Spitfire and guided by radio at 6-1/2 lbs. Flown by John Pond at Taft contest.

Change of Address

Have you or a SAM member you know moved? If so, please notify either Sal Taibi, 4339 Conquista Ave., Lakewood, CA 90713 or SAM SPEAKS, 2538 N. Spurgeon St., Santa Ana, CA 92706.

SAM R/C Assist: History Myth, Mystery and Evolution
by Don Bekins

How it all started

Fifteen years ago, in the fall of 1971, Rich Tanis and Woody Woodman, Old Timers and Free Flighters, gathered a group in Woody's basement in New Jersey to lay the ground work for a movement that has gained thousands of participants. Improvements in radio control technology and population pressures on free flight flying fields, combined to make R/C assist of Old Timers a natural evolution of keeping alive the great designs of the golden era of model aircraft flying.

Joe Beshar, a former AMA Class "A" record holder and later SAM president, and Dave Jagge joined Woody and Rich in those historic meetings. This group used to gather regularly to build models in Woody's basement. From that smoke filled room came the first set of guidelines that would be the forerunner to our present R/C assist Old Timer rules.

The first rough draft of those guidelines were passed by Vince Bonnema, who helped with his input and knowledge of the Old Timer Free Flight regulations. Famous designer, Leon Schulman, lent his name to the group to provide authenticity. Flying Models assistant editor, Gene Fuller, helped as well, and gave the newly formed R/C group a big write-up in a popular modeling magazine. In fact, Gene's enthusiasm, encouraged Flying Models to co-sponsor the first R/C assist Old Timers meet along with the North Jersey Radio Control Club at the Lakehurst Naval Air Station in New Jersey. Joe Beshar was the CD of the first R/C assist meet. Art Schroeder of Model Airplane News got wind of the unique group and gave them a good boost in that well-known tabloid.

The North Jersey R/C Club to which most of those modelers belonged, underwrote that first contest which featured Classes A, B, and C with engine runs of 20 seconds. There was a 10 minute max, with all overtime deducted. Because the pilot could control the model, it was felt he could precision land it in a 75 foot circle. If he did so, he got bonus points. The big winner in that first R/C assist Old Timer meet was a Comet Clipper!



Part of the East Coast USA Contingent at the SAM 35, 1985 Wakefield event. Larry Fair (with prop) being kibitzed by Karl Hatrak, Joe Beshar, and Ken Hinton, their English host. Joe Beshar will be C.D. of the R/C events at Chicopee.

The thermal riders of nature, hawks, eagles and turkey vultures, although free to fly where they will, can control their destiny. So, to, the initiators of these new R/C assist rules thought they would try to emulate the birds. Part of their first contest was an event they called "Free Flight". In this event, the radio was used only to bring the model back to the flying field. The trimmed Old Timer was launched as a Free Flight, fully trimmed for power climb then glide. As soon as the contestant touched the controls to bring the model back to the field, the clock was stopped. If the courageous waited too long to touch the control box, a lost model; too short, a lost contest.

Another unique feature of that first R/C assist Old Timer meet was a pylon race. This was a real crowd pleaser and fun event which was made possible by the adaptation of radio control to Old Timers.

The venerable John Pond, one of the prime movers of the Society of Antique Modelers, backed the group in becoming a part of SAM.

In 1972 the SAM Champs were held at Bong Field. Tim Banazak, then secretary/treasurer of SAM, invited the newly formed group to participate as a special event in the formerly all Free Flight annual bash. Thus, the formal association R/C assist Old Timers began with the Society of Antique Modelers.



Much photographed Class "A" Lancer, powered by Elfin 2.49 diesel. Ship is very light and a great R/C performer. Built and flown by Eut Tileston, SAM 51.

The First Published R/C Assist Rules

The evolution of our current SAM R/C Rules began when the 1973-74 Official SAM Rule Book was published from the draft that came out of that 1971 meeting in Woody Woodman's basement. It was a unique and thoughtful start to a movement that has gained great popularity throughout the world within the Society of Antique Modelers. Compared to the Old Time Free Flight rules that existed at that time, the R/C assist rules were a radical and innovative departure from tradition. Now the Old Timer enthusiast could control his model and bring it back to the launching point. No more "shagging" after that aircraft over hill and dale as it disappeared into the blue. The term "lost — out of sight" was to be a thing of the past!

Woody recalls that their group consisted of all Old Time Free Flighters and they had no idea how powerful the glow engines were and what they could do. The only limitation they put on glow was to stop Class C engines at .61 cubic inches. Ignition and glow engines competed together "only with sufficient handicaps as determined by the meet director". It was their intent to make the new rules as fair as possible for all contestants, hoping that the CD could solve unforeseen problems as they arose. After all, no rules can ever be perfect. There had to be some way to adjust if things did not seem to work as the authors of the rules had hoped.



Gorgeous 117" span "Eros" powered by O.S. 120 Twin at English Old Warden meet. Ship was built by Fred Barnsley of Birmingham, England. Design appeared in 1948 Aeromodeler Magazine, design by John Cosby.

Though the R/C assist rules had their own section in the Official SAM Rules Book, they generally were patterned after the Free Flight rules, so far as model type and construction were concerned. The major variance was that scaling of the size of models was allowed, and cabin and pylon models competed together in the class designations.

In the SAM Free Flight rules, a wing loading was established at 8 ounces per square foot of platform wing area. However, the framers of the R/C assist rules established a weight rule dependent upon engine size: 12 ounces for each .10 cubic inches of engine size. This meant a .60 powered Class C model had to weigh a minimum of 4.5 pounds, or a 3 pound model could have an engine no larger than .40.

The First R/C Flight Rules

The first published R/C assist flight rules were simple. There was a 20 second engine run for the limited engine run events, Classes A, B and C; pylon and cabin combined. An Antique event was given an engine run of 5 seconds per pound of model weight, rounded off to the nearest pound. All events had a maximum flight time of 10 minutes, with overtime deducted. Because of the ability to control the model, it was felt that the pilot should be able to touch down within a 75 foot circle. He received 50 bonus points for the spot landing. Each contestant got 6 flights, counting the best 3 of these 6 flights.

There were no Texaco or 1/2A Texaco events...no .020 replica or electric special events. All engine types, antique ignition, converted ignition, cross scavenged glow, Schneurle glow, four cycle, were thrown together to compete.

The burden on the contest director to make the competition fair was substantial. The rules said, "Ignition engines and glow engines may compete only with sufficient time handicaps to be determined by meet director." Imagine what that would have done today to provide controversy at contests among our very independent and innovative Old Timer competitors!

These innovative and enthusiastic Old Timers, Rich Tanis, Woody Woodman, Joe Beshar, and Dave Jaggie, started a movement which brought new and vibrant life to the Society of Antique Modelers--and a pot-load of healthy ideas and controversy. Of course, the venerable John Pond helped too, along with Vince Bonnema and Leon Schulman. Without the publicity and sponsorship of Gene Fuller of Flying Models, Art Schroeder of Model Airplane News, and the North Jersey R/C Club, R/C Old Timers would have had a tough time getting started.

These modern Old Timer pioneers (how's that for a play on words?) are to be commended and remembered for their foresightedness and courage in adapting radio control technology to the models from the golden age of aeronautics, 1935 to 1950.



Jim Lang with 54 in. W.S. - 425 sq.in. Lanzo Bomber which is mounting a challenge to the 300 sq.in. 1/2 Texaco theory in the Rocky Mountain region. Jim, a former PAA Clipper Cargo record holder with a 50 oz. lift, may write a new chapter in the event this year with this model.

Carbon Fibers by Neil Kaminar (SAM 21)

My first experience with Old Time airplanes gave me an excuse to experiment with carbon fibers. I bought a Playboy Senior kit from the hobby store. When I brought it home, I found a note inside that read: "Due to the unavailability of high quality spruce, we are no longer supplying spruce spars in this kit". I had visions of the wind folding up at 1,000 feet and the fuselage burying itself up to the tailskid. Then I remembered the carbon fiber that I had taken home from work. I added the carbon fiber to the balsa spars that were provided in the kit. The Playboy has had many flights on it, and, except for flying into the bleachers at a local high school, has not been damaged.

Carbon fibers are easy to add to balsa wood and improve the strength tremendously. The fibers are from 6 to 10 microns in diameter (.00024 to .000039 inch). They usually come in tows, which are untwisted bundles of from 400 to 16,000 filaments. Yarns of filaments are like tows but are only lightly stranded together and can be twisted. Sheets, fabrics and tapes can also be obtained.

Carbon is usually a weak substance because it is very brittle, but when fibers of carbon are embedded in a matrix with a binder material like epoxy, it can be made very strong. The matrix configuration stops cracks from propagating which is the failure mode in brittle materials.

Carbon fibers are made in a two step heating process from a fiber of poly-acrylonitril (PAN) or rayon or pitch. The PAN fiber is first heated between 250 degrees Celsius and 400 degrees Celsius to produce a stable state. It is then heated, while being stretched, to between 1,500 degrees and 2,500 degrees which reduces the fiber to pure carbon. The resulting fiber is both stronger and stiffer than steel, while being much lighter. The properties are listed in the table below along with other materials for comparison.

Well, this is all very nice, but how does one use this stuff? The carbon fibers I had available to me were in the form of tows, 3,000 filament and 12,000 filament count. The tows were sized with epoxy which means that the fibers have a thin coating of epoxy on them. Carbon fibers are hard to "wet". The sizing improves the wettability and is highly recommended. On



Old friend, Ed Rangus, starts his Anderson 65 powered, "Anderson Pylon" at the Kenosha Champs.



Hal Cover, SCAMPS prexy, launches his Morrill Hornet powered "Miss Tillie" Class "A" ship on a test flight.

the Playboy, I cut grooves in the top of the spars and glued the carbon tows in these groves with 30 minute epoxy. After the epoxy had set, I filled in the grooves with balsa filler and sanded them level. I used the same method for my Cloud Cruiser. With the Sailplane, I just laid the tows on the spars and saturated the tows with a thin Zap CA adhesive. The epoxy is probably stronger, but the Zap is easier and quicker.

Using carbon fiber does not guarantee that things will be stronger. That old saying that a chain is no stronger than the weakest link is true here also. I did some experiments to see just what kind of improvement I was getting. I glued 12,000 filament tows to light balsa spars and compared the strength with the bare spars. One spar was 3/32 by 1/4 inch with the carbon on the 3/32 inch wide sides. I supported short pieces of the spars at the ends and loaded them in the middle. There was a 3-fold improvement in bending strength, from 2 pounds to 6 pounds. With a larger spar, 3/32 by 1 inch, the improvement was much less, from 30 pounds to 40 pounds. In both cases, there should have been a much greater improvement in strength. By looking at the failure mode, I can understand why. With the smaller spar, the point load had crushed the balsa underneath the carbon and the carbon had failed in bending. Carbon is quite brittle and can be broken easily by sharply bending. With the bigger spar, the balsa failed in shear, cracking along the length in the middle of the spar. Carbon fiber was used in the Gossamer series airplanes with styro-foam cores. However, diagonal pieces were added to eliminate this problem with shear failure. So it pays to be smart in how you use carbon fibers.

One last thing that I must include is the safety aspects. Respiratory problems can occur by breathing the dust or fine fibrous particles. Carbon fibers can irritate the skin causing dermatitis and/or itching. There is some evidence that the fibers can cause cancer. Electrical shock is another hazard. Carbon fiber is electrically conductive. This brings up the story of a model glider pilot who was having radio range problems with the antenna buried in a carbon fiber composite fuselage. Despite advice to move the antenna to outside the fuse, he continued to fly with the antenna inside and eventually crashed the plane, eliminating the problem the hard way.

Bobbins of carbon fiber tows can be obtained from the:

CELANESE CORP.
Gateway Plaza
110 Newport Center Dr., Ste. 200
Newport Beach, CA 92660
Phone (714) 720-0142

Prices are \$32/lb for the 3,000 filament count tow to \$21/lb for the 12,000 filament count tow.

PROPERTIES OF CARBON FIBER COMPARED

Carbon fiber

Tensile strength psi : 35,000 - 500,000*
Modulus of elasticity psi: 28,000,000 - 60,000,000*
Density lbs/cu ft : 110

Contest balsa

Tensile strength psi : about 250 ?
Modulus of elasticity psi: about 10,000 ?
Density lbs/cu ft : 4-6

Alum 6061-T6

Tensile strength psi : 45,000
Modulus of elasticity psi: 10,500,000
Density lbs/cu ft : 173

Forged steel

Tensile strength psi : about 200,000
Modulus of elasticity psi: 29,500,000
Density lbs/cu ft : 518

Carbon/epoxy (65%/35%)

Tensile strength psi : 110,000 - 220,000*
Modulus of elasticity psi: 20,000,000 - 44,000,000*
Density lbs/cu ft : 98

*Higher strength, lower modulus and visa versa.



Jack Warkins (with beard) and King Karl Brueggeman ready for a R/C assist Playboy for flight on our field which is leased state land east of Denver. These two are responsible for bringing R/C assist and new life to SAM #1.

A Bit of Humerous Nostalgia

Reprinted from May 1941, Airtrails.

It was a 2000-mile trek to Chicago, and adventure stalked them even at night. P.S. This year's Nationals due soon.

By Henry Cole, Jr.

Nationals Or Bust!

AT last we were all packed to go to the Nationals, but alas, there was no room for Stockwell's feet. Scrambling out of the car, five boys in Tacoma, Washington, Eugene Biddle, Hank Cole, Chuck Hollinger, Martin Stockwell and Ed Williams, began pulling stuff out of the trailer and repacking it. Planes, sleeping bags, suitcases and lunch boxes were scattered all over the yard. Again we packed everything into the trailer and the car, but still there was no room for Stockwell's feet. With a final good-bye and a shower of last-minute advice from our parents, we started off on the two-thousand-mile trip to Chicago. After a week of packing, building a trailer and slapping planes together, our dreams had come true. We were going to the 1940 Nationals.

The first night we stopped at a trailer camp in Yakima, Washington. By the time we had finished carrying everything into the single cabin, it was a problem to get from one side of the room to the other. Late into the night, balsa shavings flew through the air, and the strong smell of dope gave a true model builder's atmosphere.

Early the following morning we were rolling along through eastern Washington when Biddle, who was reading the road map, suddenly shouted to stop. He then explained that we should have turned right instead of left at the last crossroad. After following Biddle's directions, we sped along on the new road. However, as the miles slipped under us, the road began to get narrower and bumpier. We all looked at Biddle, whose face was now a brilliant red. When we found that we had gone seventy-five miles out of our way, Biddle was relieved of road-map reading for the rest of the trip. From that time on we called him Wrong Way Biddle.

That evening we camped out on the desert in Idaho. The mosquitoes were so thick that we were forced



Clarence Bull snapped at SAM 8's meet at Harts Lake with his super nice "Ranger." SAM 8 would like to have the SAM Champs at Hart's Lake sometime.

(continued on page 8)

Nationals or Bust!

Reprinted from *Airtrails* May 1941

to eat in the car. The only trouble with this was that there wasn't enough elbow room for all of us. While Stockwell was dishing up a plate of spaghetti, an elbow shot out and dumped it in Biddle's lap. Somebody had to go, so Stockwell made his exit with spaghetti flying after him.

After dinner we unpacked our planes and set up flying operations. Chuck sent off his new pod-and-boom job, Blitzkrieg. The ship climbed swiftly into the darkening sky. Breathlessly we waited for the motor to cut, but it droned on long after the ship disappeared into the night. The loss of Chuck's gas job did not stop us. Like most crazy model builders, we continued to fly our planes, relying on flashlights to retrieve them.

Early the next morning we found Chuck's gas model about a mile away. Then we started eastward at a fast rate, because we were intent on making the Bonneville salt flats by nightfall. At dusk we were winding down out of the Ruby Mountains in Utah. Suddenly we rounded a turn, and before us lay the vast expanse of the Great Salt Lake Desert. We drove out on the flats several miles, and then turned off the road out onto the hard, white salt. That night we slept in the open in our sleeping bags like seals on an ice field. Once during the night I awoke. The sky was perfectly clear, but the wind was so strong that the straps on the trailer were standing straight out.

By morning the wind had died down, and the sun immediately began to warm things up. The salt flats proved to be an ideal place to fly models. Every inch of ground for a hundred miles provided an excellent landing or take-off spot, but oh, so hard if something went wrong. By noon our planes and materials were scattered in a large circle about the trailer. Chuck's Blitzkrieg and our three Zeniths (Air Trails) were making fine flights, but our times were low due to the high altitude and lack of rising air currents. Ed, however, met with misfortune with his New Ruler (Air Trails). On a full-throttle flight, his New Ruler climbed nearly vertically to about three hundred feet. Suddenly the wing came off and the fuselage, Ohlsson 60 screaming, came hurtling down and demolished itself on the cementlike salt flats. Although the flight was most spectacular, it dampened Ed's hopes of winning at the National meet.

At one o'clock it was so hot that a bottle of oil burst. Our thermometer showed 125 in the shade, and there wasn't any shade. Finally the heat became so intense that we were forced to pack up our planes and push on to Salt Lake City. There we enjoyed swimming in the Great Salt Lake whose briny waters hold you up like a cork.

That evening we found a place to camp in the foothills just east of the city. About ten o'clock the moon came out, so we put out our fire and rolled out our sleeping bags. At this

time we began to wonder why so many cars were going by. We were sure that we were not near the main highway. Chuck and Ed decided to investigate. Strangely enough, they found that the cars were parking without lights along the winding roads in the foothills. While they were prowling around one of these cars, two big bruisers, objecting to their curiosity, climbed out and chased Chuck and Ed through the brush. Chuck came puffing back to camp with his pajamas in shreds, but Ed, who ran in the opposite direction, got lost and we had to search for him.

After breakfast we climbed several thousand feet to the top of a mountain where we intended to sail a tow-line glider out over the valley. All the way up we had visions of watching it sail for miles. However, in spite of all adjustments, the glider would head straight out over the valley and then circle back against the mountain. All attempts to make it go straight failed. Imagine our disappointment in having to take it back with us.

Another day's traveling brought us to the heart of the beautiful Medicine Bow Forest in Wyoming. The weather was wonderful. Not a cloud was in the sky. Just after nightfall we could hear the rumble of a far-off thunderstorm. Due to Wrong Way Biddle's assurance that the storm was going the other way, we did not think that it would be necessary to put up the tent. Suddenly there was a flash of lightning and a clap of thunder, followed by a blast of wind and rain. (All hell broke loose.) Jumping out of our sleeping bags, we wrestled with the tent in the dark and managed to get it up before the worst came. We were about to go to sleep when water began to pour in under the sides of the tent. Dressed in our "bear" skins, we began to dig a ditch around the tent. Much to our disgust, it stopped raining the minute the ditch was finished.

In the next couple of days, enthusiasm for flying began to die off. Most of our planes were in sad shape. Our wings resembled high-pitched props, they were so warped. Fuselages looked like refugees from a duck range, there were so many holes in them. In spite of this, we got down to work again at a tourist camp in Iowa. Most of us spent the night patching holes and running motors just to help the other tourists sleep. Stockwell went to bed early because he had little repairing to do. While he was asleep, Chuck painted his nose with bright-red dope. The next day we nearly laughed our heads off at Stockwell, who was rather puzzled until he looked in a mirror.

One week after leaving Tacoma we arrived at the outskirts of Chicago and spent several hours locating the field. That evening many of the Chicago model builders were on the field testing planes. They looked like an unfriendly bunch. I wonder what we looked like? When they found that we were model builders, we were soon

slinging the bull with the best of them.

While we were in Chicago we settled in a tourist camp near the outskirts of the city. I will not go into our model troubles, but we had the usual percentage of lost models on test flights. It is remarkable how many thermals you can hit on unofficial flights.

The first day of the contest it took us about six hours to register. Imagine fifteen hundred model builders from all corners of the United States and Canada, all shoving and pushing, trying to get their information kits. That evening we had a great time identifying famous model builders and looking over the exhibits.

During the second day of the contest we met Frank Zaic, one of our favorites in the model field. Intent on making a good impression, I was testing a new cabin job. While Frank was watching, the model spiraled in once and dove in a second time. The funny part was that the model flew perfectly when he wasn't looking.

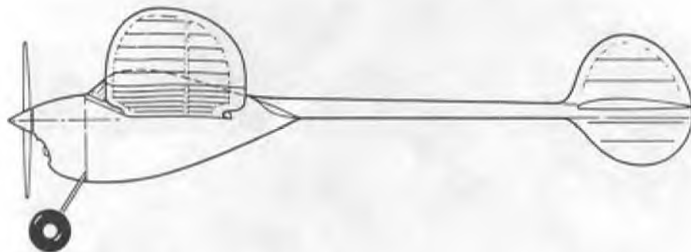
I will not go into the performances of the models and the procedure of the Nationals because these points were covered in the write-up directly after the contest. But I would like to say that we were greatly impressed by the sight of a whole sky full of models at one time.

The victory banquet at the Sherman Hotel was the highlight of the meet. As we entered the banquet hall we saw a long table covered with magnificent trophies and prizes. Everybody was shouting at once. We sat at a table with five Chicago boys. No sooner were we seated than a firecracker nearly blasted us out of our seats. Firecrackers kept going off all around us, and we became peeved because we couldn't tell where they were coming from. Finally we pinned it on some farmer boys from Iowa. Intent upon revenge, one of the boys at our table emptied a pepper shaker at them. They promptly emptied one back at us. While we were coughing and sneezing, the eats arrived. The waiters really had a job on their hands. Immediately upon setting a plate down, ten hands would shoot out, leaving only a few crumbs on the plate. Competition got so stiff that the fellows went to work on a plate before it hit the table. Anyway, we polished off everything in nothing flat because eating is a speed contest, not an endurance contest.

Right after dinner, things really began to go wild. Some fellows began tying tablecloths and napkins together while waiters scrambled desperately to get control. The master of ceremonies was shouting at the top of his voice through the mike, trying to get order. One fellow was swinging a jug of water tied at the end of two tablecloths while two waiters tried in vain to catch it. After this everybody quieted down and let the master of ceremonies carry on the entertainment and awarding of prizes. At 2 a. m. it was all over except for the scramble for the *Daily Blurb*. The victory banquet made a grand finale for a great National meet which had more than come up to our expectations.

As an experienced—ahem—participant at last year's contest, allow me to suggest the best bets for the coming Nationals. For the master craftsman, Berryloid, scale model, and indoor events present the greatest chance for success. Class A gas also is a good field for expert model builders. All model builders should take a crack at the scale event. By building a good scale job around the two-hundred-square-inch size, it should be easy to improve on the flying performance. If you've got your eye on the National championship, it is a good idea to enter all of the events, but don't count too much on winning in cabin, stick and gas. Chances of hitting the best thermal among hundreds of entrants are not as good as the chances of winning in the highly skilled events.

We made our trip—four thousand miles—to Chicago and back on sixty dollars apiece. This was low because we slept out in the open and cooked our own meals. We regret that we didn't stay at the Sherman Hotel in Chicago, because it took so long to get into the city to attend meetings. Many times when we slept out we wished that we had brought along mosquito netting. Here is a bit of advice to 1941 contestants which was emphasized by our experience on this trip. Register early on registration day and you will save considerable time. Build, test, and pack safely away, long before the meet, all planes which you intend to fly. Don't investigate parked cars. Whether you win or not, I am sure that you will always remember a trip to the Nationals as one of the greatest experiences in your life.



Nomad by Chuck Hollinger sought the ultra-low drag inherent in pod/boom concepts; definitely not another "look-alike". Published in *AT*, Aug. '41. 78 in. span, 60 in. long, O&R 60 power.

Letters to the Editor

May 8, 1986

Dear SAM Speaks Editor:

Who gives a damn about performance? People who fly SAM shouldn't. What is better than getting up before it is light, in a cold gray pre-dawn; eating a bowl of Wheaties in a cold kitchen, with expectations of getting on your bicycle with a model (in my case, an Abzug S-4 with an Elf corncob engine) under one arm and the tool box with booster batteries on the handle bars; then heading for the local airport or a farmer's field. We would be out there when the sun came up. Beautiful! My friend would arrive at about the same time with his Commodore powered with an "ultra powerful" Baby Cyclone. We didn't have timers for limiting motor runs so we filled up the tanks and watched them go round and round with thrills that were never equaled. We flew until the wind came up. Then we quit. Who wanted to chase them for miles?

The point I'm getting at is that there is too much going on in SAM that screwed up what nostalgia is all about. We have gotten into the same old rat race that occurred in the AMA events. It seems to me that the preamble for SAM has been lost. Where is the fun?

I thought that R/C assist would be fun. It wasn't. After a couple of contests with a KGS and a Bunch Tiger, it was obvious that I wasn't going to be competitive. Therefore, I replaced the Tiger with a McCoy 49. With this combination, that airplane would go practically out of sight with a 45 second engine run.

I participated in the 1985 SAM Champs in Madera. There, I got to see what things had degenerated to. I flew my combination for one flight. After 35 seconds, the model was a tiny speck (upside down or what?). I cut it off. I was lucky to get it back to the field. Why even compete? Five people had already put in three max flights apiece. This ain't no fun. I'll go fly by myself for the sheer fun of it. High powered engines that never existed in the 1930's and early 1940's don't make this fun anymore. I have now put my radio gear in a hand launched glider. R/C assist can go to hell as far as I'm concerned. I might come back to the more sedate flying that was fun and still a challenge to get something to fly.

I still fly rubber powered models and hope to do so for a long time. At least they aren't going to get slightly out of control, snap a wing in two and come sizzling down from a thousand feet with the engine still windmilling, in spite of the fact that the engine was shut off.

I don't know what the answer is to R/C assist, but some things might be considered. Wasn't the original intent that the model would return to the launch site so that us old folks wouldn't have to chase them for miles? I've heard others suggest that: (1) Limit motor runs to 20 seconds; (2) Hands off the radio during motor runs; (3) Timing continues until radio control is established by flyer.

Regardless, unless it is fun, fly rubber powered models. I will.

Len Sherman
AMA 9696
SAM 793

1986 National 1/2A Postal Team Challenge

The annual National R/C 1/2A Postal Team Challenge meet, open to all SAM chapters, has just been announced by George Wagner of the San Diego Aeronauts. The entry form has been reprinted here for all interested clubs. Please contact George at your earliest convenience if your chapter plans to enter a team.

SAM 41 and SAM 1836

1986 NATIONAL 1/2A TEXACO POSTAL TEAM CHALLENGE

SATURDAY, AUGUST 23 or SUNDAY, AUGUST 24

Please mail your completed entry form by Monday, August 25 to:

GEORGE WAGNER
2879 Marathon Drive
San Diego, CA 92123

Open to any SAM Chapter. Your team may be any size but only five scores can be entered. SAM 1984-1985 Rules apply. No rain date. All teams must fly on Saturday, August 23 or Sunday, August 24.

If your team does not fly due to weather, or you do not elect to fly at this time just return the form with a note of explanation.

To expedite processing of results, completed entry forms received after August 30 will not be counted.

Trophy will be forwarded by U.P.S. to the winning team and all teams will be notified of the results as soon as possible.

GEORGE WAGNER, SAM 425, CD

NATIONAL 1986 1/2A TEXACO POSTAL TEAM CHALLENGE ENTRY FORM

SAM Chapter No. _____

Team Manager _____

Address _____

City _____ State _____ Zip _____

TEAM RESULTS (Please print)

Team Members	SAM #	Aircraft	Wing Area (sq.in.)	Weight (oz)	Time (seconds)
1.	_____	_____	_____	_____	_____
2.	_____	_____	_____	_____	_____
3.	_____	_____	_____	_____	_____
4.	_____	_____	_____	_____	_____
5.	_____	_____	_____	_____	_____

Our team flew on Saturday () Sunday () TOTAL TEAM TIME _____



Bert Fawcett, from Filmore, California, with his new Ohlsson 60 powered "Gladiator" at SCAMPS '85 Spring meet. Ship is a very nice flyer.

Paint Strippers are Hazardous

Reprinted from John Preston's column in Model Aviation

Methylene chloride - a carcinogen? A couple of weeks ago, I received a clipping from Popular Science magazine that was sent to me by Jim Newman (Hobart, IN). The clipping was a letter to the editor from an MD and was titled "Paint-Stripper Hazards." Jim's note that accompanied the clipping said that he knew of many modelers who have used strippers to remove old paint or covering, especially from Free Flight models. The hazard stems from the active ingredient in the strippers -- methylene chloride. It is believed to be both toxic and a possible carcinogen.

Over four years ago (October 1981 issue), this column mentioned methylene chloride. At that time, I had purchased a can of "Old Adhesive Remover" to remove the old tile adhesive from a powder room that I was refurbishing. After reading all the warnings on the can and noting that it contained methylene chloride, I took it back for a refund and used only a scraper to remove most of the old tile adhesive. I'm glad now that I made this decision because, just last week, I found out that methylene chloride has been the focus of attention of three federal government agencies (CPSC, OSHA, and EPA) because inhaling its vapors may cause cancer.

The Consumer Product Safety Commission (CPSC) has issued a press release in which it states that the agency is to begin rulemaking proceedings that could result in products that contain methylene chloride being labeled as "hazardous substances." The press release states that "substantial quantities of methylene chloride, a chlorinated solvent, are found in aerosol spray paints and chemical paint strippers." It goes on to state that "the National Toxicology Program has found methylene chloride to cause cancer in laboratory animals at levels in air similar to those which humans might encounter in the occasional use of those products without adequate ventilation."

A press release from the U.S. Department of Labor states: "OSHA issues guidelines on controlling workplace exposure to methylene chloride." This was the result of a petition by the UAW. In this press release, it is stated that: "In addition to being a skin, eye, and lung irritant, methylene chloride has a narcotic action and acts as a depressant to the central nervous system. Some studies on laboratory animals, including research conducted by the National Toxicology Program, indicate that methylene chloride is a carcinogen in two animal species. Other animal and human studies are inconclusive."

I have no idea whether any of the aerosol paints distributed for use in our hobby contain methylene chloride. I suggest you start checking labels on aerosol paints and paint strippers, and if methylene chloride is present, either consider an alternative product or use the product with lots of ventilation--like outdoors.

Jim Walston shows off his very nice O&R 60 powered Playboy Cabin at SAM 46's (Melbourne, Florida) meet. The Playboy was designed For Cleveland Model Co. about 1939. No one knows the original designer of the cabin version.

PRODUCT REVIEW

Kustom Kraftsmanship Transistorized Ignition

This transistorized ignition system was developed to make life easy for ignition engine modelers. That includes both free flight and radio control assist. The system is simple, reliable, and will work quite well using two 1.2 volt nickel cadmium rechargeable batteries in series or two 1.5 volt pen cell batteries. For R/C operation, radio interference has been virtually eliminated for all but the worst receivers! The basics of the system were designed by Bill Schmidt of Wichita, Kansas. He calls it "The Schmidt Trigger."

For the curious, who examine the components carefully, you'll notice that there is no condenser. In this system, that would be just an extra unnecessary component. The hookup wire is also heavier than what you have probably been used to using. The objective is to eliminate even minute power losses.

When you install the system in your model, be sure to follow the wiring diagram exactly--especially when hooking up the positive and negative battery leads. Further, it is most important to do a good job on all solder connections. An improper connection (often called a cold solder joint) can ruin an otherwise very pleasant day of flying.

SAM Speaks was very impressed with the quality and fine workmanship of the system. More reports will be forthcoming as soon as we have time to test fly the unit.

One final consideration: This system was designed for use with a Modelectric ignition coil, however, other coils can be used, provided that the coil has a resistance between the primary and secondary of 4000 ohms plus or minus about 500.

With reasonable care this system will provide you with a great many hours of trouble-free operation. Enjoy yourself, but always fly safely!!!

These units are available from: Joe Klause
P.O. Box 2699
Laguna Hills, CA 92654

Includes R/C hightension lead, but less coil
Price:\$18.50





MODELER: Bob Munn, resident of Orem, Utah, and La Mesa, California, AMA 926, SAM 474, Member SAM 41, San Diego Aeroneers, and Utah Valley Aeromodelers. Modeling intermittently since 1934, it has become his principal hobby since retirement in 1977.

POWERHOUSE: Scratch built from Pond/Taibi plans, covered with yellow and blue silk. Finish is nitrate dope with clear K&B epoxy fuel proofing. OS 61 four stroke engine, Futaba micro R/C gear. Weight 78 oz., loading about 10 oz./sq./ft. Built in the fall of 1985, this model won the Aeroneers 1985 Texaco award.

PLAYBOY: Built from Tyro kit with minor modifications to lighten. Covered with red and white silk, nitrate dope and clear K&B epoxy fuel proofing. Super Tiger 36 Combat engine, Futaba micro R/C gear. Weight 49 oz., loading about 8.6 oz./sq./ft.

NEW RULER: Scratch built using Hobby Horn rib and former kit. Covered with white silk and blue silk trim, nitrate dope with clear K&B epoxy fuel proofing. Enya 46 four stroke engine, Futaba micro R/C gear. Weight 62 oz., loading about 10.6 oz./sq./ft. Built early in 1986.



An M.G.-2 Cabin caught at the Madera SAM Champs. The model was built by Larry Jenno from sketches and drawings from Mike Graneri, the original designer. Power is a Super Cyke made by Larry, for Tom Morrison, Phoenix, Arizona.

NEW!!! NEW!!! **1/2A TEXACO R/C** **PLAYBOY SENIOR**

Premium Balsa Fabrication by
Sal and Mike Taibi.

Structural Design by Bill Schmidt.

Precision Die-Cut Parts Throughout,
Hardware Kit, Instructions, Rolled
Plans, 4 Color Texaco Decal etc.

\$29.95 Postpaid!!!
(Calif. Residents Add 6% Tax)

Complete Brochure of Old Timer Supplies, such as:
Coils, Transistorized Ignition Systems etc., plus
all stock Cox parts for reed and T.D. engines: \$1.00

Visa and Master Card welcome.

Give full name, number and expiration date.

KUSTOM KRAFTSMANSHIP
P.O. BOX 2699, LAGUNA HILLS, CA 92654
PHONE: (714) 830-5162

CLASSIFIEDS:

For Sale: Light weight two wheel model carrying trailer, with 10' long x 3' wide x 26" high aircraft carrying box, complete with spare wheel and tires. \$250.00. Jack R. Albrecht, 1809 Portofino Drive, Oceanside, CA 92054. Home telephone (619) 757-6168. Work telephone (714) 830-8769.



Here's an original, SAM Editor's first gas job vintage 1935. Acetylene gas power was unsuccessful. Note calcium carbide tank in the cockpit. Later powered by a mighty Midget, ship flew well.



Dave Hipperson, proxy, flies the American entry of Al Richardson at 1984 International O/T Wakefield event. Sue Hipperson and Colin Watts are the timers. This event will be repeated again on June 21/22, 1986 at Taft, California, with the English team launching their own ships.

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Everett Woodman, Eastern VP
233 Longview Dr.
Bayville, NJ 08721

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

H. Jack Jella, Western VP
1215 Dickins
Salinas, CA 93901

Sal Taibi, Sec. Treas.
4339 Conquista Ave.
Lakewood, CA 90713

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

FIRST CLASS MAIL

Roland Friestad #1383
1640 N. Kellogg St.
Galesburg, Ill. 61401



ADDRESS CORRECTION REQUESTED

SAM SPEAKS

Official Publication of the Society of Antique Modelers

JULY-AUGUST 1986

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 72

SAM Champs Report by George Armstead

The SAM Champs went off like clockwork this year until Sunday evening. Sometime after the close of the meet and after the last flyoff, Bruno Markiewicz had a fatal heart attack. He had gone out on his motorbike to recover his model and did not return. When those left on the field had not found him by 7:30 p.m., they asked for base security assistance. He was found 20 minutes later. He had recovered the model and was returning to his car when the attack occurred. With the model carefully set down, he had collapsed while still sitting on the bike.

Needless to say, the Victory Dinner was very saddened. We learned of the death just before the meal. Joe Macay and I went out to the field, leaving Sal Taibi to run the dinner. By Monday at noon, all the details we could handle had been taken care of and the family took over.

The Champs attracted 155 contestants. The F/F C.D. showed only those entrants who turned in timing slips, and there were many who did not turn in their slips. The R/C Report showed total entrants.

Other than some rules interpretation questions, I heard no complaints. Everybody wished for less wind and fewer trees, but this is New England.

As Contest Manager, I would like to offer a couple of suggestions to improve future SAM Champs:

First, I would like to see ambiguities in the rule book cleaned up. In the Basic Event Rules (F/F), it lists "Radio Assist" as an example of a "Special Event". Yet the R/C rules define several R/C events as "Basic". Also, the method of scoring Texaco should be defined if it is to be scored as a single flight. The by-laws are very specific as to the use of the rule book rules for SAM Champs "Basic" events. The sponsoring club has always been allowed rule variations for "Special" events as long as they were published in the flyer.

Second, I would like to see a limit placed on the number of events a contestant may fly on any one day in Free Flight. There are ten Basic events, and now that we are flying four days, it should be no problem to get them all in if one were limited to three events per day. Any contestant could enter all Basic events and a couple of Specials. I would not count mass launch events. This policy would reduce the pressure on flyers who, at our average age, should not be trying to fly like we did when we were 18 years old. My reasoning should be self-evident. I personally do not plan to C.D. any future SAM meets that allow any more than three events per entrant per day.

The Grand Champ for Free Flight was Bruno Markiewicz.

There was no R/C Grand Champ due to an ambiguity in the rules for selection.

The Carl Goldberg Trophies for F/F and R/C were awarded to John Bortnak and Buck Zehr. John's Trophy is in the mail.

To All SAM Members Results of the R/C Rules Freeze Referendum

At the 1986 SAM Champs business meeting at Chicopee, Mass., a motion was made and passed to freeze the R/C rules for 5 years. While I was neither for nor against this rules freeze, I felt that this would have such an overwhelming impact on R/C flying that I wanted to be sure, as your president, that this rule was what the majority of the SAM members desired.

This referendum has polled the largest vote ever in the history of our SAM organization - 1,265 SAM members or 64% of the membership voted. The votes, as noted below, confirmed the desire to freeze the R/C rules for 5 years.

Yes	No
605 votes	483 votes

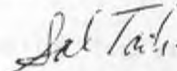
The R/C rules freeze has passed by a substantial margin, but this R/C rules freeze has created another problem - what to do with the rules change proposals that have been submitted to me in the past year. A poll was taken of all the area vice-presidents who form the executive committee and the following was decided to resolve this problem:

- To have the proposals submitted voted on by the membership.
- The proposals that pass will be accepted and written into the 1988 printing of the rules book.
- These rules and the rules book will then be unchanged until 1991.

To all my fellow modelers, I request that you accept this vote and the decisions of the area vice presidents and myself in good spirit for the good of the SAM organization.

Keep the complaining to a minimum. The rules are the same for everyone. Build and fly within these rules and enjoy your modeling.

Best regards,



Sal Taibi, SAM President

SAM Lapel Pins (or for your flying hat)

Beautiful enameled gold pins with the SAM logo in red, white and blue are available from: John A. Targos, 3229 Dianora Dr., Palos Verdes, CA 90274.

The pin is good sized, about one inch across, and has excellent detail. The quality is excellent and SAM Speaks highly recommends purchase of the pins. The price is \$3.75, including postage and handling. John is providing a tremendous deal for SAM members.

Minutes of the SAM Business Meeting
Held at the Quality Motel, Chicopee, MA.
July 4, 1986

The meeting was called to order by SAM President, Sal Taibi, at 8:00 p.m.

Mr. Taibi announced the names of the new officers for 1986-1987. They are: Sal Taibi, President; Bob Angel, Western Vice President; Jim Thomas, Rocky Mountain Vice President; Robert Larsh, Mid-West Vice President; and Jack Bolton, Eastern Vice President.

Old Business None.

New Business Joe McCay submitted a proposal by Robert Larsh and SAM 57 to host the 1988 SAM Champs at Lawrenceville, Illinois. The proposal was accepted.

The congestion that occurred in the R/C Texaco events was discussed. It was suggested that the number of flights be cut down or limited, and that attempts be eliminated; all flights would be official.

Bill Schmidt suggested the R/C rules be frozen for a period of 5 years.

Sal Taibi suggested the rules be frozen in 1988. Rules to be voted on next year would then be included in the freeze. This suggestion was voted down.

Eut Tileston made a motion to change the By-Laws to read 5 years instead of 2 years on R/C changes. The motion was not seconded.

Eut Tileston made a motion to freeze the R/C rules for 5 years.

The motion was seconded by Mike Granieri. A vote was taken; there were 31 Ayes, plus 20 proxy votes that were not accepted by Mr. Taibi, and 11 Nay votes.

Woody Woodman announced the formation of 12 new SAM Chapters. They are: Canada Chapters 69 and 86, England Chapter 1066, Italy Chapter 62, Australia Chapter 1788, California Chapters 00 and 02, Pennsylvania Chapter 60, New York Chapter 61, Oklahoma Chapter 205, Louisiana Chapter 59, and Florida Chapter 77.

Carl Hatrak asked that the names of deceased members be sent to the secretary during the year.

The next SAM Champs will be held during the July 4th weekend at Seguin, Texas, and will be run by the Texas clubs.

Mr. Taibi gave the treasurer's report. The balance is \$21,970.00.

The motion for adjournment was made by Carl Hatrak. The meeting was adjourned at 9:45 p.m.

Respectfully submitted,

Sal Taibi
Sal Taibi
(Acting Secretary)

Change of Address

Have you or a SAM member you know moved?
If so, please notify either Sal Taibi, 4339 Conquista Ave., Lakewood, CA 90713 or SAM SPEAKS, 2538 N. Spurgeon St., Santa Ana, CA 92706.

SAM ITALIA FOUNDED!

On Sunday, June 8, 1986, in connection with an Old Timer's meeting held in Pavullo nel Frignano (Modena), a large group of dedicated modelers established SAM ITALIA, a free association devoted entirely to historical aeromodelling. For the next two years, the Board of Directors will include:

President	Giulio Dorio
Vice President	Giorgio Rabaglio
Secretary Treasurer	Ivan Poloni

Class Directors will include:

Free flight (Rubber, Glider)	Daniele Vescovi
Free flight (Power)	Ilario Biagi
Radio Assist (Glider, Power)	Fiorento Vavassori

The Director of Public Relations will be Roberto Marzoli, with the help of Ing. Ferdinando Gale, who will take care of the association's aptly named newsletter, OLD TIMER GAZETTE.

The OLD TIMER GAZETTE will be included in the Italian magazine, MODELLISTICA.

Two classes of Old Timers has been established, Free Flight and Radio-Assisted. Each class is divided into three categories, Antique, Old Timer and Nostalgia.

Origin requirements are as follows:

Antique	Not later than 12/31/1940.
Old Timer	Between 1/1/1941 and 12/31/1950
Nostalgia	Between 1/1/1951 and 12/31/1955

Due to the scarcity of Old Timer engines in Italy, engines produced up to December 31, 1960 can be used for the Nostalgia category.

The annual fee is Lire 20.000 for the current year.

Robert Marzoli
Public Relations SAM ITALIA
Via Cavour, 1
20043 Acore (Milano), Italy



Another happy max for Bruno Markiewicz on that last tragic day at Westover A.F.B. This is how he will be remembered, a true champion.

STOUFFER'S PHOTO

The 1986 SAM Champs by Bill Baker

The 1986 SAM Champs had all the traditional ingredients, the Bean Feed, the Victory Banquet, the Twin Pusher mass launch. This year they also had a mass launch for R.O.G.'s, and for O.T. Wakefield, the latter was easily the finest spectacle of the meet. The 50th Anniversary Wakefield event, for 1936 and earlier designs, in my opinion, was the most interesting event of all because I saw some designs that I had never seen before. The food at the Bean Feed was excellent, and for a change from tradition, they did not run out. The food for the banquet was also very fine. The death of Bruno Markiewicz put a sad overtone to the banquet. His name kept coming up as the trophies were given out, and they made a cluster on the table as the evening went on. Joe Macay was absent from the banquet as he volunteered to help the family deal with the many details. R/C people, many of them at least, were not happy with their C.D., Joe Beshar, and the Texaco and R/C Grand Champion results were really a mess. Monday morning, the contest manager, George Armstead, proclaimed, "Due to an ambiguity in the contest rules regarding the R/C Grand Champion selection process, there was no R/C Championship award given at the 20th SAM Champs." Bruno, of course, was the F/F Grand Champion.

The weather was fairly good, although the first day was pretty windy during the afternoon. For F/F, the real problem for the first three days was that the wind was in the direction of the trees, and beyond the trees was "the swamp". Many models were lost there, but the new Walston directional radio system proved its value for those who used them. Although the weather was hotter on the final day, it was nearly calm, and the drift was away from the swamp. I had been leaving my models in the car, as I was on short notice trying to cover the meet for Model Aviation. I decided to fly on Sunday, and won the Rubber Stick with the same Lanzo with which I won the event at the 1980 SAM Champs. I lost the model at about seven and one-half minutes in the flyoff. I did not like to see an old friend leave, but it had served me well. Six years is a long time to fly any one model. But, I remember Chester Lanzo telling me that one summer he built "thirteen or fourteen" of the things, which motivated him to try to "dethermalize" them somehow.



Ken Hinton, SAM 35, England, flew this beautiful Tiger Moth in Power Scale. Unfortunately, his was the only entry in Gas Scale.



Walter Eggert shows his 1940 design, the Megow Chief to John Pond. Walter's son looks on.

The business meeting was rather interesting. The people there were, I think, just tired of hearing R/C rules squabbles, and when they were told they could vote to freeze the rules, they went for it. I fear that this will make a lot of people mad, even though it was very well intended.

Looking back, I had the most fun talking to Henry Struck, Sal, Joe and Ed Konefes, Walter Eggert (designer for Megow), and others who were there when they were not Old Timers. I had a nice chat with Reggie Parham, who was on the British 1939 Wakefield team, and who still is a good flyer. I enjoyed him saying the Californians were "a bit brash, but we don't mind that". Watching Joe and Ed Konefes make maxes with Brown Jr. powered Buzzard Bombshells was a real kick.

I take it back, there was a greater pleasure - meeting new friends - Dave Baker from England, with Peter Michel, Don Knight, Reg Parham and others from the Old Country. Jerry Donahue from Mass. flying the "Red Ripper" with the help of Lois, his wife, and nearly maxing out with a Brown Jr. for power, seeing Dave Ritchie's flying museum pieces, Richard Thompson and Tom McCoy, both "all rounders" who won or placed in both R/C and F/F events, watching Sal place in cabin, flying a 1936 Wakefield, seeing Louis Black's Fubar, meeting Dick Sherman (sorry I couldn't get to your museum, Dick), and many others. But, maybe the capper of all, thinking back, was Jack Phelps of Wichita Kansas, who placed second in Cabin Rubber with the first free flight model he ever made, flying in his first contest. There's hope, folks!

In R/C, I have to admire the skills of the winners, and the hard work they put forth to become competitive, but I have to say it is hard to find anything but Lanzo Bombers and Playboys to take photos of.

I fear that what is going to come out of the R/C rules fight, other than a lot of hurt feelings, is different rules for every club, which has to be a shame.

I am tired of writing, and I still have to do an issue of the Okie Flyer. Thanks, by the way, to all the people who came up and said they enjoyed the OFFF. I will keep on keeping on.

20th Annual SAM Champs, Chicopee, Mass.

R/C Flight Results

C.D. Joe Beshar

R/C Grand Champion: Not Selected

1986 SAM Champs Winners

Texaco - 36 entries

1st	T. McCoy			25:35
2nd	B. Norman	Lanzo Bomber	O&R 60	19:03
3rd	J. Reynolds	Lanzo Bomber	O&R 60	18:28
4th	S. Boucher	—	—	17:14
5th	R. Walter	—	—	17:04

1/2A Texaco - 38 entries

1st	J. Reynolds	Interceptor		17:55
2nd	R. Walter	Lanzo Bomber		17:17
3rd	A. Peterse	Swoose		16:52
4th	J. Percy	—		15:30
5th	R. Langelius	—		14:39

A Ignition - 16 entries

1st	W. Schmidt	Playboy	Arden 19	12:60
2nd	E. Tileston	Baby Corsair	Elfin 2.49	11:16
3rd	J. Reynolds	Lanzo Bomber	Elfin 2.49	11:09
4th	B. Norman	—	—	10:78
5th	J. Percy	—	—	10:06

B Ignition - 18 entries

1st	W. Schmidt	Playboy	McCoy 29	12:60*
2nd	J. Reynolds	Lanzo Bomber	Orwick 29	12:60*
3rd	B. Norman	Lanzo Bomber	Forster 35	12:60*
4th	R. Walter	—	—	12:60*
5th	C. Thuet	—	—	11:47

C Ignition - 28 entries

1st	A. White	Lanzo Bomber	Hornet 60	12:60*
2nd	B. Norman	Lanzo Bomber	—	12:60*
3rd	R. Walter	Lanzo Bomber	Forster 35	12:60*
4th	J. Reynolds	—	—	12:60*
5th	W. Zehr	—	—	12:60*

* Fly-Off



A KG-1 powered by a Hurler - most unusual. Flown by Dave Richie, Hatfield, PA.



A good close-up shot of Tom McCoy's Lanzo Bomber. The ship was 1st place in R/C Texaco. Mike Granieri's tricky scale shows the ship weighs right at 5 pounds.

A Glow - 25 entries

1st	W. Schmidt	Playboy	K&B 3.5	12:60
2nd	J. Ross	—	—	12:56
3rd	B. Norman	Kerswap	Super Tiger 19	12:52
4th	W. Zehr	—	—	12:23
5th	J. Percy	—	—	11:87

B Glow - 35 entries

1st	A. Peterse	Swoose	K&B 29	12:60*
2nd	E. Tileston	Lancer	Enya 46	12:60*
3rd	B. Norman	Lanzo Bomber	O&R 29	12:60*
4th	R. Turner	—	—	12:60*
5th	J. Percy	—	—	11:76

C Glow - 35 entries

1st	J. Reynolds	—	S.T. 35	12:60*
2nd	R. Turner	M.G.	H.P. 40	12:60*
3rd	J. Percy	Lanzo Bomber	S.T. 35	12:60*
4th	E. Tileston	—	—	12:60*
5th	B. Norman	—	—	12:60*

Antique Ignition - 21 entries

1st	W. Schmidt	Lanzo Bomber	McCoy 60	18:00
2nd	R. Thompson	Lanzo Bomber	O & R 60	18:00
3rd	J. Reynolds	Cumulus	Orwick 64	17:38
4th	S. Boucher	—	—	17:31
5th	W. Zehr	—	—	16:71

Antique Glow - 28 entries

1st	B. Norman	Lanzo RC1	S.T. 60	18:00
2nd	J. Percy	Lanzo RC1	S.T. 60	18:00
3rd	R. Turner	M.G.	H.P. 40	17:43
4th	M. Granieri	M.G.	—	14:35
5th	H. Layser	—	—	14:20

050 Electric O.T. - 7 entries

1st	F. Koval	Playboy		4:20
2nd	E. Thomas	—		3:80
3rd	A. Shepard	—		2:43

* Fly-Off

20th Annual SAM Champs, Chicopee, Mass.

Free Flight Results

C.D. Jack Whittles

Free Flight Grand Champion: Bruno Markiewicz
1986 SAM Champs Winners

A Cabin - 12 entries

1st	B. Markiewicz	Cabruler	Arden 19	3:60*
2nd	R. Edelstein	So-Long	Arden 19	3:60*
3rd	E. Jordan	Coronet	O&R 23	3:56
4th	J. Walston	Cabruler	Arden 19	3:43
5th	M. Post	So-Long	Hornet 19	3:21

B Cabin - 9 entries

1st	J. Walston	Dodger	—	3:60*
2nd	B. Markiewicz	Dodger	K&B 29	3:60*
3rd	C. Myerscough	Dodger	Remco 29	3:58
4th	H. Ochsner	Dodger	Remco 29	2:59
5th	B. Oliver	So-Long	O&R 23	2:36

C Cabin - 12 entries

1st	M. Post			3:60
2nd	C. Myerscough			3:55
3rd	J. Bortnac			3:47
4th	J. Lessig			3:33
5th	G. Martha			3:15

A Pylon - 13 entries

1st	C. Myerscough	Ranger		3:60*
2nd	R. Edelstein	Ranger	Bantam 19	3:60*
3rd	M. Post	Thermal Thumber		3:60*
4th	J. Walston	Stormer	Arden 19	3:53
5th	J. Bortnac	Interceptor		3:19

B Pylon - 10 entries

1st	B. Markiewicz			3:60*
2nd	E. Jordan			3:60*
3rd	J. Bortnac			3:60*
4th	H. Wahl			3:55
5th	M. Post			3:52

C Pylon - 13 entries

1st	H. Ochsner	Gas Champ	O&R 60	3:60*
2nd	M. MacLean	Meteor		3:60*
3rd	J. Bortnac	Zipper	O.S. Max 35	3:60*
4th	M. Post	Zipper	Torp. 32	3:51
5th	G. Donahue	Red Ripper	Brown	3:36

Gas Scale - 1 entry

1st	K. Hinton			1:20
-----	-----------	--	--	------

H.L. Glider - 24 entries

1st	R. Sherman	Hervat		3:60
2nd	J. Langellus	Heugulet '38		2:76
3rd	J. Fiorello	Hervat		2:33
4th	B. Oliver	Heugulet		2:33
5th	W. Eggert	Heugulet		2:30

Twin Pusher - 10 entries (Mass Launch)

1st	J. Stott			
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Fuel Allotment - (Not Flown)

30 Sec Antique - 10 entries

1st	J. Bortnac	Gas Bird		3:60*
2nd	C. Myerscough	Gas Bird		3:60*
3rd	B. Markiewicz	Gas Bird		3:60*
4th	H. Wahl	Clipper	O&R	3:52
5th	E. Jordan			3:46

Rubber Stick - 24 entries

1st	W. Baker			3:60*
2nd	R. Lipori			3:60*
3rd	S. Colson			3:60*
4th	R. Thompson			3:60*
5th	J. Macay			3:60*

Cabin Rubber - 30 entries

1st	R. Factor	Korda '39		3:60*
2nd	J. Phelps	Korda '39		3:60*
3rd	S. Taibi	Verdier '36		3:60*
4th	S. Colson	Korda '39		3:60*
5th	J. Macay	Hi-Ho		3:55

.020 Replica Pylon - 15 entries

1st	G. Martha	Playboy		3:48
2nd	M. Schindler	Playboy		3:43
3rd	G. Donahue	Zipper		3:40
4th	F. Fay	Kerswap		2:81
5th	J. Bocckinfuco	Playboy		2:66

.020 Replica Cabin - 6 entries

1st	M. Cook	Bombshell		2:88
2nd	B. Onofri	So-Long		2:86
3rd	B. Oliver	So-Long		2:79
4th	R. Bissett	So-Long		2:70
5th	R. Edelstein	So-Long		2:61

Rubber Scale - 14 entries

1st	T. Langley	Taylor Cub (Peerless)		2:64
2nd	C. Bukowski	Puss Moth (Gullow)		2:49
3rd	J. Fiorello	Puss Moth (Lanzo)		1:95
4th	J. Stott	Curtiss Robin		1:90
5th	E. Novac	Curtiss Robin		1:82

Compressed Air - 5 entries

1st	J. Stott			3:27
2nd	K. Spielmaker			2:18
3rd	E. Konefes			1:22
4th	T. McCoy			:43
5th	R. Pattison			:39

Slag Engine - 3 entries

1st	R. Edelstein	Ranger		2:91
2nd	H. Ochsner	Out-of-Sight		1:82
3rd	J. Walston	Thermal Thumber		1:20

Jimmie Allen Rubber - 4 entries

1st	M. Moscow	Bluebird		2:38
2nd	D. McLeod	Bluebird		1:70
3rd	J. Bortnac	Bluebird		1:65
4th	B. Bell	Bluebird		1:57

1986 Special Events

Nostalgia .01-.080 - 9 entries

1st	J. Bortnak	Y-Bar	3:60*
2nd	R. Lipori	Zeek	3:60*
3rd	J. Walston	Hewitts Record	3:38
4th	D. McLeod	Y-Bar	3:20
5th	J. Barker	Zeek	2:61

Nostalgia .081-.65 - 10 entries

1st	R. Edelstein	Spacer 'C'	3:60
2nd	D. McLeod	Y-Bar	3:56
3rd	J. Bortnak	Y-Bar	3:23
4th	S. Landy	All-American	3:07
5th	P. Nelson	Kiwi 'A'	2:86

'36 Wakefield - 16 entries

1st	P. Michel	Coplan	3:49
2nd	R. Parham	'35 Gordon Light	3:43
3rd	R. Thompson	Roy Wriston	3:30
4th	J. Stott	'36 Coplan	3:30
5th	R. Moulton	Lanzo Duplex	3:06

O&R 19-23 Sideport - 6 entries

1st	H. Wahl	Out-of-Sight	2:81
2nd	B. Bissett	Miss Valiant	1:73
3rd	E. Jordan	Coronet	1:20

.02 Electric O.T. - 3 entries

1st	J. Beshar		2:85
2nd	W. Baker		1:78
3rd	F. Koval		1:57

Commercial Rubber - 15 entries

1st	E. Konefes	Convertible	3:60
2nd	R. Sherman	Convertible	3:40
3rd	S. Colson	(Megow) Small Korda	2:45
4th	T. Langley	Pacific Ace	2:00
5th	J. Stott	F.A. Schnozzle	1:96



Stan Colson, SAM 7 member, shows us his "Korda Open Road" Old Time rubber ship. Note the novel pop-up stab.



Seldom seen design, "The Meteor", powered by an Owat diesel. Ship was flown by Mal MacLean Commack, N.Y.

Large Pylon Gas - 6 entries

1st	T. Lucas	Playboy	Atwood	3:60*
2nd	B. Markiewicz	Sailplane	O&R 60	3:60*
3rd	W. Bartelt	Alert	O&R 33	3:30
4th	R. Edelstein	Playboy	O&R 60	2:94
5th	E. Rangus	Zipper	Forster 305	2:50

Small Cabin Gas - 5 entries

1st	B. Markiewicz	Cabruler	Arden 19	3:60*
2nd	J. Walson	Cabruler	Arden 19	3:60*
3rd	R. Edelstein	So-Long	Arden 19	3:32
4th	F. Fay	Spearhead Jr.		1:89
5th	E. Jordan	Coronet	Arden 19	1:86

O.T. Towline Glider - 8 entries

1st	S. Colson	Floater		3:60
2nd	E. Martinson	Thermic 70		3:38
3rd	J. Bortnac	Beaumont		3:07
4th	J. Jella	Cosmo		2:54
5th	S. Landy	Thermic 72		2:34

Baby R.O.G - 20 entries (Mass Launch)

1st S. Ligarski

Small Pylon Gas - 8 entries

1st	D. McLeod	Alert		3:60
2nd	J. Barker	Alert	Hornet 19	3:00
3rd	F. Fay	Winged Yankee		2:86
4th	W. Johnson	Thermal Thumber		2:85
5th	J. Coffin	O.O.S.	O.S Glow	2:84

Large Cabin Gas - 5 entries

1st	E. Konefes			3:24
2nd	D. McLeod			3:15
3rd	B. Markiewicz			3:08
4th	T. Lucas			2:01
5th	T. Lewis			:41

* Fly-Off



Jim Adams ready to launch his '36 Lanzo Duplex on it's third max at the 50th Anniversary Wakefield.

THE STORY OF THE 50TH ANNIVERSARY WAKEFIELD

Taft, Bloody Taft (Courtesy of "The Flightplug")

(While sorting out some model box packing following the departure of the 50th Anniversary English Wakefield Team, we ran across the following notes. They were unsigned, but appeared to be a day log kept by one of the Brits. I thought you'd enjoy a look at us...through their eyes.)

"As soon as we deplane, the Yanks hand us straw cowboy hats, and the effect is startling: Reg Parham assumes a bow-legged swagger, thumbs hooked into belt; and Geoff Spencer takes a John Wayne lean against a pillar, fag dropping from corner of mouth, and refers to passing strangers as "pilgrim". Baker sets his personal theme for the trip by losing one of his bags (later found to be "mislaid" by an evil Baggage Handler). It contains trophies and his shaving gear. (Don Knight suggests he grow a beard.)"

"In vans and autos we are scattered to various SCIF and SCAMPS homes along endless miles of "freeways" (which, at our rush hour arrival time, resemble long, narrow parking lots). Some find their locales are cooled by sea breezes; others get desert inland valleys (drew the black spot, don't ya know!)"

"Next day (Thursday) is a "rest" day to cure jet lag, visit hobby shops, etc. We end the day at Wade Wiley's "central rendezvous" location, where model boxes and luggage are sorted out for the Taft trip. It's an early start, so we're all tucked in by midnight (or thereabouts.)"

"These Yanks don't doddle on contest weekends, so we're off in the predawn on Friday, and by 6:00 a.m. are having breakfast at the bottom of the "Grapevine"; the long descent out of the mountains where they meet the 350 mile long San Joaquin Valley, wherein lies Taft. Our plates are over-heaped (typical Yank fashion), but the waitress is friendly and keeps our tea pots topped up...with luke warm water! (they just don't savvy "boiled")"

"Another 20 miles of fast touring, and we're at the site. It has the vegetation and temperature of the southern Sudan, but the thermals abound. After a day of test flying (except Baker, who's racing around

inspecting field mice and sage brush...he's a fiend for soaking up local color), it's off to the Caprice Motel to register and "take high tea" (at 4:00 p.m., of course!) with the landlord, Mrs. Mary McPhearson. Sausage rolls, cakes and fresh fruit abound around the swimming pool...where most of us are immersed! After tea, the afternoon wind has dropped to nil drift, so we retry the flying site. Reasonable souls stop flying at sevenish and retire to Buck's Steak House (cowboy theme), but others continue to half past eight, when it becomes too dark to find the kites."

"Main event for Saturday is the 4oz. Wake., and it's won by SCAMPS Jim Adams, with the only perfect score. Our lads are still learning this thermal "sniffing" instinct the natives have, but they're getting the hang of it. Geoff and George Stephenson come in 5th and 6th, and Peter Michel is a respectable 9th in the large field. David and Adam Beale have downdraught troubles for 14th and 15th. Don Knight starts with a super max, but crashes in round two for 17th. Mike Hetherington and Reg are plagued with problems and end 19th and 23rd. George Hollingdale's "Voodoo" refuses to respond to field treatment, and he retires to the pits muttering about Warring's poor selection of wing position!"

"Baker tours the pit line interviewing every man, woman and child in sight. But the Yanks explain he's just one of those "Eccentric English Gentlemen" they've all read about, and he's accepted with good humor. At noon we lunch in town and are introduced to "burgers, fries and frozen mug root beer". The burgers are impossibly thick, and the Yanks teach us the squeeze method that enables bare handed eating. The "chips" are thin little threads, but have enough grease to be passable. The root beer tastes like cough syrup, served in a chilled mug. Some hearty members are even lured into trying a root beer "float" that consists of pouring the cough syrup over vanilla ice cream in the frozen stein (more new discoveries!)"

"Saturday evening our Team and the veterans of the '85 U.S. Team banquet at the White Elephant in Taft to present the 50th Anniversary Trophy. Following a steak dinner (do Yanks ever eat anything else?), there are two presentations from James Bohash, a member of the '38 and '39 U.S. Teams, who could not attend. First is a chain with a gold brick attached, for the lowest placing Brit. Reg Parham accepts it with true English charm and grace. The second Bohash gift is a



David Baker of SAM 35 holds one of his favorite gas jobs, "The Porlock Puffin", at the Taft Wakefield Meet.

large framed photo of a snapshot he took of Albert Judge and his model directly after his Wakefield win in Detroit in 1936. It will be signed by our '86 Team and presented to A.J. on our return."

"The program ends with Frank Zaic presenting the SCIF/SAM-35/SCAMPS Cup to winner, Jim Adams. (It will be a perpetual U.S./English cup to be competed for alternately each year in our patch or theirs.) In his presentation speech, Frank refers to us as the "Wakefield Boys", a breed he has known, personally, for over 55 years...and he defined them as a uniquely special group of modelers; characterized by their love of modeling, and devotion to model development and the spirit of friendly competition that voids all national boundaries and language barriers. He's pegged us right enough. There is not a dry eye."

"Dinner ends at 10 p.m.; there's another day of flying ahead, and the air conditioned motel beckons. But, the Yanks will hear none of it. We're bundled into transport and wisked to the site again to watch "Nite Flying". These lads are mad. They attach flashing strobe bulbs, or green chemical camping lights, to power models and blast away into the inky air, chasing down their "lites" with motor bikes, of course. The nighttime site, we must admit, is much milder than the day temps. There is a full desert moon, the stars are rampant, and the drift is nil. We begin to understand this "moon madness"...why waste perfectly good flying time with stupid things like rest and sleep? Peter Michel takes pictures, hopefully for Aeromodeller publication...and we need documentation; lads back home'll think we're round the bend! Baker interviews the flyers and chats up two kit foxes who've come to steal what they can of the flyers' midnight snacks."

"Sunday dawns hot and we stumble into the coffee shop next to the motel for 6:00 a.m. breakfast. The U.S. Team honors Baker with the Speciality of the House: biscuits smothered in thick grey gravy. Drawing on years of diplomatic skill, he declines...without causing an international incident."

"Taft is reaching its normal seasonal temp., and we do not resist the Yanks' bike chasing now. Our lads are getting the feel of the site now, as the results show. William Beale wins a strong second in the 8 oz. Wake, and Michel, Spencer and Stephenson are all pressing the leaders with 4th, 5th and 6th placings. David



George Hollingdale and Don Knight preparing to launch George's "Simon" Wakefield at SCAMPS Mile Square Fun Fly.



Go-Baby-Go! Bill Crovella, Bakersfield, California, releases his "Wakefield Contender" for an official flight at the Taft Wakefield Meet. Lee Freeman of the SCIFS is his chaser.

Beale and Mike Hetherington, however, must chalk it up to experience with 12th and 14th. In O/T Rubber Cabin, William and Peter again make their presence felt with a respectable 4th and 5th in the large field. Mike and Geoff have a go in the O/T Scale event and their Stahl Seagull and Tiger Moth fall just outside the center circle with a 4th and 5th. The final winner in the 8 oz. Wake, is Bob Wiehle of the local SCAT (FAI specialists) club, flying Warren Fletcher's "Surprise" (2nd in the '49 Finals). He is truly delighted that, in addition to his winner's plaque, he also gets a silver mug inscribed with the names of the '86 Brit Team."

"We stumble through packing up and wend our way on the wide highways through the mountains back to L.A. Up early on Monday and off to Mike Taibi's balsa "factory", where he and his father, Sal, give us a walk through of their sawing, sanding, stripping, and die cutting operations. Interesting. Some of the lads admit this stuff may be even a bit better than our native Solarbo! They even make some purchases, with plans to smuggle it home for the winter building season. (Lack of National Pride, we say!) Following our shop tour, we adjourn to Sal's home where good wife, Nan, has prepared vast amounts of lasagna, followed by massive desserts; including birthday cakes for two of the lucky lads."

"Comes Tuesday, and we're off to the San Diego Aero-Space Museum, where we meet the ubiquitous Bill Hannan (international correspondent and author to world wide scale modeling). Bill has arranged for a personal guide (Cory Crowell) for our tour that includes the basement workshops and modeling shop. We also have an autographing session with Bill's latest book. Half way home, Baker is missing his reading glasses. Thinks he left them on the seat of the SPAD."

"On Wednesday, Al Richardson (winner of the 8 oz. event last year) guides us through the Rockwell plant display of the Space Shuttle, complete with full scale mockup. Abe Callas is also on hand to show the current model concept of the projected Space Station; an international effort by the West."

"Thursday, some stout hearts brave the freeways again to visit the Chino Airport Museum, containing much WWII stuff. Others opt to stay at home bases to repair models and take a quick trip to the Santa Monica A/P...where they discover a flying Spit-



Mike Heatherington, SAM 35 English Team, prepares to launch his 1934 "Getsla" design at Taft Wakefield Event.

fire!...with a five-bladed prop, yet! Others gather at Wade Wiley's home for a video tape showing of "The Lost Squadron", a 1932 classic flying film with Richard Dix, Mary Astor, and Eric von Stroheim."

"Friday morning, some of the Team gather at the Sepulveda Dam Basin, a small model flying area in the heart of the San Fernando Valley. After a quick breakfast, we're off to do some shopping, and then the entire group gathers at K's Deli (home of the "Balsa Wood For Lunch Bunch") for lunch. The sandwiches are grossly thick; and we discover hot pastrami is not everyone's cup of tea! In the early evening we gather at Sykora's home for burgers by Mikkelson, "bangers" by Bill Krecek, and cake by Carmen (Zaic). Otto Kuhn shows his super miniature rubber scale jobs, complete with geared props! Don Knight gives diesel running demos, hand holding them, until Sykora insists that he use the running stand."

"On Saturday we're off to an "Engine Collecto" (more miles of freeways!) where everyone brings their modeling rubbish to exchange with other dustbin collectors. We cleverly manage to barter for our share of the rubbish!"

"Sunday at dawn we're off flying again. This time to "Mile Square", a half park/half flying site in a large residential area. This is more like home; fenced on all sides, surrounded by trees and busy motor ways. We just miss a clean sweep in Vintage Wake, when David Beale and Reg Parham take 2nd and 3rd. David also takes a 3rd in the special "Prefect" Class. George Hollingdale also wins a packet of paper glider kits for worst crash; and Peter Michel is awarded an instruction book on paper planes for lowest placing in Vintage. (These Yanks, subtle as a brick wall, they are.)"

"Following all this activity, we are invited to a picnic in the park under the trees. This has been arranged by Marilyn Gallas and the wives of the SCAMPS Club, and no one goes hungry. Even Gary Davis finally finds something to his liking: fried chicken. Directly after all the food is consumed, the Team is invited over to Sal Tsibi's home, where a video tape is shown...of the contest we've just completed! (Can't say these Yanks drag their feet.)"

"Monday early its down to IAX, and on to new adventures with another group of Old Timers at the East

Coast SAM Champs. At last, all of Baker's gear is consolidated at the check-in counter...but now, Baker is missing! (He's finally located giving a lecture to a group of dumbfounded Japanese businessmen on the fine points of Vintage modeling.)"

"As we board the plane, there is a general agreement that the West Coast Lads are an odd, but passable lot...if they'd just learn to boil the bloody water, and brew the ruddy tea!"

(The notes trail off at this point on a bit of ragged tissue, but we've saved enough to give you an idea of what it's like spending a few (too few!) modeling holidays with this grand bunch from across the pond. We're keen to do it all again; and hope they they feel the same. Up the Old Timers!!!)

King Sugar

1986 Wakefield 50th Anniversary 4 Ounce Event

Name	Model	1st	2nd	3rd	Total
1. Jim Adams	Lanzo Duplex	Max	Max	Max	15:00
2. Bob Langdon	?	4:34	Max	Max	14:34
3. Ed Wallenhorst	Lanzo Duplex	Max	Max	3:40	13:40
4. Loren Williams	Lanzo Duplex	2:50	Max	Max	12:50
5. Geoff Spencer *	?	1:34	Max	4:39	11:13
6. George Stephenson *	Verdier	4:27	Max	1:33	11:00
7. Wade Wiley	Verdier	Max	3:39	2:19	10:58
8. Jim Quinn	Lanzo Duplex	2:38	2:31	Max	9:59
9. Peter Michel *	Copland '36	Max	1:40	1:20	8:00
10. Jim Persson	'35 Gordon Light	1:17	3:45	2:14	7:16
11. Al Richardson	'35 Gordon Light	1:19	2:40	Max	7:14
12. Charles Yost	Copland	1:17	Max	:55	7:12
13. Abe Gallas	Verdier	2:57	2:45	1:08	6:50
14. Dave Beale *	Judge '36	4:46	—	2:02	6:48
15. Adam Beale *	Lanzo Duplex	Max	1:27	:09	6:36
16. Art Watkins	'36 Copland	1:21	1:40	2:13	5:14
17. Don Knight *	Leshner	Max	—	—	5:00
18. Dwayne Podd	'36 Judge	1:18	1:23	1:28	4:09
19. Mike Heatherington *	Getsla	1:24	1:14	:56	3:34
20. Tom Keppler	'36 Copland	2:10	:18	—	2:18
21. John Oldenkamp	Verdier	1:58	—	—	1:58
22. Lee Freeman	Ying	1:35	—	—	1:35
23. Reg Parham *	'36 Copland	1:27	att.	—	1:27
24. Lee Freeman	Ying				
25. Don McHugh	Ying				
26. Charlie Werle	Ying				

* Member of the SAM 35, English Team

1986 Wakefield 50th Anniversary 8 Ounce Event

Name	Model	1st	2nd	3rd	Total
1. Bob Wiehle	Fletchers Surprise	4:19	2:29	Max	12:36
2. William Beales *	Korda	1:02	Max	Max	11:03
3. Ed Wallenhorst	Lanzo Duplex	Max	2:31	2:33	10:04
4. Peter Michel *	Copland Streamliner	2:16	2:28	Max	9:44
5. Geoff Spencer *	Contester	2:10	2:10	Max	9:20
6. George Stephenson *	'41 Christianson	1:37	Max	2:39	9:16
7. Jim Adams	Isis	1:37	2:20	3:18	7:15
8. Don McHugh	Korda	2:18	2:39	2:04	7:01
9. Andy Paykun	Jaguar IV	2:54	3:32	—	6:36
10. Art Watkins	Korda '39	1:18	2:30	2:37	6:32
11. Bill Crovella	Wakefield Contender	1:24	3:31	:53	5:48
12. David Beales *	Simon	1:05	2:17	2:18	5:40
13. Richard Wegener	'39 Korda	1:56	3:40	—	5:36
14. Mike Heatherington *	Canadian Geared	1:32	:59	1:49	4:40
15. Charlie Werle	Tulsa Rocket	1:02	1:00	—	2:02
16. Adam Beales *	Korda	:07	—	—	:07
17. Jim Quinn	Nelder				
18. Richard Munz	Korda				
19. Hal Cover	Calif. Champ				
20. Mike Mulligan	Hi Ho				
21. Reg Parham *	?				
22. Ernie Linn	Linn				
23. Mik Mikkelson	Burd Korda				

* Member of the SAM 35 English Team

F/F Models at the Champs by Harold Johnson



Mitch Post with his Super Cyke powered "Playboy Cabin" design.



David Beales, SAM 35 England, holding his 1936 Albert Judge Wakefield.



Don Knight, member of the English Team, test guides his "Wad 20" Wakefield. The ship was kitted by Kielkraft in 1940, design by Bill Dean.



Tom McCoy with his very nice '39 Korda. Tom also flew R/C events.



Jerry Persch from Annandale, VA, ready to release his "Flying Minutes", an English design.

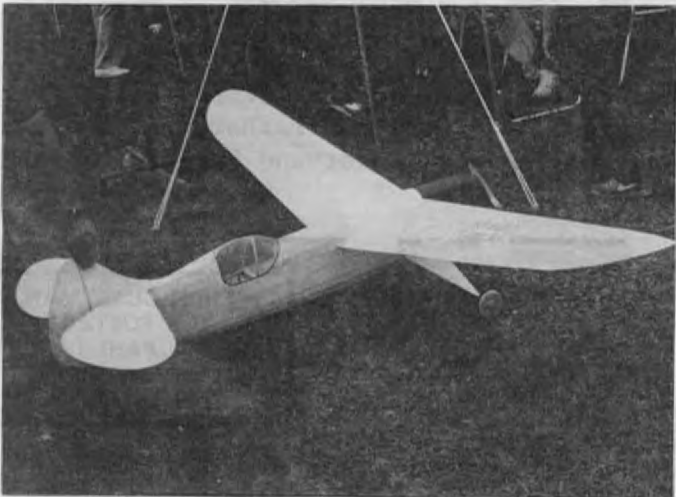


The 1936 Canadian Wakefield winner, "The Verdier", built and flown by Jim Fiorello, Methuen, Mass. (Very nice!)

R/C Models at the SAM Champs By Vic Bock



Dave Richie cranks his brown powered "Miss Philly II". His assistant is Walter Egert, designer for Megow in the old days. John Pond's Playboy in the background.



Ute Tileston's gorgeous Big Lancer. The ship was powered by a Enya 46 four stroke.



Arnie Hernandez shows off his Lanzo record breaker. Ship is powered with a Saito .65 four stroke. Arnie is a regular at the SAM Champs.

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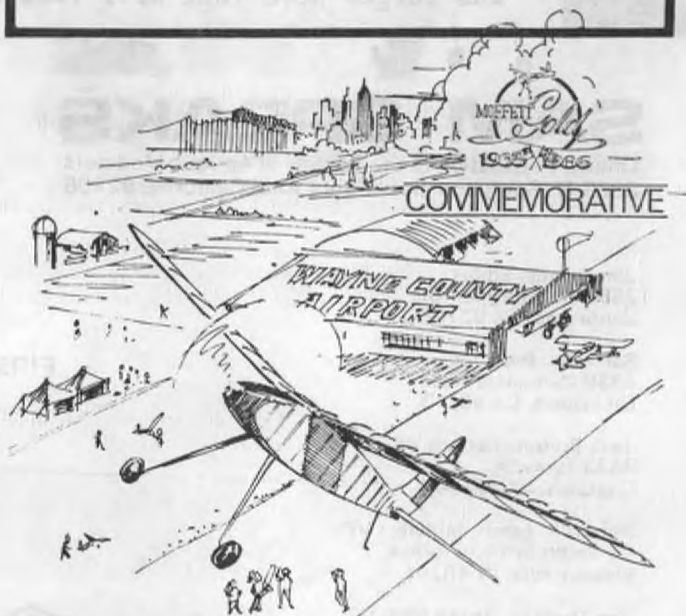
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Vernon Grey Commemorative Contest

More on the Vernon Grey Contest which will be held in Auckland, New Zealand on November 23, 1986. (See the May-June issue of SAM Speaks.)

Full size drawings are available for the 1936 Vernon Grey Model from Jackie Moore, the "Thunderbugs" newsletter editor. Send \$1.00 to Jackie at 4412 Don Felipe Drive, Los Angeles, California 90043. The plan will be sent post paid.

Ask Jackie about plans for shipping the models by Air New Zealand.



The Union Jack is festooned over the Caprice Motel as the Brits hail Free Flight Aeromodelling. L-R: Heatherington, D. Beales, Parham, A. Beales, Michel, Mrs. McPherson, Spencer, Davie, Hollingdale, Baker and Knight. A bond was forged here that will last a lifetime.

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Permit No. 94

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oakton, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Sal Taibi, Sec.-Treas.
4339 Conquista Ave.
Lakewood, CA 90713

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

FIRST CLASS MAIL

Roland W. Friestad
1640 N. Kellogg St.
Galesburg, IL 61401

1383



ADDRESS CORRECTION REQUESTED

SAM SPEAKS

Official Publication of the Society of Antique Modelers

SEPTEMBER-OCTOBER, 1986

DEDICATED TO OLD TIME MODELERS EVERYWHERE

NUMBER 73

SAM'S EDITOR SPEAKS by Jim Adams

As I was pasting up this issue, I couldn't help but think what a difference in Old Timer modelers there is. There are definitely two distinct types. One is characterized by those modelers who are pictured in the story in this issue, the "Sam Sturgis Stomp", happy to just be out flying their Old Timer models with their Old Time ignition engines, their silk and tissue covering, and their smelly old 3 to 1 gas and oil.

Contrast this with the new breed of Old Timers who are slugging it out again over yet another set of "Old Timer" R/C rules. Wait until next month when the "Letters to the Editor" start to pour in, you'll think World War III has begun.

This is the second time that SAM is attempting to "Fool-Proof" the R/C rule book. Does this sound familiar? Below is a excerpt from an "open letter" to the editor, printed in a newsletter called "SAM TODAY" published and handed out at the 1981 SAM Champs.

"Dear Jim:

There have been numerous discussions in our area over the past flying season regarding the 1979 R/C Assist rules and their weaknesses. Because of these weaknesses, there has been a tendency for contest directors at local and regional contests to ignore these official SAM rules and fly by their own set of guidelines. This, I believe, is a mistake, for it cuts at the very heart of SAM'S reason for being.

Therefore, as an active competitor, I would like to point out to SAM Speaks readers what I feel are the most glaring weaknesses in the rules, and how they can be corrected."

The article then goes on for several pages pointing out all of these weaknesses. The upshot of all this is that the president appointed a committee of eleven SAM flyers to re-write the rule book. Out of all this, after two years of wrangling, we got the 1984-85 Rules Book.

The sad part of all of this was that we began to hear rumors that the book was out-of-date six months after it was printed, and two years later, no one wanted to take credit for the thing.

I will say that the new write-up in this issue looks very good, but how long can it remain up-to-date? As long as SAM R/C flyers are using Rossi Sixty's and 4 cycles that are being constantly improved, how can we expect the rules to remain sound? The mixture of the old and new in R/C Old Timers is so ridiculous that I doubt that we will ever be able to relax with a stable set of flying rules.

The nasty word is "competition", I think. R/C is too much winning and very little nostalgia. Many R/C contestants have no understanding of the SAM Preamble. The Preamble is just words, a creed for someone else to live by. There is no talk of, "Remember the good old days." It's all, "What's the newest gimmick to beat the other guy."

As soon as you attend a SAM R/C meet and you hear a hot Schnurele powered Playboy flash-by or a K & B 6.5 rear exhaust blast by in a mono-coated "Lanzo Bomber", you know this isn't an Old Timer contest like you remember. There is no room for mushy old nostalgia at a SAM R/C event. It's dog eat dog, and you had better learn that early, or you will just be wasting your time with that Old Brown Junior of yours.

There is a faint glimmer of hope coming through, however. Someone managed to start an event using stock Ohllson 60 engines and now they're proposing that we fly them in standard size (no scaling-up) airplanes. What a novel idea! Now, I understand that they are going to try it using Ohllson 23's. Wouldn't it be funny if one of these days you could go out to a SAM contest and see everyone flying original sized Old Timers using Old Time sparkers. Maybe, just maybe, this will come to pass now that we've gotten rid of the myth that there are no Old Time engines left and we're finally on the trail of fun in O/T Radio Assist.



Buck Zehr, St. Joseph, Michigan, with a "Playboy Jr", powered by a Screening Arden .19 ignition.
Photo: Dick Stouffer

New Sam Secretary-Treasurer

Robert Dodds has been appointed by the SAM Board of Directors to fill the vacancy in the office of the SAM secretary-treasurer. The job had been held temporarily by Sal Taibi SAM president, during part of the 1985-1986 year.

All new memberships, dues renewals and all correspondence addressed to the SAM secretary-treasurer should be sent to Mr. Dodds at: 209 Summerside Lane, Encinitas, CA 92024.

LIFETIME MEMBERSHIPS

Eliminate the chore of having to renew your SAM membership every year. Join up for a lifetime. If you join for life, you will receive a very handsome mahogany 4-1/2" X 6" wall plaque with your name and SAM number engraved upon it, a large cloth SAM sew-on patch, a large and a small SAM decal and a membership card encased in a plastic sealed binder. The cost for a lifetime membership is \$100.00. If you are paid up through December 1987, deduct ten dollars; if you are paid up through December 1988, deduct twenty dollars, etc., etc.

SAM MEMBERS DUES RENEWAL

There are still about 200 members whose dues expired in June of 1986. Dues now run from January 1st through December 31st of each year. Please renew your membership for 1-1/2 years so that you will be in line with these expiration dates. The cost to renew your membership to December of 1987 is \$15.00. If you send in your card with your renewal form, you may deduct \$2.00 from your dues.

All correspondence regarding membership or dues renewal should be addressed to Robert Dodds, the new SAM secretary-treasurer. His address is: 209 Summerside Lane, Encinitas, CA 92024.



Hans Ochsner, Metamora, Michigan, with his "Scientific Coronet" design powered by an O&R 19 ignition engine. Does that tall grass bring back old times?
Photo: Dick Stouffer

R/C People Not Happy with C.D. by Joe Beshar

Today is September 8, 1986 and coincidentally I received both the last issue of SAM Speaks and a letter from SAM president, Sal Taibi, in the mail.

In SAM Speaks, Bill Baker reported "R/C people, many of them at least, were not happy with C.D., Joe Beshar - Texaco". This makes me feel like the cop at the corner who, in enforcing the law, is not liked by the kids on the block.

So, here is the story. Page R/C 10 of the SAM rule book states that for the Texaco event, two official flights will be flown and totaled as in the copy under the listing of events. Accordingly, I announced the winners as follows: 1st Tom McCoy, 2nd Bruce Norman, 3rd Jim Reynolds, 4th Steve Boucher, and 5th Robert Walter.

Subsequently, I received a protest from Bruce Norman that in Texaco, the highest single flight score should be the winner. Being personally sympathetic to Bruce Norman, I referred to page 15 of the rule book which clearly states, "the SAM Championships will be run in accordance with the latest SAM rules. Any deviations must be approved by the Executive Committee and announced accordingly." Subsequently, I submitted to SAM president, Sal Taibi, for an Executive Committee decision.

As stated at the beginning of this letter, I received both the latest SAM Speaks issue and a letter from SAM president, Sal Taibi, at the same time. Sal's letter advised me that a tie vote was reached by the Executive Committee, and that I should do as I wished. Since this action empowers me the authority, the following is my decision:

In my best judgment, I believe the highest single flight score to be the best measure of performance in keeping with the spirit of Texaco and announce the following as the final official results of the Texaco event at the '86 SAM Champs:

- 1st Bruce Norman, 3417 Creston Avenue., Ft. Worth, Texas 76133.
- 2nd Jim Reynolds, 123 Medrid Drive, Universal City, Texas 78148.
- 3rd Bill Schmidt, 4647 Krueger St., Wichita, Kansas 67220.
- 4th Tom McCoy, 12468 Starlight Court, Sterling Heights, MI 48077.
- 5th Joe Percy, 2100 Gumm Road, Ft. Worth, Texas 76119.

Accordingly, I request that the individuals who received the original trophies forward them to those listed above via UPS and submit shipping charges to SAM for reimbursement.

I call this to the attention of those members who voted to freeze the SAM rules for a 5-year period.

In closing, I am sorry to have been a poor contest director, but wish you all happy landings.

SAM Speaks, feels that Joe Beshar should be complimented for running a contest per the SAM rules as they are written, under the circumstances, and for showing the courage to correct an obvious mistake due to the wording in the current rule book.

The Editor.

SAM 35's Visit to U.S. by Peter Michel

Many thanks for your invitation to jot down a few thoughts following the visit to your country in June and July by us Brits of SAM 35.

Firstly, I think I can say on behalf of Baker's Dozen (David Baker, or "Dyvid Byker", as he became known to one and all, was the trip organizer), that we had an unforgettable visit, and that the hospitality afforded us on both East and West Coasts could not have been better. In particular, we owe a great deal to Jack Jella in California and to Chet and Diane Bukowski on the Boston side for ferrying us around so uncomplainingly. (Those eight-seaters are a modeler's dream!) We were acutely aware that strangers, such as ourselves, suddenly dumped on host families, can cause problems, even with the best of goodwill on both sides. Happily, our fears were unfounded, and we can have nothing but admiration and gratitude for the way our new-found friends coped - particularly the ladies.

What shall we say of our abiding memories, now that we are all back home in the workaday world? The Shuttle plant in L.A. ...Taft (Oh, boy. TAFT!) ...K's Deli Sal Taibi megamaxes ...the smiles of Vance Gilbert, surely the world's happiest modeler... You name it, we loved it. Thank you, all.

The flying side was a bit of an eye-opener, for after months of some of the worst weather that most of us could recall in Merry Olde Englande, conditions in the U.S. came as something of a culture shock. There we were, newly-arrived at Taft, and quite confident that if we could fly in rain and winds of up to 30 m.p.h. in England, we could fly in anything - certainly in the fabulous airs across the pond that we had heard and read so much about. Well, we were wrong. One possible excuse for our models behaving so strangely, at least in the early days of our trip, was the undoubted change in temperature and humidity between London and Los Angeles. The baffling thing was that fairly careful visual checks revealed no noticeable warping of flying surfaces, at least on my models. Perhaps drying out caused changes of G.C. Whatever it was, there were our models stalling all over the sky; models which for the most part were well tried and tested before the trip. I actually had to add a chunk of modeling clay to the nose of my Copeland '36 Wakefield before it would fly as intended.



Ed Konefes snapped with his 1936 Albert Judge Wakefield winner. Ed certainly knows how to make rubber jobs perform and he and his ships are photogenic as well! Photo: Harold Johnson

Rubber, too, was a bit of a problem, despite the fact that we, like our hosts, were all using F.A.I. We found that the heavier motors favored in Britain (say, ten strands of 1/4 inch in 4 ounces, twelve strands in 8 ounces), were doing us no favors, particularly at Taft where they were inclined to burst in the heat. Then the penny dropped. You don't need much power to centre in a trash lifter, and if you don't centre on those enormous risers, then no amount of power will see you through to a max. And yet on that very hot day in the Champs at Westover, there was Tom McCoy adding no fewer than six strands of 3/16 inch F.A.I., a 50 percent increase to his motor, to achieve by far the highest altitude in the mass Wakefield launch. Like so many things in this loony hobby of ours, it just don't make sense! What does make a lot of sense is the fun that can be had from mass Wakefield launches. When they were introduced to the British scene at Old Warden - what, five seasons ago? - by Mike Kemp, who writes the rubber column in our own magazine, SAM 35 Speaks, the concept was hailed as an instant success. Judging by the whoops of delight among spectators and fliers alike at Westover, the really amazing sight of a sky suddenly full of rocketing Wakefields is equally popular in your country, or is very likely to become so. Fourteen Wakes in the air at once at Westover was spectacular enough. Last August, at Old Warden, there were more than fifty. Imagine that!

Of course, where we Brits missed out badly was in power flying. Having committed ourselves with models and gear to competing in the 50th Anniversary of Bert Judge's win in the Wakefield Cup, we simply had no room in our standardized boxes, each measuring 4 feet by 10 inches by 10 inches, for gas models of any meaningful size or performance. Perhaps the answer next time would be to ship over a crate of them to await delivery. Anyway, we could only watch, and what we saw was impressive. Very impressive. Those never-ending flights at Taft - and at night, too...

At Westover, we were privileged, on that last tragic day, to see in action Bruno Markiewicz, whose death on the field surely robbed America of a true master of the power flier's art. One of the SAM 35 party, while timing a Bruno max, commented on the model's straight glide in the very light drift. Another power flier who had joined the little group at the edge of the runway obviously knew a thing or two about Bruno's methods. "Just you watch her," he said. Sure enough, as the model headed towards the trees at the far edge of the field, it found the lift that Bruno was after, turned slowly into it, and serenely glided out a rising max in one enormous circle. We were left with the happy memory of Bruno, aluminum-hatted, roaring off on his motorcycle for yet another retrieval in a busy day of thermal hunting. That was power flying.

SAM Lapel Pins (or for your flying hat)

Beautiful enameled gold pins with the SAM logo in red, white and blue are available from: John A. Targos, 3229 Dianora Dr., Palos Verdes, CA 90274.

The pin is good sized, about one inch across, and has excellent detail. The quality is excellent and SAM Speaks highly recommends purchase of the pins. The price is \$3.75, including postage and handling. John is providing a tremendous deal for SAM members.

Report on the Variety O/T Meet

SAM Speaks received a report, with photos, on the SAM 57 and the Tri-County Aero Club Meet held June 22, 1986 from Don Sachtjen some time ago. Sorry to be so late presenting this, but we get stacked up on good stuff like this every summer, and we've had to let it slide until now.

Don reports that they had a great time, most of the competitors arrived at the field on Saturday. Test flying was the order of the day and they had a huge cookout on Saturday night. Saturday's weather was hot with light variable breezes, and Sunday was hot and windy. Max's meant a long retrieval chase, but our understanding is that it's not too tough on this field. The field "Mid-America Air Center" in the Lawrenceville, Illinois - Vincennes, Indiana area is to be the site of the 1988 SAM Champs.

The cook reports that they used up 65 lbs. of beef, 20 lbs. of coleslaw, 30 lbs. of baked beans, 22 lbs. of potatoe salad, 144 french roles and 20 lbs. of macaroni salad. It makes you wonder if these guys came to pig-out or to fly. Anyhow, they signed-up five new SAM members and increased the membership in SAM 57 by about twenty members. I guess with good stuff like this being put out, I would sign up too.

Don says they learned a few lessons from this:

1. Ya'll like beans better than macaroni.
2. A two-day contest would be well attended, would provide more time to get in flights, and would allow for some more events.
3. Pre-registration would substantially reduce contest morning hassle, and help plan cookout quantities.
4. Parking and flying areas need to be defined before folks get set-up.

(A note to Bob Larsh, Midwest V.P.: Bob, you better grab these guys - they're experienced now.)

The guys were happy about the turn-out for the meet. Nine states were represented by contestants with Wayne Cain from Florida and Larry Jenno and Alfie Faulkner from California. (It pays to advertise in SAM Speaks.)



Pat English puts the final tweak on his P.A.W. diesel prior to flying his "Buzzard Bombshell". Photo: Frank Roales



The smile on Elmer Jordan's face says a lot as he proudly holds his Madewell 49 powered Comet Clipper MKI. Photos: Frank Roales

FF A GAS (8)	FF B GAS	FF C GAS (6)
1 Bob Edelstein	1 Matt Basta	1 Dick Hall
2 Dick Hall	2 Elmer Jordan	2 Elmer Jordan
3 Ted Dock	3 Ted Dock	3 Jack Sheehan
RUBBER (17)	OHLG (9)	.020 REPLICA (14)
1 Lloyd Wood	1 Bob Larsh	1 Roger Lane
2 Bud Brown	2 Roger Lane	2 Bud Puckett
3 Guy Scott	3 Richard Scott	3 Harry Murphy
RC 1/2A TEX (11)	RC A/B LER (7)	RC C LER (7)
1 Bil Crenshaw	1 Arthur White	1 Larry Jenno
2 Frank Roales	2 Larry Jenno	2 Buck Zehr
3 Arthur White	3 Buck Zehr	3 Arthur White
SPECIAL EVENT ROG WAKEFIELD (7)	HIGH POINT AWARDS	
1 Bud Brown	Richard Scott JR/SR	
2 Lewis Odum	Lloyd Wood OPEN	
3 Matt Basta		



Rey Mazzocco steadies Bud Brown's "Lanzo Stick" while Bud finalizes a thrust adjustment. Photos: Frank Roales

SAM 35/AAAA Plans 50th Anniversary Wakefield in 1987

SAM 35 is assisting the French Old Time Modeler's Association in laying plans to host a 50th Anniversary Wakefield Event just outside Paris, France next year. Presently, plans are for a two-day affair at Old Warden on August 15-16, 1987 which coincides with Aeromodelers Vintage Weekend, to be followed by several rubber contest activities in France.

The Old Warden event will feature their usual mass-flyoff Wakefield and Danny Sheels Twin Pusher Fly-Off. The entire weekend is a tremendous Fun-Fly which includes R/C Old Timers and sport flying.

On August 22-23, 1987, the 8 oz. Wakefield 50th Anniversary will be held just outside Paris. This will be an endurance-type event featuring 1937 designs. They will also have an event for later designs up through 1952. The 1937 Wakefield winner, Emanuel Fillon, will be the guest of honor at the festivities.

On August 24-28, 1987, the F/F World Championships are being run just outside of Paris, and on August 29-30, 1987, the French Nationals, all on the same site.

How does that grab you? If you've been looking for a reason to take a trip to Europe, this should put the clincher on it. Many modelers are already making their plans so there will be lots of company if you make the trip. Last year, 25 Americans made the three-week trip to the UK and thoroughly enjoyed themselves. For all you guys who never made the team in years gone by and missed the chance to fly in their European type weather, here's your chance.

David Baker, one of the organizers of this event tells us that they have room for 20-25 more guys than last year.

Peter Michel, winner of the Wakefield at the '86 SAM Champs in Chicopee, advises us that he has had communications from Jean-Marie Piednoir, the Dyvid Byker of France and he says "that the French (l'Association des Amateurs d'Aeromodeles Anciens) plan to be firmly committed by mid-October 1986). He says that he knows the French well enough now to know that they are splendid organizers, and can be taken at their word. They are really keen that the 1937 Wakefield Jubilee will go with a swing, and they are most eager to get as much international participation as possible.

If you or you and your wife are interested, you are invited to contact: Mr. David Baker (UK trip), 26 Pinetrees, Weston Favell, Northampton, NN3-3ET; Telephone 0604-411693

David is coordinating accommodations in the UK. Please get in early if you are planning on making the trip.

You are not encouraged to bring Old Time gas models unless you just want to fun-fly, but the French are sponsoring a "Vintage Coupe" event that should be tons of fun. Just what a Vintage Coupe is, I don't know, but if you have a very early one, I'm sure it qualifies. More on this as it shapes up.

Change of Address

Have you or a SAM member you know moved?

If so, please notify either Sal Taibi, 4339 Conquista Ave., Lakewood, CA 90713 or SAM SPEAKS, 2538 N. Spurgeon St., Santa Ana, CA 92706.

SAM 35 Scale Contest by Vic Dubery

The second annual contest for the Sir Peter Masefield Trophy was held at the ASP (Aeromodeler) All-Scale Rally on June 22, 1986, on Old Warden Airfield.

Once again, Earl Stahl's M.A.N. models predominated (six different ones!) plus two kit designs - a Comet Navy Racer and a Keilkraft SE5a. The winner was Ron Brownson with Earl's "Miles Magister" achieving a three-flight total of 142 seconds, enhanced by 30% bonus. Second, was Lindsey Smith flying the 13 inch Comet model with 95 seconds, plus 80% bonus. Third place was taken by Bob Walden with his last year's winner, Earl's Albatros DV - 72 seconds plus 60% bonus. The bonus system displaced two competitors with flight times in excess of the third place winner.

The contest is primarily a duration event with a 60 second maximum (not yet achieved by any entrant). It is meant to encourage members to try any of the small rubber scale models published or kitted up to 1950. To this end, flight scores are increased by bonuses recognizing the degree of difficulty in achieving good endurance. Under 20" or 30" biplane or low wing monoplane, floatplane/flying boat, and twin, all qualify for various bonuses. The sight of the peanut-sized Comet biplane with floats high in the sky downwind should put the lie to all those who think the cheap scale kits of yesteryear were only nominal flyers.

With compliments,

Vic Dubery, SAM 35



Woody Bartelt, Sturgis, Michigan, about to launch his O&R .33 powered Class 'C' "Alert". Is that nice or is that nice! Photo: Dick Stouffer

SAM Sturgis Stomp by Dick Stouffer

June 8, 1986 - Sturgis, Michigan

A classic free-flyers day welcomed modelers to the airport in Sturgis, Michigan for an Old Timer's free-flight contest sponsored by the Michigan Antique Modelers of Grand Rapids, Michigan. It was a day of cumulus clouds, 10 m.p.h. winds, thermal activity, 80 degree temperatures, tall grass for the test glides, plenty of open space, two minute max's, and sunburn for unprotected skin. For the nostalgia people, this was a day similar to that which I enjoyed during my youth in Champaign, Illinois with contests in Decatur, Bloomington, Danville, or Springfield. Days of Brown Jr's, Ohlson 60's, 29's, 23's, 19's, Cyclones and Super Cykes, and all of it on ignition with points, coils, and condensers. That was all of 50 years past for me and for many others present this day. There were no R/C events at Sturgis, just the way it used to be.



Excellent picture of Ted Dock, Warsaw, Indiana, with his "Interceptor" entered in the Slag Engine event. Engine is a Thor .29 ignition. Photo: Dick Stouffer

Saturday night before Sunday morning contest flying, Woody Bartelt hosted a "Collecto" in his corporate hangar to start the weekend activity. I was told not too much "collectoing" took place on account of the "young in heart" came to fly and brought little bargaining material. Still, it is a continuing part of SAM and MECA to keep the old models flying by keeping the old engines operating. Collecting and finding parts is important to Old Timer support activity. I picked up a coil, condenser, and a high tension lead that said "OK" on the insulation. Now, a test stand, lead free gas, heavy oil, two dry cell batteries and I'll see which of my old ignition engines is still running.

Bob Pattison, Jenison, Michigan, flew an "American Ace" powered by a .29 Genie engine in the Slag event. Photo: Dick Stouffer



Here's a comedy routine, Who's got the match? Dick Fleming, Lou Collins, both of Olivet, Michigan, prepare to launch a "Goldberg Blazer" powered by a hot Cox .051. Photo: Dick Stouffer

On Sunday morning, I checked in with the CD, Karl Spielmaker, offering my stop watch and self as "timer" while carrying my camera and caption clip board to record events and people. Engine runs would be 7 seconds for Old Time .020. Old Time ignitions got 12 seconds on engine runs, and Old Time glows had 8 seconds allotted time. The Nostalgia Class was granted 9 seconds engine run and the AMA class 7 seconds. Muscles limited the hand launch gliders and I clocked Ed Konefes, Wauconda, Ill. with a 40 second motor run on his "Lanzo Stick" rubber motor before the prop folded.



Rubber models included the previously mentioned "Lanzo Stick" and there were other "Sticks". There was a pre-1936 British "Mayfly" while Wally Simmers was represented by "Gollywocks". Hand launch gliders were floating about all day long.

I seemed drawn to the Old Time ignition models. Could be because that's where I grew up in the late 30's with my present Brown Jr. So - - there were O&R's of both front and rear rotary 19's, 23's, 33's, and 50's all on ignition. Several Arden .19 ignition engines were around. Slag engine ignition showed a Thor engine. Slag engine flying is interesting in that the engines will run, but don't seem to "gen" much power, just enough to get airborne with a hand launch. I can empathize with the "slag" flyers, because the one I have can't be run twice in a row. The heat expansion causes too much compression loss, making it difficult to restart until the engine has cooled. Other engines at Sturgis included a "Torpedo" .29 ignition.



Smiling Elmer Jordan, Troy, Ohio, starts up his very nice looking "Comet Zipper". Power is K&B Torp .29 ignition. Photo: Dick Stouffer

There was a "Super Cyke" or two about. There were no "Browns", "Mighty Midgets", "Synchro Aces", or Herkimer "OK's". I suspect all of the latter are not competitive for present-day Old Time flying, and are becoming museum pieces while the venerable "GHQs" may have all been lost as small boat anchors. (After that remark I will be told there are hundreds, nay thousands of gold plated GHQ's in honored glory on private fireplace mantels. So be it.)

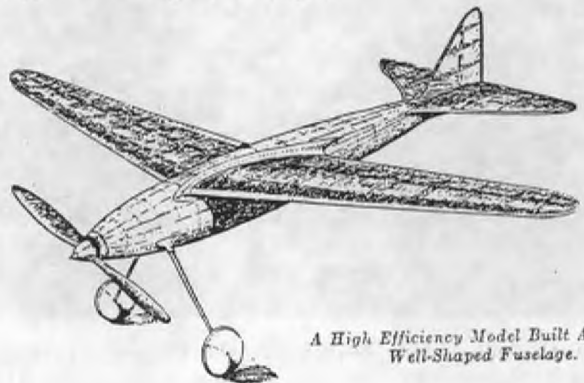
Powered models included an AMA event "Wyvern", ubiquitous "Playboy's" of every size, "Sailplanes" with big .60's on the nose, a "Zipper" with a Super Cyke, a TD .051 powered Goldberg "Blazer", an "Alert", and a .020 "So Long". There was an "Interceptor" and an "American Ace" with slag engines. A Scientific "Coronet" was flown with an O&R .19 ignition. This recounts only the power models seen. There were others I did not see.



Joe Macay, Southfield, Michigan, about to unhook his winder and winding tube from his Wakefield "Mayfly". A 1936 design by C.S.Rushbrooke. Photo: Dick Stouffer

There were some flight difficulties of more than one occurrence. Thin wing AMA and Nostalgia power models are subject to serious and often destructive wing flutter. I heard two and saw one for a total of three. The one I observed was the Goldberg .051 "Blazer" that did three horizontal rolls during its flutter period culminating in a fractured wing separation and crash. Once the flutter is induced, it does not dampen out. The other power flight problem resulted from three dethermalizer activations during the engine run. At least one resulted in a wing break at the dihedral joint followed by wing separation from the airframe, because of excessive "G" forces, with subsequent powered "arrow" into the ground. Additionally, there were some hair raising power flights from the mis-trimmed models of the spiral/loop variety with shouts of "heads up". For some the engines quit in time; others "splatted".

All together there were about 42 individual competitors in multiple entries. Competition was close with no "fly offs" required. A most glorious day for Old Time flying richly rewarding those who sponsored and gave their personal time to prepare and make it all happen at Sturgis, Michigan.



A High Efficiency Model Built Around a Well-Shaped Fuselage.

LETTER TO THE EDITOR

Dear Jim:

Thought I'd pass on these pics. I bought the plans for Barney Snyder's "Pacific Ace" and really enjoyed the plane. It flew right off the plan with 3 channels and a Super Tiger .25. Alas, I put it into too tight of a turn and sheared the wing off. My fault! I didn't reinforce the wing enough from the original plans.

However, even before the "last flight", I had already started scaling down the plans for 1/2A Texaco - it's a sweet ship - 300 square inch area, 2 channel, World Engine mini RX.

Naturally, I couldn't stop there - so I took it down another notch for a .020 Replica covered in silkspan.

By the way, the full size was covered in polyester, but I had to handle it like silk and use talc & dope to fill.

As you can see, I'm a "Pacific Ace" fan.



Bob Schneider, SAM 82



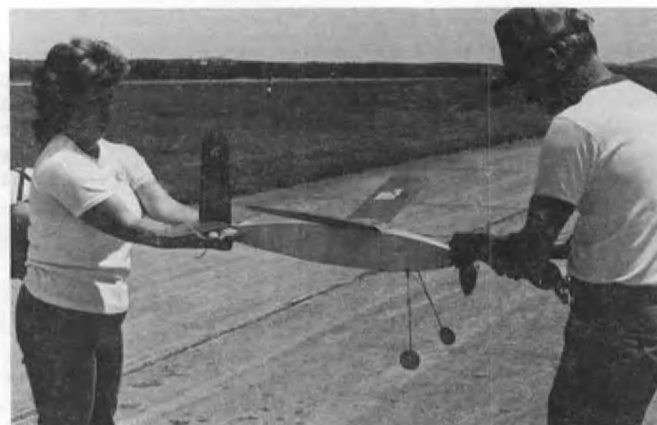
One of the many Lanzo Bombers at the Champs. This one is O & R 60 powered, and was snapped during the fly-offs.



Old friend, Jim Walston, Myrna, Georgia, with his super Cyke powered "KGS". A nice design by Old Time expert Henry Struck. Photo: Harold Johnson



Good shot of Bob Edelstein at Chicopee SAM Champs. This ship must be a good flyer - we've seen it before. The design is a Class A/B So-Long powered by an Arden 19. Photo: Harold Johnson



John Stott, at Chicopee 1986, winds his 1936 Copland Wakefield. His wife (we think) is his lovely holder. Photo: Harold Johnson

RULE CHANGE PROPOSALS

In this issue, we are publishing the long-awaited SAM rule change proposals. The ballot for voting on these issue will not be published until the May-June, 1987 issue; that's four issues of SAM Speaks from now. However, we are anticipating a great deal of pro and con comments on these changes; hence, the early start on the issues at hand. The readers are asked to send in their comments and we will publish them in the upcoming issues. Each proposal, together with a short statement by its author explaining the reason for the change, will be printed here. The one R/C proposal, #RLA/2-86 by Bob Angel, is actually a complete re-write of the R/C rules section. Because some of the changes go beyond a simple re-wording of the book, it is suggested that you read each change carefully, using your current book as a reference, and the Summary of Changes provided by the author, Bob Angel.

Please feel free to write to SAM Speaks about how you feel about these proposals, whether you agree or disagree. Your comments will be forwarded to the Rules Coordinators and the authors of the proposals. Your comments, pro and con, will be published in SAM Speaks, as space permits. It is our hope that this set of rules changes can be made to satisfy the majority of the SAM membership.

FREE FLIGHT RULES PROPOSALS

Proposal F/F 1. Add the following set of rules for the Commercial Rubber event to Section I, and add the event name and a brief description of the event to the list of SAM special events on page F/F6.

1. The model design must have been kitted, published or authenticated as having existed prior to 1943.
2. The model must be 100% of the original size; not scaled up or down.
3. The rubber motor must be enclosed in the fuselage.
4. The model must have a landing gear to permit an R.O.G. take-off from a resting position.
5. The plan must not show a folding propeller. If the propeller shaft is shown fixed to the propeller, it may be modified into a free-wheeler.
6. The propeller diameter shown on the plan is the maximum allowed. In the event no propeller is shown or a redi-cut was provided in the kit, the maximum diameter shall be 1/3 of the projected wingspan. The propeller pitch is the builder's choice. The propeller may be a redi-carved wood or carved by the builder. Plastic propellers are not permitted unless the original model used one.
7. The maximum wingspan shall be 36 inches-projected. Projected means the finished wing (with dihedral) shall not exceed 36 inches in span. Dihedral must be the same as the original model.
8. There is no limit on the rubber motor size or the weight of the finished model. Ultralight construction by reducing wood

sizes and covering material is not acceptable.

9. Maximum flights shall be 3 minutes. The best 3 out of 6 flights shall be the score. An R.O.G. take-off is at the discretion of the Contest Director.
10. The structure may be strengthened and the wing/ stabilizer multi-sparred at the builder's discretion.

Comments by the Author: Gene Wallock, SAM 022

Prior to World War II and folding propellers, the young and old modelers used to compete against each other with what were called COMMERCIAL models. In the late 1960's, the Southern California Antique Model Plane Society (SCAMPS) started holding contests for Commercial Rubber models. For 18 years, the event was held not only by the SCAMPS, but by other Old Timer and silent model clubs on the West Coast. The 1984 SAM CHAMP results indicated a Class C rubber model had won Commercial Rubber (a special event). In order to prevent this unfortunate misunderstanding from ever happening again, I feel a set of rules are mandatory.

The reason folding propeller design models were not permitted is they would eliminate the hundreds of sport model designs that are just not competitive against Class C Rubber Contest Models.

Proposal F/F 2. Change Section IV - Basic Events by revising as shown below:

SECTION IV - BASIC EVENTS

1. (Change) I. Cabin Rubber
to
I. Cabin Rubber Large Size
- (Change) J. Stick Rubber
to
J. Stick Rubber Large Size
- (Add) L. Cabin Rubber Small Size
- (Add) M. Stick Rubber Small Size
4. (Change) Make Par 4, concern H.L. Gliders, Part 5.
- (Add) A. Large Size Rubber model wing area is greater than 150 sq. inches projected.
- B. Small Size Rubber model wing area is 150 square inches projected or less.

Comments by the Author: Bob Larsh SAM 065

It is proposed that Small Rubber Stick and Small Rubber Cabin be adopted by SAM and made basic events. These are basically the Class "C" models which have a maximum wing area of 150 sq. inches and were flown before WW II as a separate class from the much larger Wakefield, Class "D" and "E" models. The prewar magazines often refer to the Class C as being their "bread and butter" events at contests.

For the most part, SAM has neglected the rubber flyers down through the years and presently offers only two rubber classes in the lineup of basic events while gas now has eight.

Continued on page 10

Continued from page 9

The basis and justification for presenting this proposal is that many of the SAM rubber flyers would like to build, fly, and compete with the smaller size models as they do not require as much transportation room and are easier, quicker and much cheaper to build, requiring less materials and rubber (\$13 per pound). As the situation is now, the modelers have to compete with large models if they want to be competitive. Another side benefit to having small models separate is that it will make many Oldtimer designs available that were not previously considered because of their size. "New" eligible designs have always been a shot in the arm for SAM.

Proposal F/F 3. Removes the current restriction on use of fuel other than gas and oil in ignition engines.

Revise Section I, Paragraph 6 to read:

"Any fuel may be used in ignition engines with the exception of nitromethane, nitropropane or nitronethane, nitropropane or nitrobenzine. Engine shut-off must be accomplished by the use of an ignition circuit breaker. No other method of stopping the engine will be allowed.

Comments by the Author: Bob Oslan, SAM 058

Benefit of Rule Change

The rule change would allow the use of alcohol in place of gasoline if the user wished. The use of alcohol has an advantage in that it runs cooler than gasoline, thus extending engine life. This is an important consideration for those who are running original ignition engines and are faced with obtaining replacement parts when they wear out.

Background of Current Rule

At the 1970 annual business meeting of the SAM Champs at Taft, a proposal was made to allow the use of converted glow engines in O.T. competition. There was some reluctance to the proposal for fear that parity would be lost because the conversions would outperform original ignition engines. It was pointed out, however, that the relative scarcity of good original Class A and B engines made the use of converted engines practical and desirable since the small classes could then experience wider participation. Furthermore, it was pointed out that if someone wanted to go to the trouble and expense of providing engines for flyers in need, his efforts should be appreciated and rewarded by our support.

The conversions were then accepted, but with the condition that fuel be limited to gas and oil in O.T. competition. The rationale was that since the conversions were designed to run on alcohol, the use of gasoline would restrict their power and thus achieve parity with original engines. This proved not to be the case and the subsequent engine displacement rules were a further effort to achieve power parity between conversions and original engines. I suppose it's possible that a hot Torp .29 is as powerful as a converted .25. In any case, the fact remains that conversions are here to stay and they've been a big help.

There are different schools of thought as to whether or not there is a power advantage to alcohol over gasoline. Some say yes; some say no. The indisputable facts remain that alcohol runs cooler than gasoline, will extend engine life, and runs as well in original ignition engines as it does in conversions. Whatever advantage it gives to conversions it also gives to original engines and we should take advantage of its features.

Proposal F/F 4. In Section I, Paragraph 2, change the definition of Cabin and Pylon models.

Revise the rule book as follows:

Section I

(Existing) 2.B. Old Timer pylon.

(Change) 2.B. Old Timer Pylon (Defined as a model, a sheet, or built-up structure holding the wing above the fuselage proper.) E.C. Strato-Streak, Playboy, Sailplane and Zipper.

(Existing) 2.C. Old Timer cabin (Defined as a model having the wing mounted upon a cabin enclosure similar to that of a full-scale aircraft.)

(Change) 2.C. Fuselage models (All other designs, including cabir models will be included in this class.)

Comments by the Author: J. (Bud) McNorgan SAM 012

For many years in SAM competition, models such as the Wedgie, Rambler, Pacer, and Pacemaker (low wing) were forced to fly in a class with the high performance Zippers, Playboys, and Strato-Streaks. This change will allow these models that are not really in the Pylon class (performance-wise) to compete with the Cabin models.

R/C RULES PROPOSALS

Proposal R/C 1. Proposes to add a paragraph to Section I.

(ADD) "A pure Antique model is defined as an engine powered model designed, kitted, or plans published prior to December 31, 1938, that is powered by an Antique ignition or diesel engine. Models must be the same size as the original; no scaling up or down allowed."

Comments by the Author: Otto Bernhardt, SAM 049

"Pure Antique" is not presently defined in the SAM rule book. Although the event is usually flown in accordance with the above proposal, occasionally a scaled up model will appear, hoping to enter this event. Pure Antique should be just that. No former rubber powered models or scaled up gas powered models should be permitted in this event, i.e. keep it pure!

R/C RULES PROPOSALS

Proposal R/C 2. Proposes to revise Section III, Paragraph 3.

Replace the current statement regarding the rating of 4 cycle engines with this paragraph:

"Four stroke engines with open rocker arms, as originally manufactured by O.S., SAITO, ENYA, KALT and those manufactured before 1950, will be the only engines to use the 60% Rule in SAM events. (The A.M.A. 60% Rule states that 4 cycle engines will be rated at 60% of their displacement for classification purposes.) All enclosed rocker arm engines will be considered as equivalent 2-stroke engines."

Comments by the Author: Jim Kyncoy, SAM 1742

With the advent of increasingly powerful 4 cycle engines in all sizes from .20 to 1.20 cubic inches, Section III - Power and Classes - paragraph 3 is no longer valid.

At the present time, .90 four cycle engines can fly on an equal basis with .60 size ignition and glow engines, but their power output is now vastly more than the handicap indicates. This can be proven on the test stand and has been proven from the results of numerous competitions during the 1984 season.

Advertisements from O.S. Engines state that their power is equivalent to 70% of normal 2 cycle engines. Engine reviews in popular model magazines indicate 4 cycle power approaching 80% of their 2 cycle counterparts. Similar advertisements from Enya and HP proclaim their new, sophisticated design and increased power. With each new development, the 4 cycle power is increasing as a percentage of equivalent 2 cycle engines.

Proposal R/C 3. Proposes to add the following restriction to Section II, Paragraph 1:

"The use of wood construction materials called for on original plans for authorized Old Time and Antique models will be strictly adhered to. No foam structures."

Comments by the Author: Jim Kyncoy, SAM 1742

This additional paragraph is to further define the statement concerning maintaining the character of the original ship. The use of the original materials follows the intent of the Preamble.

Proposal R/C 4. Proposes to add Paragraph 10 to Section I:

"Only fixed pitch, non-folding two-blade propellers made of wood, injection molded plastic, or continuous fiberglass stand and plastic shall be permitted."

Comments by the Author: Otto Bernhardt, SAM 049

In the interest of safety with the use of higher powered engines turning higher rpm's, propellers constructed of more than one piece pose a definite hazard. Engine backfires or excessive revs can easily cause a poorly designed single blade or folding blade propeller to disintegrate, and the result could be lethal.

Proposal R/C 5. Proposes to revise Section I, Paragraph 3,

3. "Old Timer Cabin/Pylon, 1/2A Texaco, and Antique models must weigh a minimum of 8 oz. per square foot of planform wing area."

Comments by the Author: Jim Reynolds SAM 1656

Rationale: The 1973 rules specified planform to compute wing area. In 1980, the free flighters voted to change their rules to projected wing area, but the RC flyers did not vote one way or the other about wing area. The 1982 RC rules did not specify planform or projected. However, the 1982 1/2A Texaco provisional rules did require planform, not projected length. The 1984-85 RC rules do not specify how wing area is to be computed.

Over the years many RC models have been scaled for specific engines using planform wing area. If the wing area rule were interpreted or changed to projected area, many of these RC models and engine combinations would no longer be legal. The reason for this is the rule that requires a minimum of 225 square inches of wing area per 0.1 cubic inch of displacement for glow or converted ignition engines. For example, an RC model scaled to 900 square inches of planform wing area for a .40 cubic inch glow or converted ignition engine would no longer meet the 225 square inch rule if the wing area were computed using the projected wing area. The reason for this is that in most cases projected wing area is less than planform wing area.

To correct a probable oversight, to prevent the obsolescence of many fine models, and to prevent future confusion, the RC wing area rule should be amended to show planform.

Proposal R/C 6. Proposes to revise Section I, Paragraph 3.

"Old Timer Cabin/Pylon and Antique models must weigh a minimum of 10 oz. per square foot of wing area. 1/2A Texaco models must weigh a minimum of 8 oz. per square foot of wing area."

Comments by the Author: Charles Patterson, SAM 139

With the increased usage of super light weight model building materials such as boron, carbon fiber, foam, monocote, etc., R/C Old Timer models are being constructed today to meet the 8 oz. per sq. ft. without undue difficulty. This is the trend of our present-day champions. Models weighing in a 8 oz. per sq. ft. seem to have very few problems in obtaining their required max times. At a recent well-known Western contest, 6 entries out of a total of 10 made 3 perfect max flights each, and all 6 were in the fly-off.

We feel that this is the result of long engine runs; extraordinarily powerful engines, and super light models. It is obvious that some form of realistic handicap be applied to maintain a degree of sanity in this sport. The easiest and simplest solution is to increase the wing loading from 8 oz. to 10 oz. per square foot. This would not eliminate any existing model, and would encourage stronger natural construction in future models.

Proposal R/C 7. Proposes to add item E. under Section III, Paragraph 5. (1/2A Texaco engines)

(ADD) "E. Maximum propeller diameter shall be 8 inches."

Comments by the Author: Jack Alten, SAM 1958

When I originally wrote the 1/2A Texaco rules, the intent was to have a 5 to 6 minute engine with a 15 minute maximum flight. But recently, some competitors have been using large diameter props and achieving 15 minute engine runs in the air. Five years of experience with my own 1/2A Texaco Playboy Jr. leads me to believe that an 8" diameter prop is the largest diameter prop needed in this class. I also have found that a 7" diameter prop will somewhat handicap a 1/2A Texaco plane the size and weight of a Playboy Jr. Using an 8x4 prop, most 1/2A engines will consume the 8 c.c. tank capacity in the air in about 5-1/2 minutes.

Let's put the thermaling portion of competition skill back in this event!

Proposal R/C 8. Proposes to add a short statement to Section I, Paragraph 2-D:

D. 1/2A Texaco (a duration event for .049 engine powered O/T or antique models).

(ADD) Designs are to be replicas of gas models only.

Comments by the Author: Sal Taibi, SAM 004

This is in response to many requests to standardize the type of models flown in this event and to prevent ultralight rubber type models being flown.

Proposal R/C 9. Proposes to add additional definition to Section II, Para. 1:

(REF.) "All changes must be in the character of the original ship."

(ADD) "This includes wheel sizes and dihedral. Wheels and dihedral shall be the same dimensions as on the original model when the model is the same size as the original or shall be increased or decreased by the same ratio as scaled-up or down models."

Comments by the Author: Jim Adams, SAM 007

Nothing detracts more from the appearance and authenticity of an Old Timer design than to see spindly little 2" diameter wheels on a design that used 4-1/2" diameter tires on the original. I feel that when the rule book speaks of not deviating from the outlines and areas, etc., it meant wheels, dihedral, and all of the characteristics of the original. The wheels, landing gear and dihedral are the things that make most Old Timers recognizable and give them their character.

Proposal R/C 10. Proposes to add a paragraph to Section III, Paragraph 1.

1. Old Timer and Antique models may be flown with antique ignition, converted ignition, diesel or glow engines.

(ADD) "All engines used must be of conventional reciprocating piston design. No turbines, Wankels or any other non-reciprocating piston design engines allowed."

Comments by the Author: Ed Houston, SAM 226

The spirit of the SAM Preamble has been sorely tested of late and in no way more flagrantly than the use of Wankel engines in the Old Timer aircraft. These engines have no relation to the spirit of Old Time models.



A "King Burd" compressed air ship being launched by Tom McCoy, Detroit, Michigan. Tom is a triple-threat flyer, having placed well in R/C at the '86 SAM Champs. Photo: Harold Johnson



A "Lanzo Cabin". Remember the one with pop-up cabin dethermalizer? Well, this one uses a pop-up stab. This ship was being flown at Chicopee by Bob Moulton, Orland Park, Illinois. Photo: Harold Johnson

Proposal R/C 11. Proposes to completely re-write the entire R/C section of the SAM rule book. The proposed revised R/C section is printed in its entirety. A summary of changes follow this:

SOCIETY OF ANTIQUE MODELLERS RADIO CONTROL OLD TIMER RULES

The following rules apply to SAM R/C competition events and are complemented by selected SAM general and free flight rules, and by applicable AMA rules for sanctioned events, general R/C, and safety.

SECTION I - AIRCRAFT DEFINITIONS

1. Old Timer (O/T) and antique categories are defined as aircraft which have been designed, kitted, or had 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, para 1 of the 1984-87 SAM free flight rules.

2. The contestant must, if requested, prove the fidelity to the original design by submitting to the Contest Director (C.D.) a copy of the original, or authenticated blueprints from which the model was built, or scaled.

3. In SAM R/C, no distinction is made between cabin and pylon designs, nor is a "builder of the model" rule in effect.

4. Aircraft types Explained:

a. Antique: A pre-1939 design as defined above, and flown in events which may be segregated by engine sizes and types, known as "antique" events. Also flown exclusively in the specialized Texaco fuel allotment event.

b. Old Timer: A pre-1943 design as defined above. Flown in events segregated by engine class sizes and types, known as limited engine run (LER) events. Since an antique model is also pre-1943, it may be flown in O/T events, but not vice-versa.

c. 1/2A Texaco: Any competition legal O/T or Antique design with an .049 reed valve engine, flown in it's own special event.

5. All SAM R/C models must weigh a minimum of 8 oz. per sq. ft. of wing area.

6. All glow and converted ignition engine powered models must have a minimum of 225 sq. in. of wing area per 1 cubic inch of engine displacement.

7. All 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 or plans. Landing

gears must be in the same location as on 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.

8. No modifications may be made which would prevent the model from making normal, unassisted rise off ground (ROG) takeoffs. Therefore, no dropping gears, no VTO, and no catapult devices are approved.

9. It is permissible to scale an approved design up or down.

10. For safety reasons, all models except 1/2A powered must have a functioning R/C controlled engine cutoff.

SECTION II - ENGINE DEFINITIONS

1. Old Timer and antique models may be flown with original ignition, converted ignition, diesel, or glow engines as described below:

a. Ignition engines are defined as those engines using cam operated points, spark plugs, batteries, coil, and condenser (or magneto) to ignite the fuel.

(1) To qualify as an original ignition engine, the engine must be of a type first produced prior to 1950, or must otherwise meet SAM engine committee qualifications described in the 1984-87 SAM free flight rules, section III, para's 3, 4, or 5.

(2) A converted ignition engine is a glow engine to which ignition points and a spark plug have been added, or a modern (post-1950) designed ignition engine. Converted ignition engines are limited to conventionally ported, cross scavenged 2 cycle, and to 4 cycle engines only.

b. Glow engines are subdivided into:

(1) Conventional cross scavenged engines.

(2) Schnuerle or perry directional ported (PDP) engines.

c. Diesel engines are, for classification purposes, grouped with other basic types of engines as follows:

(1) Pre-1950 diesels are considered original ignition.

(2) Post 1950 diesels and cross scavenged conversions from glow engines are considered cross scavenged glow engines.

(3) All schnuerle diesels are considered schnuerle glow engines.

RULE CHANGE PROPOSAL

d. Four cycle engines are classed as conventional glow engines, if glow ignited, or they may be converted to ignition and grouped with other converted ignition engines. In either case, only 60% of their cubic inch displacement is used in figuring their class sizes per the engine class chart.

e. ½A Texaco engines must be of .049 displacement, have reed valve induction, and an integral fuel tank of not over 8cc capacity. These must be basically "stock" engines, as typified by the Cox Black Widow or Golden Bee designs. Diesel conversions, or throttles of any sort are prohibited. The only modifications allowed are as follows:

- (1) Moving fuel pickup from middle to bottom of tank.
- (2) Addition of a muffler.
- (3) Addition of a needle valve extension for cowled engines.

2. Engine classes are based on the following displacements:

<u>CLASS</u>	<u>CUBIC INCHES</u>
½A	0 to .049
A	0 to .200
B	.201 to .300
C	.301 to .650*

* Original (pre-1950) ignition engines up to 1.200 cubic inches may also be used in class C.

3. Tuned pipes are prohibited, but mufflers are allowed on any engine.

SECTION III - FUELS

1. All ignition engines, except diesels classed as ignition, must use gasoline and oil(s) only, no other additives.

2. Diesels and glow engines may use any fuel that has not been banned by AMA for safety reasons.

3. ½A Texaco engines may use no gasoline based fuels or additives. They may use only commercially available glow fuel, or any percentage blend of alcohol, nitromethane, propylene oxide, and lubricants.

SECTION IV - EVENTS DEFINITIONS

1. All events are basically climb and glide, with flight scores accumulated at one point per second. Flight time is started at the moment the model is released for immediate takeoff, and ended when it next touches the ground, or some stationary object on the ground.

2. Engine run times are based on either a specific number of seconds, according to some combination of engine types and/or model weight, or by a specific allotment of fuel based on engine type and/or model weight.

3. All events except Texaco have maximum or "max" times beyond which no further flight points are accumulated during any one flight. For these events the total of all official flights is taken for scoring. In Texaco, the single longest flight determines the score.

4. In each event, a limited number of flights, or flight aborts called "attempts" is allowed, during which the contestant must accumulate his official flights for that event. When the official flights are first completed, or attempts exhausted, the entrant may make no more flights, even if some official scores are zero.

5. Allowable attempts and flight maxes are as follows:

<u>EVENT</u>	<u>ALLOWABLE ATTEMPTS</u>	<u>OFFICIAL FLIGHTS SCORED</u>	<u>MAXIMUM TIMES IN MINUTES</u>
LER	6	3	7
antique	6	3	10
½A Texaco	3	2	15
Texaco	3	best 1 of 2	unlimited

6. Engine run times by engine types for antique and LER events are as follows:

<u>EVENT</u>	<u>SCHNURLE GLOW ENGINES</u>	<u>CROSS SCAVENGED GLOW ENGINES</u>	<u>CONVERTED IGNITION ENGINES</u>	<u>ORIGINAL IGNITION ENGINES</u>
LER	20 secs	25 secs	30 secs	45 secs
antique	6 secs/lb.	7 secs/lb.	8 secs/lb.	10 secs/lb.

7. Engine run time starts when the model is released for take-off, and ends when the required R/C shutoff has been activated and the prop stopped.

8. Fuel allotments are as follows: For Texaco, a contest official measures and fuels the engine with 4cc/lb of aircraft weight for all engines except original ignition, which are allotted 5cc/lb. For ½A Texaco the 8cc fuel tank may be filled by the contestant.

9. In Texaco and antique events, the measured weight of the model is rounded off to the nearest pound-eg: 5 lbs, 8 oz to 6 lbs; and 5 lbs, 7 oz to 5 lbs.

10. The CD must insure that everyone has a reasonable opportunity to fly and thus may reduce engine runs / flight maxes as necessary

RULE CHANGE PROPOSAL

SECTION V - CONTEST PROCEDURES

1. The following basic R/C events shall be flown at all SAM championship meets, and will be used as the basis for determining an overall R/C champion by awarding 5 championship points for each first place finish, 4 for second, etc; down to 1 point for fifth:

- a. Class A O/T (LER) Glow
- b. Class B " " "
- c. Class C " " "
- d. Class A O/T (LER) Ignition
- e. Class B " " "
- f. Class C " " "
- g. Antique, Class C Glow & Converted Ign.
- h. Pure Antique, Original Ign, eng's only
- i. Texaco
- j. 1/2A Texaco

2. Antique classes will be flown concurrently, and a contestant may enter either the antique, or "pure" antique event, but not both.

3. The CD may combine LER classes, and antique classes and events if there are fewer than 5 entrants in any one class or event.

4. In local and regional events the CD may select the classes he wishes to fly and in such meets may try new concepts as "special events" to determine their practicality. The CD must in this case pre-publish and distribute written contest information stating the events to be flown, any deviations from these rules, and the specific rules for any new events.

5. 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 designates due to peculiar field conditions. It is the responsibility of the contestant to be aware of all rules for those events in which he is competing.

6. All models must rise off the ground (ROG). This rule may be altered by the CD to permit hand launching only if the field is too rough, muddy, or grassy.

7. The CD will determine flyoff rules in case of ties.

8. Only one contestant may fly a particular plane in a given event. He, or another may fly the same plane in other events.

9. All models must land by coming to rest completely within an area designated by the CD. Models landing outside the designated field area will be given a zero score, unless the flight has otherwise qualified as an attempt.

10. Attempts are defined as follows:

a. An attempt is either a completed official flight, or an aborted flight. Therefore, any release of the model in an attempt to launch must be entered on the scorecard.

b. An engine overrun, or a flight lasting less than 40 seconds in LER or antique is automatically an attempt.

c. In Texaco and 1/2A Texaco, any flight under 4 minutes is an attempt unless declared an official flight by the contestant.

d. A contestant may voluntarily declare an attempt to the timer within the specified time of his engine run in LER or antique, or within 4 minutes in Texaco or 1/2A Texaco.

11. The contestant has 5 minutes to get airborne, from the time he is assigned a timer and a clear frequency. Otherwise he loses his immediate turn at flying but is not charged with an attempt.

12. Anyone serving as a timer is an acting contest official and is responsible for minimum knowledge and enforcement of the rules. The timer must monitor the 5 minute time limit to get airborne, record all attempts, official flights, or off field landings, and report any known or suspected rules violations or flight irregularities to the C.D. for resolution.

13. The timer must see the model released to start the flight and must see the model land on the field to conclude the flight score. It is not necessary that he have the model in view at all times during the flight. To prevent loss of a model, binoculars may be used only during a declared emergency to aid the pilot in returning the model directly to the field.

14. Thermal aid equipment, such as thermal sniffers are not allowed.

15. There will be no time limit nor penalty imposed on the landing of a model. However to prevent delays, the contestant must land as soon as possible after a "max" flight is achieved, or an attempt made.

SECTION VI - SPECIAL EVENTS

1. Special events are similar to supplemental and provisional rules as defined on pg 2 of the 1986-87 AMA regulations booklet. They may be one-shot trial events, or they may be flown frequently to test their viability as future basic events. The following special events are currently recognized:

2. Old timer electric. - Any recognized powered old timer

SAM R/C RULES PROPOSAL # RLA/2-86

SUMMARY OF CHANGES-CONT'D.

Summary of changes

The existing SAM R/C rules are poorly organized and difficult for a first time reader to understand. This is no one's fault, but has simply come about through years of individual changes and committee actions. The intent of this proposal is to rewrite the existing rules into a more readable, logical, and better organized format. To help gain acceptance, there are no changes to basic events, engine run times, flight maxes, etc. The few substantive changes proposed are explained below, and are well within the intent of the current rules as previously adapted by the general membership through majority vote. Should this proposal be accepted, it would make a good foundation into which any other rules changes could be incorporated. I have identified this proposal as # RLA/2-86 just before each page number. The term "current rules", when used, means those in the 1984-85 SAM rule book. References below are to the proposed rules, except where noted otherwise.

1. Subtitle: The word "complete" has been removed because it is untrue. The R/C rules have always depended on supplemental rules, both from SAM (ref: Section 1, para 1 of current R/C rules), and from AMA (eg: frequency control, model identification, and safety rules), to complete and round out our rules.

2. Subtitle: The words "supercede conflicting" (sic) (with respect to AMA rules) have been eliminated, because with careful rules making there is no reason to have a conflict with AMA rules. We especially would not want to have a conflict with, or "supersede" an AMA safety rule. The only conflict we have in the current rules is an omission, which the proposal corrects in SECTION 1, Para 3. The current rules fail to state that we have no builder of the model rule, as required by AMA Section I, Para 5, last sentence. This is an omission we have simply ignored since the last rule change.

3. Beginning with SECTION I, the proposal reorganizes the section headings and regroups scattered and disorganized rules into a more logical sequence. Examples of problems in the existing rules are: SECTION I, Para's 5 & 7 both address "fuels", with a non fuels subject in between. Ignition engines are defined in SECTION I, Para 6, instead of in section III. SECTION I is a general hodge-podge of definitions and ideas about aircraft types (Para 1), events (Para's 2 & 8), fuels (paras 5 & 7), and engines (para 6).

4. SECTION I, Para 2: The proposal tightens up the definition of blueprint submission, to make it more useful if enforced. The "actual construction prints" under the existing rules could be nearly useless, if the contestant presented an outline drawing in crayon, claiming he copied it from borrowed plans and used it for actual construction.

5. SECTION I, Para 3: By making one positive statement about cabin/pylon designs, we clarify this important difference between SAM FF and R/C, and also allow the SAM champs event chart and several other references to be simplified. The builder of model statement corrects an unintentional omission in the current rules.

6. SECTION I, Para 4: The proposal is a bit wordier here than the existing rules, but it explains more for someone new to the game, who's trying to figure out what we're up to in SAM R/C.

7. SECTION II: Again, a few more words are used in this section, but a clearer explanation results. All references to the term "antique" ignition engine have been replaced with "original" ignition engine. Since we already use the term "antique" to describe both a specific type of airplane, as well as one of the events in which it is flown, let's not further confuse matters with an "antique" engine, which may be used in both antique and non-antique aircraft and flying events.

8. SECTION II, Para b(1): Here and throughout the proposal, the term "loop scavenged" has been replaced with "cross scavenged" wherever we refer to non-schnuerle engines. This corrects a commonly used technical error, Loop scavenging is actually another term for schnuerle porting, or the direct opposite of what we have intended. Reference is made to Joe Klaus' column in the Sept '82 Model Builder, and other technical references on this subject.

9. SECTION II, Para 2: The term "old timer" has been removed from the engine class chart header, as a term for engines. It is unfortunate that we also use the term "old timer" in two other contexts to refer to all our planes collectively, as well as one specific type for LER events. We should work around this wherever possible.

a. The class chart has been simplified, and contains two minor changes. First, class A is proposed to be shown as starting at zero displacement, as it did in the early days. This would open class A LER to ½A engines, if a contestant wanted to try this.

b. The second change, for simplification and uniformity, sets the top size for class C at .650 cubic inches for both glow and ignition, eliminating the small difference of .04 cubic inch from the existing rules.

c. The existing rules have completely omitted classes on the chart for converted ignition and schnuerle engines. The proposal avoids this problem by leaving out all references to engine types.

d. Class ½A engines are added to the chart for the first time.

10. SECTION III, Para 3: Spells out more clearly the primary intent of a special fuel specification for ½A Texaco; the elimination of gasoline as an engine run extender. Also allows the person who normally mixes his own fuels to continue to do so, based on the following two arguments: (A) Such fuels, using the named ingredients are "commercially available" through Hot Rod City, in L.A., and probably from other sources. (B) The existing rule, which would presumably prevent "home brewing" is unnecessary and totally unenforceable.

11. SECTION IV, Para 3: The existing rules have inadvertently omitted any mention that the single longest flight determines the Texaco winner. This paragraph, and the chart in paragraph 5 correct that oversight.

12. SECTION IV, Para 7: Redefines engine cutoff to a more practical method in view of the R/C activated engine cutoff requirement first introduced in the 84-85 rules. The existing method is controversial and produces uneven results, causing contestants to lose 1 to 4 seconds of allowable engine run time, depending on varying abilities to anticipate the speed of sound. The existing method also fails completely and is impossible to use with other engines running nearby during competition.

13. SECTION V, Para 10: Adds the underscored words "may reduce engine runs/flight maxes--". The existing rules omit those words, which are a necessary part of the intended result.

14. SECTION V, Para 1: Our existing rules fail to state our "customary" method of determining the overall R/C champion at the SAM champs. The lead sentence corrects this oversight.

15. SECTION V, Para 6: Tightens up a little on the ROG rule. I have seen too many instances where hand launch is being permitted because one or more contestants have simply built planes incapable of reliable ROG. This was never the intent of our rules.

16. SECTION V, Para 9: The last phrase of the last sentence is being added to clarify a misinterpretation of existing rules, which I have encountered during a contest.

17. SECTION V, Para 10a: Points out more clearly that every release must be scored. This is the most frequently overlooked/abused rule I have witnessed during competition.

18. SECTION V, Para 10c: Clarifies for the first time a reasonable method for a voluntary attempt during a Texaco flight.

RLA/2-86 pg C.

19. SECTION V, Para 11: From my experience, the existing 4 minute "into the air" rule has almost never been met or enforced. This rewrite extends it to a more reasonable 5 minutes, but strengthens the enforcement possibilities by defining timer duties in the following paragraph.

20. SECTION V, Para 12: This added paragraph spells out some rudimentary duties and responsibilities of the timer for the first time. This paragraph could result in more uniform rules enforcement.

21. SECTION V, Para 13: The old free flight "20 second out of sight" rule originated with the idea that a model could drop below the skyline of a hill, trees, or building and possibly rise back up on a thermal, or more possibly land. Or, it could get into fog or clouds and never be seen again. Their concern was valid, that a model which could be sitting on the ground somewhere should not be accumulating flight points. But R/C works differently, and the rule is no longer necessary, or desirable. We have to land on the flying field to score at all. If a timer sees an airplane take off, then later sees it glide back in for a landing, where else could it reasonably have been, except flying the whole time? Also, the existing rules leave open the possibility of penalizing a flyer for random differences in a timers eyesight.

22. SECTION V, Para 13: The existing rules do not prohibit use of binoculars, although earlier rules did. The proposal is intended to provide a sane approach to preventing unnecessary aircraft loss, but to prevent "routine" use of binoculars for thermalling, etc.

23. SECTION V, Para 15. The last sentence of our existing rule 16, under Section IV, has been dropped as a confusing and unenforceable rule in view of the first sentence in the same paragraph.

24. SECTION VI: No changes are proposed here to the special events, as there are already other changes pending. Whatever changes might be voted in could easily be substituted here.

Continued from page 15

RADIO CONTROL OLD TIMER RULES

model of any size which is electric powered, either direct drive or geared. Motor run will be 1½ 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 the CD.

3. Class AB antique (glow/ignition) - Any recognized antique model powered by a class A or B engine. Suggested run times are: Schnuerle, 10 secs/lb; cross scavenged, 12 sec/lb; converted ignition, 14 secs/lb, original ignition, 18 secs/ lb.

LETTER TO THE EDITOR

Dear Jim,

I had a call from Tom Alden up in Canada last night apprising me of a situation with his Hornet 19 engine. It seems the engine would start easily, run for a short while, and then sputter and stop. Tom said he was going nuts trying to find out what was causing the problem. As a last resort he somehow checked for venting in the fuel tank. Guess what? The Gits cap was totally sealing when closed. As there is no other vent, the fuel tank had no vent. Tom drilled a small hole (1/32) in the top of the tank and has cured the problem. This is new to me. I have run lots of Hornets and not had this problem. I do remember checking the Gits cap to make sure it did not seal tight enough to prevent venting. I guess some do! I am writing to you about this so you will be able to pass this information on the the SAM membership in case someone else is having this trouble. The Gits cap, by the way, is the same one used on the old engines. It is #501 and as far as I can tell, nothing has been changed since the good old days, except the price. I have to give \$1.25 for them!

While I am on the subject, I might mention that using any new coil, except the Modelectric, with the Hornet can result in ignition problems. The point system has been well tested, and unless the move point is restricted by abnormal friction or dirt in the bearing, any spark problems will be found in the rest of the system. Owners should feel free to contact me if they are having problems.

I have about 20 Hornet 19's left for sale. If anyone has been thinking of getting one, now is the time to order. They are still 138.00 PP while the supply lasts. California residents should include sales tax. You won't be buying an orphan, as I will keep a complete supply of spare parts on hand.

I would like to clear up any confusion that exists about me and the Atom. I did the engineering and the prototyping on the Atom. I redesigned several parts to get excellent performance. I also did a complete set of engineering drawings. The prototype performed excellently. I then sold that effort to another party, Sean St. Germain. He is the person who is making the Atom and selling it. I have nothing to do with production or sales. I do not know the status of the project, and I am not kept apprised of what is going on. I wish I could help those of you who write or call me, but, you know as much as I do.

Any product I bring out can be identified as mine by the Simplex name. Simplex Miniature Engines is my company.

I have spent this summer prototyping a smaller Hornet. This is a .099 version which I call the "Hornette". I have it running at this point and am continuing to improve performance. If this excites anyone out there, let me know. I have always liked small airplanes. I am developing this small engine for that reason and also to make it possible to fly free flight in the small fields that are common now. You can still have a lot of fun with Old Timers even if they are class A.

John Morrill
Simplex Miniature Engines
143 Richmond Street
El Segundo, California 90245

Correction

Last month we reviewed Joe Klause's transistorized ignition system, saying that the unit did not have a condenser in the circuit. We received a call from a SAM member indicating that this is not SAM legal. In response to our call, we had this short letter from Joe Klause:

KUSTOM KRAFTSMANSHIP
P.O. BOX 2699, LAGUNA HILLS, CA 92654
PHONE: (714) 830-5162

I might point out that, as produced, this system is merely a triggering device and resister high tension lead designed to eliminate RF interference with R/C radio systems. In fact, it does not even include a coil with the system! It's up to the modeler to use his own coil or to purchase one from any available source. Similarly, if the modeler feels he should use a condenser, although the system works great without it, he can simply add one. With this system, the condenser should be placed across the coil-transistor line and the transistor line to the positive battery terminal. It is recommended that a small ceramic disc capacitor (condenser) .001 or .002 micro-microfarad be used. These are readily available from any electronics store, and the usual cost is about 25 cents. For convenience, the specifications and instructions for this capacitor have been added to my transistor system instructions, and a separate capacitor has been included at no extra charge.

Joe Klause



August 26, 1986

Dear Jim:

Hope that you have had a great summer, lots of fun and relaxation!

A new Cyclone Engine will be available in November and I will appreciate some notice in Sam Speaks.

The Original Super Cyclone was a nominal .65 cu. in. displacement. It was dropped back to a .60 in 1940 due to rules of the Feather Car Association.

The new .65 (.647 cu. in.) will soon be in production with deliveries commencing in October for those orders now on backlog, new orders will be shipped sometime in November.

The package will be the same, display box, owners manual, parts list, decals, single coil and condenser. The price is also the same at \$199.50 + \$5.00 handling and shipping.

The prototypes have been flying for some time and we are very satisfied with the performance.

Interested readers can drop us a card for complete information.

Super Cyclone Engines
Box 26390
Phoenix, Arizona 85068

Thanks Jim, Have a good holiday.

Sincerely,
T. P. Morrill



(402) 890-3342
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NOVEMBER 22-23, 1986

SAM 77 HOSTS



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Group of three junior class winners at the Sturgis, Michigan contest (SAM Mini-Champs) standing L-R: Bryan Petersen, 2nd place R.O.G. stick, Zack Dock, 1st place R.O.G. stick, and kneeling is Chris Braman, 1st in HL Glider.

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

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SAM SPEAKS

Official Publication of the Society of Antique Modelers

NOVEMBER - DECEMBER 1986

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 74

1987 SAMS Dues are Due

The dues for one year are \$10.00 and this goes from January 1, through December 31. Most people are paid up on a calendar basis through December 1986, and their 1987 dues are now due. If your present membership card is issued through December 1986, you are now delinquent.

The easiest way to renew is to send a \$10.00 check with your SAM number noted on the check to: Bob Dodds, 209 Summerside Lane, Encinitas, CA 92024.

At the rate renewals are coming in (200 per month), we won't be completed until August. This seems rather late for a publication on a calendar subscription basis. I would like to have all renewals in by the end of February.

So keep those cards and letters coming, and many thanks for all the swell notes.

The \$100.00 life membership is still available for the time being, and is perhaps the best bargain around.

Thanks,

Bob Dodds
SAM Secretary/Treasurer



Basil Healy's "Red Zepher", winner of limited engine run event (R/C) at the 1984 Australian Nationals. Photo taken prior to fitting of an O&R 60. Basil is the president of the Australian SAM Chapter.

Change of Address

Have you or a SAM member you know moved? If so, please notify either Bob Dodds, 209 Summerside Lane, Encinitas, CA 92024 or SAM Speaks, 2538 N. Spurgeon Street, Santa Ana, CA 92706.

SAM'S EDITOR SPEAKS by Jim Adams

As promised, we are reprinting some of the letters received this past month concerning the various rules proposals that have been submitted. All readers are encouraged to discuss these changes with other SAM members at your club meetings, and write to us giving us your views on the rules proposals. Once these rules have been voted on, the R/C results will stand for 5 years, due to the freeze voted in at the West-over SAM Champs meeting.

Included in this issue is a report on the Gold Commemorative Moffet Contest, the 50th anniversary running of the Moffett event held at Detroit in 1936, and won by Vernon Gray's model, proxy-flown by Bert Pond of the U.S.A. The Gold Commemorative Contest held at Aucklin, New Zealand was a tremendous success with 44 entries.

A great deal of interest in international old timer contests has been sparked by the growth of SAM chapters and old timer flying in other countries around the world. A new chapter has formed in ITALY and we now have one forming in GERMANY.

The formation of the L'Association Des Amateurs d'Aeromodeles Anciens in France has resulted in an invitation to all SAM members to attend a double header event in France and England during the month of August 1987.

4-1/2 and 8 ounce class WAKEFIELDS will be flown on August 8-9, 1987, at a contest sponsored by the 4 A's, just outside PARIS. There will also be a meeting to make awards to the winners and to honor Emanuel Fillon, the 1937 winner of the prestigious Wakefield trophy. (Note this new date of August 8-9, 1987 is a change from the dates announced last month in SAM Speaks.)

The British modelers of SAM 35 will also host an old timer rally at Old Warden on August 15-16, 1987. The events to be flown are Wakefield and Twin Pusher (both mass launch events) and many other typically English rubber, gas and R/C events.

For more information on these events, write to either:

Mr. David Baker (UK Trip) or: Mr. Peter Michel
26 Pinetrees, Weston Favell 56 Lynwood Grove
Northampton, NN3-3ET Orpington, Kent, U.K.
England

SAM Lapel Pins (or for your flying hat)

Beautiful enameled gold pins with the SAM logo in red, white and blue are available from: John A. Targos, 3229 Dianora Dr., Palos Verdes, CA 90274.

The pin is good sized, about one inch across, and has excellent detail. The quality is excellent and SAM Speaks highly recommends purchase of the pins. The price is \$3.75, including postage and handling. John is providing a tremendous deal for SAM members.



Bill McGarvey, Auckland, New Zealand, launches the 1986 winner at the Moffett Gold contest.

Moffett Gold Commemorative Contest M.Poletti.
Auckland, New Zealand, November 23, 1986.

The Moffett Memorial Trophy took its name from Admiral Moffett, who, with 72 others perished when the United States airship Akron crashed in the Atlantic on 2nd April, 1933. The Trophy, intended for rubber powered models, was competed for annually until the early 1940's, and was awarded for the longest single flight in a series of three rounds. On July 2, 1936, the Trophy was won by Vernon Gray of New Zealand, when Bert Pond proxy flew Vern's model to a magnificent 44 minute 14 second flight.

The Auckland Model Aero Club, which was formed in 1928 and which was Vern's home club in 1936, staged the international Moffett Gold Commemorative Contest to celebrate the 50th anniversary of Vern's win at Wayne County Airport, Detroit, Michigan. The event was spread over two days, with trimming, processing and a social evening on November 22 with the contest proper on the 23rd, followed by a fly-for-fun afternoon, and a formal prize-giving and dinner in the evening.

Models were displayed and processed in the Mangers Hall on Saturday night amidst a display of vintage models of all types, going back to an original Twining A-frame, with a good selection of early gas models beginning with the genuine vintage KG built and flown in 1936 by Fred Macdonald of Auckland, and including Thermaleer, Toughie, Loutrel Sportster, along with some own-design late 40's models. Also displayed were collections of documents and memorabilia relating to the early history of the Auckland Club.

The contest proper took the same form as the original Moffett Contest, except that all models were replicas of the Vern Gray 1936 winner, and that a bonus multiplier factor was awarded to each model for fidelity to the original. Some minor changes, such as the fitting of a dethermalizer, were permitted but all models were worthy copies of the original. Of the 44 entries received, 39 arrived and 23 produced flight times better than 60 seconds.

The weather for the contest was overcast, with a strong northerly wind which made ROG take-offs and retrievals a problem for the fliers. Several rows of tall trees in the downwind area also added to the difficulties of model recovery.

The leader at the end of round one was Brian Stanish, who managed to hook a small thermal with a model which was making its first real flight to yield 172s with Bill McGarvey on 151s and Paul Lagan (proxy Rod Lewis) on 113s flying third.

Round two began with the weather still looking threatening, with a few odd drops of rain from time to time, but without any great increase in the wind speed, and little prospect of strong lift. However, a small improvement in times was made during round two so that by the end, Rod had raised Paul Lagan's time to 173s, pushing Brian down to second place, with Jim Fullerton (Ron Magill) who had returned 169s then in third position.

The third round changed things completely after Bill McGarvey picked up some lift after a magnificent take-off to register 265s and Stephen Moore (John Poletti) returned 184s to take second, leaving Paul Lagan, whose model could not be retrieved in time for the third round, still on 173s. Jim Fullerton made fourth place on his second round time, and Brian Stanish's model having suffered trim changes after a heavy landing in the first round, was unable to return any further times but still took fifth place on the strength of its first flight.

The magnificent efforts made by the proxy fliers must not go unrecorded. The fact that proxy-flown models filled three of the first five places speaks for itself, particularly so when it is noticed that one flier achieved better times with his proxy model than with his own. Please spare a thought too for those builders in the U.S.A. who had built models for the contest, but were unable to get them to New Zealand in time. Again, one of the Australian models was damaged in transit, but was carefully repaired by local modelers in time for the contest. Clearly the spirit of the 1936 Moffett contest, as recorded by Model Airplane News in September, 1936, was strongly in evidence at Karaka in November 1986.

This spirit was also present at the prize-giving and dinner at which Vern Gray and Bert Pond were guests of honor. To live again those early days through the recollections of Bert Pond, Vern Gray and Bill Mackley, to realize the difficulties faced by modelers sending models overseas, and to see the long-time friendships forged during international model contests of 1936 still firm and strong in 1986 was a heart-warming experience indeed. A descendant of the 1936 Snake-In-The-Grass was referred to by Vern, who was tempted by this individual (who wishes to remain anonymous, but whose initials are Bill McGarvey) into test flying at Karaka five days before the contest and lost his model OOS on its second flight!

Both Vern and Bert were given an XOS size engraved goblet in honor of the occasion, after which Vern presented Bill McGarvey with the winner's prize; a magnificent bronze replica of his own 1936 miniature of the Moffett Trophy. So ended one of the really great weekends in the history of the Auckland Model Aero Club. Of the organizing committee, it can be truly said

"They wrought better than they knew".....



Trevor Bundock proxied for Carl Cogar (U.S.A.). All models were replicas of Vernon Gray's 1936 winner.

Detailed results were:

Builder.	Round 1.	2.	3.	Factor.	Score.
1 Bill McGarvey (Auckland)	151	95	265	1.040	275.6
2 Stephen Moore, (John Poletti) (Christchurch)	83	103	184	1.095	201.5
3 Paul Lagan, (Rod Lewis) (Australia)	113	173	-	1.090	188.6
4 Jim Fullerton, (Ron Magill) (Australia)	70	169	-	1.070	180.8
5 Brian Stanish (Auckland)	172	-	-	1.050	180.6
6 Bruce Keegan (Auckland)	76	-	130	1.050	136.5
7 Roger Gibbs (Torbay)	50	45	124	1.035	128.3
8 Stephen Wade (Auckland)	-	119	75	1.070	125.0
9 Ivan Treen (Levin)	-	107	-	1.070	114.5
10 Angus Orchard (Vernon Gray) (Australia)	60	105	84	1.075	112.9
11 John Poletti (Christchurch)	59	98	96	1.090	106.8
12 Trevor Martin (Auckland)	70	-	95	1.065	101.8
13 Merv Buckmaster (Dave Ackery) (Australia)	96	-	-	1.035	99.4
14 Colin Bruce (Whakatane)	48	87	-	1.100	95.7
15 Eric Rose (Wellington)	84	43	56	1.085	91.1
16 Wynn Craven (Havelock N.)	71	65	81	1.085	87.9

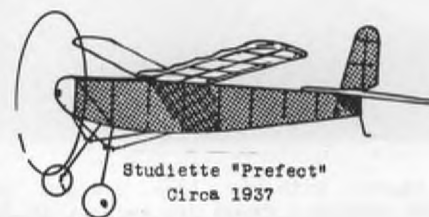
17 Joan Buckmaster (George Curtiss) (Australia)	43	78	83	1.030	85.5
18 Carl Cogar (Trevor Bundock) (U.S.A.)	-	74	82	1.035	84.9
19 Alan Douglas (Alwyn Graves) (Gisborne)	-	-	69	1.085	74.9
20 Chris Murphy (Dave Ackery) (Dunedin)	63	-	36	1.080	68.0
21 Bill Harold (Auckland)	41	64	60	1.060	67.8
22 Dave McKinley (Auckland)	-	43	57	1.097	62.5
23 Clive Gardner (Auckland)	57	28	60	1.030	61.8
24 Neil Molloy (Rex Bain) (Australia)	53	-	-	1.075	57.0
25 Terry Magee (Auckland)	-	50	-	1.070	53.5
26 Len Perry (Auckland)	50	-	-	1.065	53.2
27 Reg Truman (Auckland)	36	43	42	1.075	46.2
28 Noel Hewitson (Auckland)	-	-	39	1.090	42.5
29 Ernie Brooks (Auckland)	-	-	31	1.090	33.8

Also flew:

Arnold Curtiss (Fielding)
 Stu Rogerson (Hamilton)
 Rees Jones (Whangarei)
 John Chant (Auckland)
 John Sheppard (Papakura)
 Peter McKinley (Auckland)
 Bruce Radford (Auckland)
 Terry O'Meara (Auckland)
 Bert Pond (U.S.A.)



Some of the contestants at the 1986 Moffett Gold Commemorative contest.



Studiette "Prefect"
 Circa 1937

Rules Change Proposals

In the last issue of SAM Speaks (#73), we published the free flight and radio assist rules proposals that are to be voted on this year. Several errors managed to work their way into the final copy. Reprinted below are corrected paragraphs from two of the proposals.

A proposal to establish an R/C Rules Review Board was inadvertently omitted from the proposals submitted. This proposal (actually a By-Laws change) which was written by Don Bekins and submitted by Jack Albrecht is detailed below.

The corrected proposal F/F 4 reads as follows:

Proposal F/F 4. In Section I, Paragraph 2, change the definition of Cabin and Pylon models.

Revise the rule book as follows:

Section I

(Existing) 2.B. Old Timer pylon.

(Change) 2.B. Old Timer Pylon (Defined as a model, having a sheet, or built-up structure holding the wing above the fuselage proper.) E.G. Strato-Streak, Playboy, Sailplane and Zipper.

(Existing) 2.C. Old Timer cabin (Defined as a model having the wing mounted upon a cabin enclosure similar to that of a full-scale aircraft.)

(Change) 2.C. Fuselage models (All other designs including cabin models will be included in this class.)

Comments by the Author: J. (Bud) McNorgan SAM 012

For many years in SAM competition, models such as the Wedgie, Rambler, Pacer, and Pacemaker (low wing) were forced to fly in a class with the high performance Zippers, Playboys, and Strato-Streaks. This change will allow these models that are not really in the Pylon class (performance-wise) to compete with the Cabin models.



Walter Eggert with his 1934 design, the "Eglet". That's the original Brown Jr. engine. (Photo Vic Bock)

The corrected proposal F/F 3 reads as follows:

Proposal F/F 3. Removes the current restriction on use of fuel other than gas and oil in ignition engines.

Revise Section I, Paragraph 6 to read:

"Any fuel may be used in ignition engines with the exception of nitromethane, nitropropane or nitrobenzine. Engine shut-off must be accomplished by the use of an ignition circuit breaker. No other method of stopping the engine will be allowed.

Comments by the Author: Bob Oslan, SAM 058

Benefit of Rule Change

The rule change would allow the use of alcohol in place of gasoline if the user wished. The use of alcohol has an advantage in that it runs cooler than gasoline, thus extending engine life. This is an important consideration for those who are running original ignition engines and are faced with obtaining replacement parts when they wear out.

The new proposal R/C 12 is added here:

Proposal R/C 12 recommends the following amendment to Article VIII, SAM Constitution and By-Laws

COMMITTEES

No change in Sec. I.

Then add:

SEC. II R/C REVIEW BOARD -

An R/C Review Board shall be a permanent standing SAM Committee. The Board shall be empowered to review all rules proposals, preparing them in proper format to bring them to the SAM membership for a vote in accordance with Article IX, SAM Constitution and By-Laws.

(A) COMMITTEE MEMBERSHIP -

The R/C Review Board shall consist of five members (Committeemen), four elected by the membership and a Committee Chairman appointed by the SAM President. They shall be active R/C competitors, who shall represent the broad cross-section of SAM modelers across the country, and shall be made up as follows:

Western region	Rocky Mountain region
Eastern region	Mid-West region

R/C Rules Review Board Chairman (appointed by SAM President)

SAM President shall be an ex-officio member

In the event of a vacancy on the Board, the SAM President shall name a temporary successor member, until the next annual election takes place. Members of the Board shall serve staggered two year terms of office and are subject to re-election by their area membership.

(B) COMMITTEE CHAIRMAN -

The Chairman of the Review Board shall be appointed by the President of SAM and shall serve indefinitely until replaced. Each incoming SAM President shall have the right to name a new Review Board Chairman if he so desires. The R/C Review Chairman shall act as secretary to the Board and be responsible for dissemination of Board decisions to the general membership.

(C) FUNCTIONS OF THE R/C REVIEW BOARD -

1. Act as general overseer of the R/C Rules to be sure they are comprehensive and coherent.

2. Receive rules proposals from SAM Chapters and review them for proper structure and wording.

3. Make recommendations to the general SAM membership through SAM Speaks regarding the proposals following a thorough investigation as to their affect on the overall rules. This may involve actual flight testing of proposed engine handicaps, wing loadings, engine size breakdowns into classes, etc.

(D) PROCEDURES -

1. The individual R/C Regional Committeeman shall receive rules proposals from his region in accordance with SAM rules procedures (Article IX, SAM Rules). He shall distribute copies of each proposal to the R/C Review Board and the R/C Review Chairman as received, along with his analysis and recommendations to the members of the R/C Review Board for consideration prior to their meetings.

2. The Board shall meet as often as necessary, either by phone or in person to consider rule recommendations.

3. All of the Committeemen shall vote on each issue.

4. Votes by the Committee on issues pertaining to rules and procedures shall be by simple majority. The Chairman of the Board shall cast the determining vote in case of a tie vote. All votes of Committeemen shall be a matter of record and shall be published along with their recommendations.

5. Rules recommendations shall be submitted to SAM Speaks by the Committee Chairman for publication whether or not endorsed by the R/C Review Board. SAM Speaks shall publish proposals at the earliest possible date.

6. A ballot for the general membership to vote on the rules proposals shall be published in SAM Speaks no later than January 31st on odd numbered years for membership vote by the following July 31st, and the ballots sent to the R/C Rules Coordinator.

7. The R/C Rules Coordinator shall determine the results of that ballot, with verification by the SAM Secretary/Treasurer, and publish the revised or new rules in SAM Speaks no later than January 1st on the even numbered years following their acceptance by the membership, and shall take effect at that time, in conformance with the two year rules cycle.

8. The R/C Rules Coordinator shall arrange for publication of the current SAM R/C Rules in the AMA Rule Book.

Comments by the Author: Jack Albrecht SAM 846

As SAM members and R/C assist old timer flyers, we are concerned about the many "loop-holes" in the present R/C assist rules. Though the rules have worked well since 1984, they are sometimes confusing and open to interpretation. The undersigned are concerned that Article VIII of the Constitution and By-Laws only provides for one individual to review (screen) all proposals for R/C rules additions, revisions, etc. Obviously, one person cannot be all knowledgeable! In essence he is a committee of one.

We note that SAM recognized the fact that one person can't do the job alone in the Engine Committee. It consists of three equal members and we can do no less for the establishment of rules that we fly by. We can't stay in limbo with our heads in the sand when a requirement exists to solve problems at hand.

For example, some of the following questions must be answered by someone or a committee within SAM:

* Who will determine whether a Wankel is a four-cycle and can fly under the 60% rule, or if it is schneurle or cross scavenged, or even if it should be allowed in OT R/C assist?

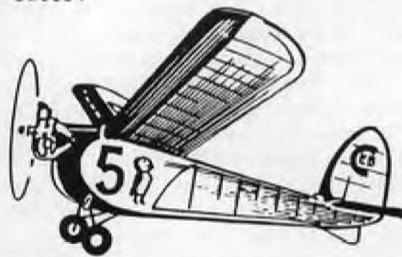
* Fields are being lost due to engine noise. OT electric solves the noise complaint. Who will address the problem of establishing coherent OT electric rules?

* Four-cycle engine manufacturers proudly advertise their engine's power to be 70% to 80% of equivalent size two-cycles. Isn't our 60% rule being outdated by technology?

* Is our 8 ounce wing loading rule still valid if over half the contestants in a major event make maxes?

* If there is a dispute a contest director cannot solve on the field, to whom will he turn to answer his questions? Some clubs are making their own rules and are not strictly adhering to the 1984-85 official SAM Rules. That is not right.

These and other rules issues must be addressed by an impartial and representative board of elected experts now, not later!



LETTERS TO THE EDITOR

Opinion by Irascible Curmudgeon by Bruce Cronkhite

There is a great deal of hubbub in SAM lately about rules and 4-strokes and scaling designs and such. This hubbub is joined by both those who wish to retain their present competitive advantage and others who want to remove that competitive edge.

I guess my opinion and motivation is mostly purist, but slightly tainted. The "old timer" and "antique" aircraft designs were built for a purpose originally which was to compete in some way under the rules of the time with the motors of the time. In truth, if Ben Shershaw had an Orwick or a Sky Devil or an O.S. 90 4-stroke, his airplanes would have looked quite different. So what is the meaning of "free flight model aircraft of vintage design"? I hold that the aircraft design includes the motor (pardon me, the engine) or at least the power of the available motors at the time if not the exact type. If then we change the power, or change the size of the airplane itself, we are not flying "model aircraft of vintage design".

Why should there be different rules regarding aircraft and powerplant (modern-day word meaning motor) for free flight and R/C, just because you put a radio in it to drive it and bring it back to your undersized field? It seems that there is something wrong in an organization that defines the same thing two different ways in the same rule book.

So here's the first pitch. We must not let SAM degenerate into two separate organizations, one of which flies original design aircraft in free flight and the other of which flies radio controlled duration flight with models whose shape is loosely restricted to pre-1942 outlines.

There is good reason for the SAM preamble; it provides a reason for doing what we do. The SAM rules are supposed to implement the preamble, just as the laws of our country implement the Constitution. I don't mean to imply grandiose purpose here, but the logic and the reason is much the same. We must have a reason for a SAM rule that follows the intent of the preamble, either that or change the rules or the preamble.

There is an interesting thing about old timer R/C flying. It is the only powered aircraft (excluding electric glider) R/C thermal duration event around. There is room for a new event here. Take the old timers out of it and remove the design restrictions. Make it R.O.G. if you want, have a cross-section rule, allow any type of engine, and allow R/C thermal hunting. This event would be a ball. I'd jump at trying it.

But let's have a SAM that is one.

I fly and compete under SAM R/C rules because I like old timers, I enjoy R/C thermal flying, and have no place to fly free flight. That should not mean that I have to fly against airplanes that are not "model aircraft of vintage design". Let's change the rules, or change the intent. I joined SAM because of the intent. My approach to the R/C rules would be to do away with them altogether, and then put a statement in the free flight rules that says that R/C airplanes must compete separately. That's probably an oversimplification: 1/2A Texaco would become a special event, etc. But they would then provide a common framework and intent that we could work from. It's time to make a considered revision to the R/C rules, that the majority of the members approve, and then stick with it so that our airplanes can be flown for a while. But also, let's keep one SAM.

Dear Jim,

I enjoyed reading your thoughts on competition. I don't know where you were on the ladder in the forties. In the early and mid-forties, I was into F.F. U-control rubber and tethered boats (William Land Park, Sacramento) and tethered cars wherever I could drive a stake. We laid back and fun-flew most of the time, and fun-flew O and R's, Bunch-T, etc. in Jim Walker Fireballs. But come the contest, we were flat-out 110% in Northern California.

I really think you are selling the forties fliers short. In U-control everything was reworked, parts, polishes, and innards. Contact springs were beefed up, dollies, props were hand-carved, balanced, and polished. A fly couldn't stand upright on the lacquered and waxed finishes. There were thin wires and hornets flew at 115 plus m.p.h.

We all put the same efforts into F.F. cars and boats. Anyone could be last!

You had to fight to get recognition if you wanted it. If you were a competitor in one, you became a competitor in all.

The competitor and the laid-back flier of yesterday has now become the watchdog for the SAM movement of today, preserving as much tradition as possible for the SAM members of tomorrow.

One of my friends was Buck Davis, older brother of Bill Davis. I believe Buck designed the first U-control wood shell in 1944. He was given a new (out the garage door) Dynamite .35 which took about everything around. Buck's middle name should have been "Competitor". He was a great one as well as a dedicated fun-flier.

In other words, El Friendo, it was dog-eat-dog in the forties too!

Yours truly,

Jim Kynce
41 Mountain View Drive
Oroville, CA 95966



Ed Tschernoscha with his Orwick 64 powered, free flight bomber at the Las Vegas VAMPS fall contest. Ed won first in the 30 second antique event. (Photo J. Pond)

LETTERS TO THE EDITOR



Jim Adams, SAM Speaks editor, poses with his Class B Andrew Peterson "Cruisair" at the Las Vegas VAMPS fall meet. The ship is an obscure design that placed 4th at the 1940 Nationals. (Photo J. Pond)

Comments on Rule Changes (R/C Powered Flight)

Don't increase the wing loading. The glide performance is O.K. - hasn't changed significantly. The problem is that the climbing flight is no longer typical old timer. The reason is that the engines are putting out much more power for the same displacement - probably due to the fuel being used. To keep things flying the same, we need to put smaller engines in the same airplane or use larger airplanes with the same engine. To make this happen we need to specify some parameter that affects only the powered flight and not the glide. This parameter is power loading or weight per cubic inch of engine displacement. Existing SAM rules specify a minimum wing area per displacement and a minimum wing loading. Together, these have an implicit minimum power loading of 125 oz/in³. In the old days, we used to fly free flight with 80-100 oz/in³. With today's engines, we should be flying with 160-250 oz/in³ or more. FAI powered flight requires 173 oz/in³ and these don't fly like old timers either, but they are skinny. So why not just specify a 200 oz/in³ power loading requirement and leave the wing loading alone? Increasing the wing loading to get this much change in the power loading would have too much effect on the glide for a typical old timer - too much drag. What this will do, I think, is cause an increased interest in engines around 0.20 in³ displacement. The 0.90's and 0.60's would require very large models to keep the wing loading down to 8 oz/ft². The real benefit will be more reasonable engine run times and climbing on the wing rather than the engine will be back in vogue. Even so, it won't have any effect on the 1/2A class. Try to build one of these at 9.8 oz with R/C. Note that 200 oz/in³ is equivalent to changing the existing SAM minimum area requirement from 2250 to 3600 square inches per cubic inch of engine - for an 8oz/ft² wing loading. Let's do it.

D. W. Gilbert, #1549

Hi Jim,

Perhaps this may be of interest to readers of SAM Speaks.

The Old Timer Movement is flourishing in France. Started about two years ago, the ASSOCIATION DES AMATEURS D' AEROMODELES ANCIENS has grown steadily with many famous French aeromodelers joining the ranks. The current president is Michel Pierrard; P. Dupin is the treasurer; and the secretary is J.M. Piednoir.

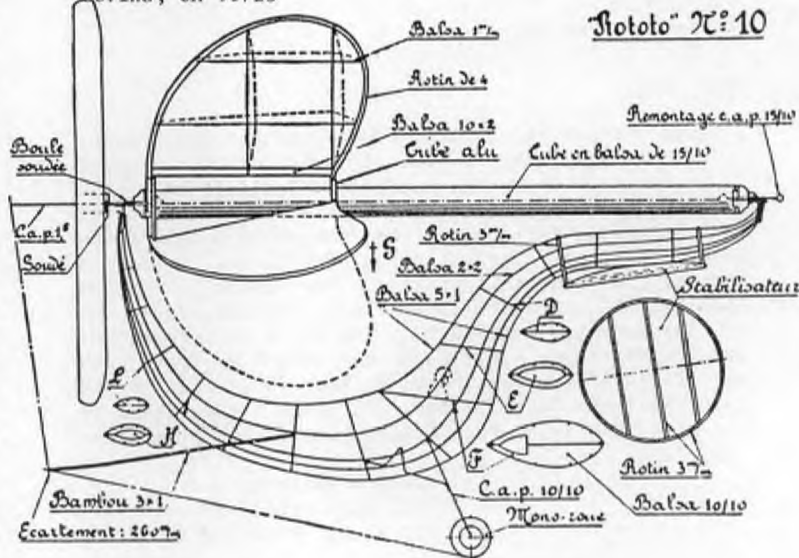
Earlier this year, the ASSOCIATION DES AMATEURS D' AEROMODELES ANCIENS succeeded in reviving the famous "COUPE d'HIVER" contest which now bears the name of its originator, Maurice Bayet. In October 1986, the 4 A's (as they call themselves) held 2 events, the "GRAND PRIX des MOTOMODELES" and the "COUPE MERMOZ" for experimental models (enclosed is a xerox copy of a plan of R. DAMHET 1939 COUPE MERMOZ entry, just to give an idea of the unorthodox models flown in this event). In 1987, the 4 A's plan to organize an International Contest to commemorate the 50th anniversary of the 1937 WAKEFIELD CUP VICTORY by Emmanuel Fillon, who is now a member of the 4 A's. The date for this event will be August 8/9, 1987. Participation is open to Aeromodelers of all countries. Also planned for this occasion is a splendid MODELING FAIR.

The ASSOCIATION DES AMATEURS D' AEROMODELES ANCIENS publish a bulletin every 2 - 3 months (pamphlet size 6 X 8-1/2, see xerox copy of COVER No. 1). The bulletins contain vintage model plans (see xerox copies of a few examples) photos and useful information (in French of course).

U.S. modelers would certainly be welcome to join the 4 A's and I have enclosed a xerox copy of the Membership Application.

Warm regards,

Gene Schaap
P.O. Box 3
Covina, CA 91723



Un appareil de R. DAMHET
(Coupe Mermoz 1939)

LETTERS TO THE EDITOR

Dear Jim,

I just got the new "SAM Speaks" today and as I was sitting here reading it, I decided I had to write and put in my two-cents worth, concerning rule change proposals. I like the idea of adding a slot for Commercial Rubber; however, I disagree somewhat with Gene Wollock's proposals. Please note the enclosed copy of "Commercial Rubber Rules", as the event is flown by CIA, and note the structure changes in particular. Also, I'm sure there are probably several good designs employing stick fuselages which would be competitive that Mr. Wollock's proposal would exclude and the CIA rules would allow, ie. Whitman's "SKYLARK", which is quite a capable model.

I also agree with proposal F/F 2, bringing back the small Class C ships, as it also opens up the field for a lot of capable and competitive models.

Thank you for listening and thank you for a great publication.

W. Max Nave, SAM #2430, CIA, COFFS AMA 68912



.020 "Kerswap", a potent flying replica of the original full-size machine. Ship made 6 maxes at a recent Taft contest. Plans are offered by Dick Lyons. See classified section.

Dear Sir:

I haven't known about Antique Modelers too many years. I just started going to some of their contests a year ago. I had the wrong models and I didn't know the rules. Then I went to the Middle America Meet at Lawrenceville, Illinois. I had the wrong models there also. Then I started to ask questions, helped a little. I want to toot a horn for somebody, a Don Sachtjan RR5, Box 56B, Bloomfield, Indiana 47424. He is the secretary of SAM 57. He wrote letters to me here in Michigan, telling me how to get in touch with you to join up, what books to look for, like Frank Zaic Yearbooks '36, '37 and '38, which I did, where to buy kits, SAM legal from Canada, and to get plans from John Pond.

Richard Uithoven
9722 East M.L. Ave.
Galesburg, Michigan 49053

Hal Cover, SCAMPS (SAM 13) receives the Orwick 29 sweepstakes prize from "Model Builder" editor, Bill Northrop. (Prize was donated by Dunham Engineering, England, makers of a line of replica Orwick engines.)



Jim Dean, Williams, Oregon, with a 1/2A replica of his own 1939 design. The model was built as a sport flyer. Notice the "wimpy" design on the fuselage. (Photo J. Adams)

Editor, SAM Speaks,

After being in SAM for some five years, it appears to me that something obviously is wrong - particularly in regard to the engines that are allowed in our competition. Wasn't the original intent of SAM to recreate the camaraderie and goodwill competition of the 1930's and early 1940's with the philosophy of old time models and engines? Who ever heard of 4-cycle engines and even McCoys and Doolings (except in race cars) in the pre-WWII period?

Anybody that is all-out for cutthroat competition, should be entered in the AMA events where Rossi engines and nuclear power are allowed. If SAM wants to follow the lead of AMA, in speed, for example, guided bombs that don't even resemble airplanes, then I don't want to be a part of it.

Haven't we lost sight of what we are trying to recreate? It was always fun in 1940. Shouldn't we try to maintain that? Solution: Outlaw all engines (as we do in model designs) that weren't in use prior to the cutoff date.

Len Sherman, AMA 9696, SAM 793



LETTERS TO THE EDITOR

Rules Proposal - Back to Basics "KISS"

Just received SAM Speaks #13 September/October issue and after reading Editor Jim Adam's column, decided to drop an atom bomb on his referral to World War III. He stated that the breed of old timer activity is changing - this is completely contrary to what "SAM" stands for as cited in the preamble. Why? Simply because glow engines are allowed. Where were they in 1942? You will recall we went through the glow syndrome in free flight during my tenure as SAM president. As soon as glow engines were disallowed, free flight leveled off beautifully and has remained that way. Fool-proofing the present R/C rules, in my opinion, is ludicrous, and what follows is my proposal for rule changes which is "KISS" (Keep It Simple Stupid) Back to Basics.

1. Discard the entire R/C sections of the present rule book - thus glow engines basically become disallowed.
2. Add 1/2A Texaco to page F/F 6 as a special event.
3. State that radio control is allowed during engine run to time of shut off, after which model is allowed to free flight until it is desired to dethermalize or terminate flight.

In this way, F/F and R/C assist become one and combined, are flown together, what applies to one applies to the other and the existing separation is abolished which has always disgusted me.

Happy Landings,

Joe Beshar

Dear Jim,

I fly the events in R/C assist and would like to comment on the rules change proposals.

1. F/F 3: Although I don't feel I should comment on F/F rules, Proposal F/F 3 on fuel is pertinent to all events. The existing rule was very painful to finally arrive at some years ago, and to change it would be a Pandora's box. It would be very difficult to control the ingredients in alcohol fuel. All kinds of snake oils like in the 70's would result. A good running ignition engine will definitely after-run on alcohol fuel when the ignition is switched off. This is especially true with a fine wire plug such as a Champion V-2. The power produced is indeed greater and plastic gas tanks do not take alcohol. A better grade of oil should be used to combat the greater heat generated by use of gasoline.
2. R/C 1: I have no strong feelings on this one. However, why just disallow scaling in pure antique class? What about antique glow? Why not disallow scaling in LER or Texaco also? Maybe monokote shouldn't be allowed either. This rule proposal seems to be whimsical or of an especially personal matter that is not well thought out.
3. R/C 2: This proposal lacks foresight and doesn't accomplish its intention. What happens if ENYA produces a .90 4-cycle that puts out equivalent power to a .80 2-cycle with open rockers in 1988? I feel all 4-cycle engines should be rated at 90% to 100% of a 2-cycle period!



Joe Beshar, past SAM president, with his '35 Gordon Light Wakefield at Westover SAM Champs.

4. R/C 3: I agree with this one. We don't allow a fiberglass fuselage on a Shereshaw Nimbus. We shouldn't allow foam construction either.
5. R/C 4: I agree with Otto on this one.
6. R/C 5: I agree. This is a rules clarification, not an actual change.
7. R/C 6: I disagree with heavy airplanes. This attempts to handicap good builders and put them in with poor builders. There is nothing wrong with fly-offs at contests. They don't take long and are real crowd pleasers. Also, some of the above rule changes, if voted in, will affect power and weight of models anyway. It should be noted that many of these rules changes affect each other to some degree.
8. R/C 7: I agree, although please note that we have had to ROG in 1/2A Texaco at the last two SAM Champs and that effectively eliminated the use of big props.
9. R/C 8: I agree, as this was my question to Sal two years ago.
10. R/C 9: I agree and some models I've seen have rather short landing gear wire also.
11. R/C 10: I feel that a Wankel should be considered at its regular displacement such as O.S.'s .30 as Class B glow. Run time to be 25 seconds in LER as cross scavanged. I have flown against Wankels regularly and do not think the sky is falling. As long as they are considered at their full displacement, they are no cause for alarm.
12. R/C 11: I agree. This is an excellent clarification of the existing rules. Other rules changes will have to be integrated into this rewrite when they are approved.

In closing, I only say that I wish these rule changes could be voted on sooner and put to use.

Best regards,

W.L. "Bill" Schmidt, SAM 976

Dear Jim,

The September - October issue of "SAM Speaks" presented a proposal to permit fuels other than gasoline and oil in ignition engines, but with no cutoff other than an ignition circuit breaker.

I believe this proposal would be a tremendous mistake. If it were to be passed, it would open up a whole new set of problems, and free flight old timers would have worse problems than the R/C group is currently having over the power being developed with the new 4-cycle engines that the rules makers thought would never be powerful enough to worry about.

I do not doubt that alcohol based fuels will run well in original ignition engines, but that is not my concern. Alcohol fuels will allow the use of higher compression ratios. Higher compression ratio is one of the best and easiest ways to increase power if the fuel will stand it and the engine can be easily modified. Most of the original ignition engines had about as high a C/R as was practical with gasoline-based fuels. Glow engines and racing ignition engines normally carried a higher compression ratio, and that is one of the biggest reasons they developed more power, even when running on ignition.

Running high compression ratios with gasoline can be done within limitations, but it makes running the engine a lot more difficult. I used to have a "C Zomby" with a Hassad engine in it. The Hassad started easily and ran great with glow plug and glow fuel and a large diameter free flight prop. On ignition, with gasoline and oil fuel, the thing tried to eat me alive. I wear a leather glove to hand crank, and even through the glove, the Hassad almost broke my finger just about every time I tried to crank it.

On the other hand, I had a Super Cyclone in a "SCRAM". The same size engine with the same fuel and prop was a real pussy cat to start. In examining the two engines to determine why the Hassad was so mean compared to the Super Cyclone, I discovered that the Hassad had a much higher compression ratio. I calculated a shim thickness (0.090") to lower the Hassad C/R to equal the Super Cyk. With the lowered C/R, the Hassad became a pussy cat to start also. The Hassad still had a power advantage because of its better breathing, but remember, it was an out and out racing engine. The Hassad lost a lot of power when I lowered the C/R



Charlie Yost, San Diego, CA at "Mile Square" with his "Two Bits" entry for under 25 inch wing span rubber models. (Photo J. Adams)



Mike Mulligan explains the action of his free-floating rudder to Fernando Ramos (Model Builder columnist). The gimmick rudder solved the spiral dive problems on his jumbo rubber scale. (Photo J. Adams)

The point I am trying to make is that some original ignition engines and practically all converted glow engines will have compression ratios intended for non-gasoline fuels, and allowing non-gasoline fuels will really allow them to develop more of their potential.

On the other hand, there are many available original ignition engines that have fixed C/R's because the head is not removeable - O&R's and Bantams for example. Engines with separate cylinder heads lend themselves to easy modification for higher compression. For some of them, optional high compression heads were available. I have a high compression head for a Super Cyclone, but have never used it.

Therefore, this rule intended to make more engines useable (converted glow engines) will put many popular and available original ignitions at an insurmountable advantage, as well as starting a horsepower race.



Bob Dittmer, member of SAM 13 SCAMPS, with his brand new "Burnham" twin pusher at Mile Square Fun-Fly. (Photo J. Adams)

LETTERS TO THE EDITOR

Another point I would like to counter is the wearing out of original ignition engines on gasoline. Gasoline definitely runs hotter, but those engines designed to run on gasoline and oil normally had well-designed cooling fins. It took hours to break in an ignition engine on gasoline and oil. You might have worn one out eventually in control line, but the short runs used in free flight are not a problem. I don't expect to wear out any of my ignition engines in my lifetime because I am using gasoline in the fuel.

Also, if non-gasoline fuels were allowed without cutoffs for the fuel, a lot of airplanes and engines would be lost. An ignition engine running on alcohol fuel with a relatively high compression ratio will often run on as a glow engine after the ignition is turned off. The standard FA glow fuel consists of only alcohol and castor oil. A Fox stunt 35 runs fine as a glow engine, and it doesn't have a very high compression ratio. One normally uses nitromethane in stunt fuels, but there are an awful lot of other allowable fuel ingredients in the proposed rule that will serve as an ignitor.

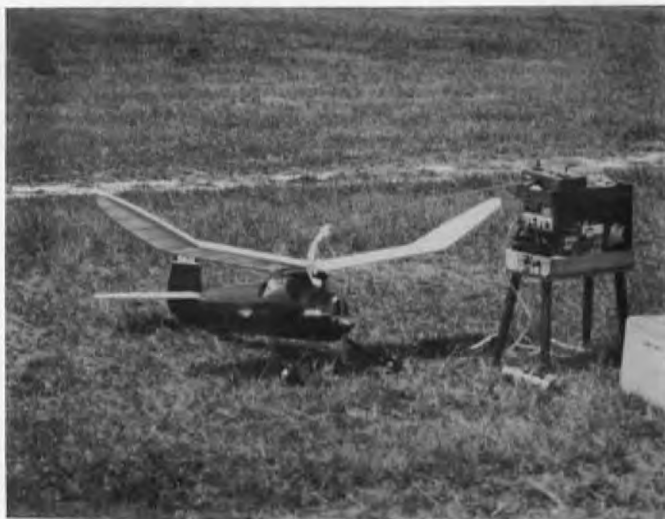
Many engine/fuel setups may reliably shut off by ignition alone when tested at home. Many of these same setups will not shut off in flight in the hot part of the day, on a lean run, or when the propeller is unloaded in flight. I would much rather have a little bit more piston wear than risk losing the whole engine airplane without a fuel shutoff.

We do not need this rule, it is not in the spirit of the whole SAM free flight concept, and it can cause all kinds of problems that we do not need.

As a matter of interest, I am an ex-speed flier, former contest line contest board chairman, and an active AMA power flier. I doubt that anyone is running hotter fuel than I do in the AMA gas events, so I am not afraid of hot fuel. The AMA gas events are the place for it though - not SAM free flight.

Sincerely,

Dick Hall, AMA 299, SAM 928, MECA 191-08



Beautiful R/C assist "New Ruler" built and flown by John Roberts, Catonment, Florida.

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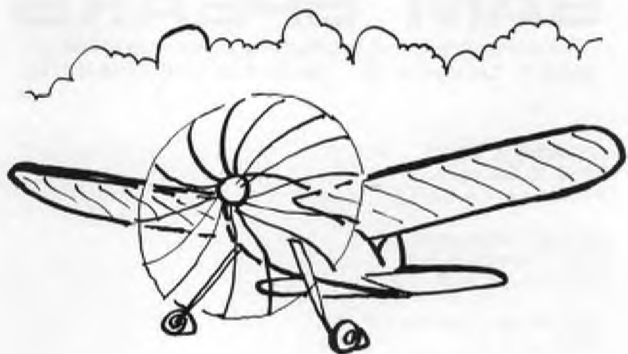
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SAM SPEAKS

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721



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SAM SPEAKS

Official Publication of the Society of Antique Modelers

January - February 1987

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 75

1987 SAM Dues Due

I want to thank all the SAM members who responded to the dues notice in the last issue of SAM Speaks. I also appreciate greatly the inclusion of your SAM number on the check -- it makes things a lot easier.

We still are only half way through the roster, so please send in your membership dues right away. \$10 per year on a calendar basis, \$100 life membership. You are not limited to one year - 2 years \$20, 3 years \$30, etc. -- this saves a lot of time, postage and record keeping. We will issue you a membership card good for the years paid for, and keep an accurate and formal record of your renewal date. If your address changes, please let me know so I can change the computer records -- this eliminates our paying return postage and resending SAM Speaks to the new address.

Remember, we also provide large and small decals for \$.50 each; cloth patches for \$2.00 each, rule books for \$1.00 each. Send checks and orders to Bob Dodds, Secretary/Treasurer, 209 Summerside Lane, Encinitas, CA 92024.

TO ALL SAM MEMBERS

Subject: O/S 30 Wankel engine.

The Engine Committee (3 SAM members) have reported their findings and conclude the following:

All 3 state it is not a 4 cycle engine. One member approved banning the engine, or if not banning it, putting it into the non-schuerle "B" class. Two other members of the committee said it would be acceptable as a class "B" non-schuerle Glow engine only, not legal for conversion to ignition because it is not a loop scavenged engine.

Effective immediately, the O/S Wankel engine will be legal for use in class "B" non-schuerle R/C competition.

Sam Taibi, SAM President

SAM CHAPTER PAMPHLET

We are preparing to again publish the little SAM pamphlet that explains to newcomers what our facet of the hobby is all about. This beautifully colored little booklet is great as a pass-out at hobby shows and other modeling gatherings where potential new members for your club can be found.

Among other information contained in the pamphlet is a list of all the current SAM chapters in existence around the globe. If your club's listing is now correct (the club's contact man's name and address are current), then have your secretary notify: Woody Woodman, 233 Longview Drive, Bayville, N.J. 08721.

SAM Editor Speaks by Jim Adams

You have probably wondered about several format changes to SAM Speaks in past months. Please bear with us, we are attempting to improve the photo quality of our newsletter. We tried different paper in the last issue, but the printer had trouble with the bigger press required and consequently the photos suffered again. We are going to try other changes until we resolve our problem. Our goal is to give you photo quality that is equal to the model magazines. Our belief is that pictures are what make this newsletter worth reading.

This month we have printed more letters concerning the proposed rules changes. Many of the letters comment about what SAM ought to do rather than address the issues up for vote. I would like to remind the writers that the time for submitting ideas for changes that "ought to be" has passed. The SAM rule cycle comes around every two years. The first half of the cycle (1 year) is for submitting the proposed changes; the second half (1 year) is for discussion and voting. We are now in the second half of the cycle.

Unfortunately, or fortunately, depending upon how you look at the rules as they now stand, a five-year freeze is to be initiated commencing with the printing of the new rule book (January 1988). Only time will tell if this freeze will accomplish what its proponents hope for.

Your editor sees the rules vote this year as a possible turning point in the SAM organization. For several years now, there have been several factions within the SAM R/C community that have raised their voices to try to influence the type of flying that will be conducted at SAM meets.

One faction wants Old Timers to be sort of a high-powered glider; using schuerles, new long stroke glow engines, Wankels, over-size wings and super light construction. Within this faction there are groups that want to outlaw the new design 4 strokes and others that want to use only McCoy's, Hornets, or replica Orwicks and Sky Devils. The one thing all of the groups in this faction enjoy is competition.

The second faction within SAM are those that fly Old Time R/C for nostalgia reasons or just a relaxed good time. This group will continue to fly by their own rules, made to satisfy their local needs, no matter what the SAM rule book says.

SAM Lapel Pins (or for your flying hat)

Beautiful enameled gold pins with the SAM logo in red, white and blue are available from: John A. Targos, 3229 Dianora Dr., Palos Verdes, CA 90274.

The pin is good sized, about one inch across, and has excellent detail. The quality is excellent and SAM Speaks highly recommends purchase of the pins. The price is \$3.75, including postage and handling. John is providing a tremendous deal for SAM members.

***** ANNOUNCEMENT *****

OAKLAND CLOUD DUSTERS
Fiftieth Anniversary Banquet
Saturday Evening, June 13, 1987
Shenanigan's Restaurant
Oakland, California

The Oakland Cloud Dusters club wishes to contact as many ex-members as possible, even though they might not be able to attend. If you are an ex-member or can supply even the faintest clue as to the whereabouts of one, please contact: George Xenakis, 1288 Oak Knoll Drive, San Jose, CA 95129. Phone (408) 996-0650.

50th Anniversary Wakefield Meet

The 50th Anniversary Wakefield meet that is scheduled to be held August 8-9, 1987 has been relocated. Originally planned to be held just outside of Paris, the meet has been moved to Warwick Raceway in England. The field, located in the center of the race track, is near Warwick Castle, northwest of London and about 8 miles from Coventry.

Excellent and abundant accommodations exist in the Warwick Castle area.

The events to be flown are the Bowden and the French Le' Kid Designs on Saturday. Both the 4-oz. and 8-oz. Wakefield events will be flown on Sunday.

More information will be forthcoming in the next issue of SAM Speaks or you can write to: David Baker, 22, Ellington Road, Muswell Hill, London N10, England.

We will have particulars of the Bowden and Le' Kid Designs in the next issue.

1987 SAM 1/2A Texaco Postal Meet

The Third Annual National 1/2A Texaco R/C Postal Team Challenge is about to begin. The winner in 1986 was SAM 30, Marysville, California. The team captain, Nick Nicholau, has issued the call for all chapters that wish to participate in 1987 to make themselves known. The deadline for the spring practice round in 1987 is May 30th.

The winning team will have the honor of conducting the 1988 team challenge, the warm-up in the spring, and the final round in the fall. They also have the honor of adding their name to the trophy and (paying for the engraving).

Last year, ten chapters vied for the honor of best R/C 1/2A Texaco team in the U.S.A. Send your entry and your results to Nick Nicholau, 2329 Hall Street, Marysville, California 95901. Phone (916) 742-1231.

So get on the band wagon; pick your five best 1/2A R/C'ers, schedule your meet and get your results to Nick. The winning team's picture will appear in SAM Speaks and John Pond's column. For more info see May-June 1986 issue of SAM Speaks or call Nick.

Proposal to Form R/C Rules Committee Withdrawn

We have received word from Sal Taibi, SAM President, that the R/C proposal 12 has been withdrawn from the ballot. The writers of the proposal, Jack Albrecht and Don Bekins have decided not to submit it for vote in 1987. The general feeling was that this change was a By-Laws change rather than a rules change. Readers will note that this proposal was added to the ballot in the last SAM Speaks #74.

Missing SAM Perpetual Trophy

One of SAM's perpetual trophies is presently unaccounted-for. The Feather Merchant trophy which is presented to the modeler with the best performing ignition model was given out last year at Chicopee. Because of the confusion caused by Bruno Markiewicz' death at the meet, no record was made of the recipient of the Feather Merchant trophy.

Will the SAM member who won the trophy last year please contact Bruce Norman, this year's contest manager, and make arrangements to return the trophy to contest headquarters. SAM will pay shipping costs if you are not planning to attend this year's meet at Seguin, Texas.

If the holders of the other perpetual trophies are not going to attend this year's contest, they should also make arrangements to ship the trophies to Bruce Norman. Bruce's address is: 3417 Creston Avenue, Fort Worth, TX 76133. Remember, SAM will pay all shipping costs. Last year's winners were:

30 Second Antique	-	John Bortnak
Twin Pusher	-	John Stott
C' Cabin	-	Mitch Post
B' Pylon	-	Bruno Markiewicz
Fuel Allotment	-	Last flown in '85 - Cliff Silva
Compressed Air	-	John Stott

1987 Canadian SAM Champs

John Bortnak from SAM 52 in Calgary has written to us announcing that they will be holding a 1987 Canadian SAM Free Flight Champs. The events are to be flown on Saturday and Sunday, August 22 and 23.

Saturday's events are:

Class A-B Pylon Gas
Class A-B Cabin Gas
O/T Rubber Stick
O/T H.L. Glider
30 Sec. Antique

Sunday's events are:

Class C Pylon Gas
Class C Cabin Gas
O/T Rubber Cabin
O/T Towline Glider
.020 Replica (combined pylon/cabin)

Awards to third place, plus a grand champion trophy will be presented by the Alberta Antique Modelers. For further details and directions to the flying site, write to C.D. John Bortnak, 740 Lake Ontario Dr., SE, Calgary Alta, T2J-3J8, Canada

Old Timers Reunion

The Old Time group, "Hangar No. 13" of Beloit, Wisconsin will celebrate its 52nd Anniversary with a reunion on the 3rd Saturday in September, 1987 at the Holiday Inn of Beloit, Wisconsin.

This group started with thirteen members (boys) in 1928. In 1935, they received their charter from N.A.A. There will be a fly-in on Saturday afternoon. For further information or if you plan to attend, contact: Conrad W. Hansen, 424 Volusia Avenue, Dayton, Ohio 45409. Phone (513) 299-1897.

Australian SAM Rules Freeze

In a recent letter received from Basil Healy, president of SAM Australia, he indicated that they are going to initiate a 2-year rules freeze. We quote from his letter:

"Our M.A.A.A., the equivalent to the A.M.A. is about to embark on a two-year rule freeze and hopefully this will mean the same for us although we can try out proposed rule changes at contests provided we notify the contestants in advance. We have had a pretty hectic time with rule changes in the last 18 months and I am looking forward to some stability from here on, despite the rumblings from some of the Free Flight fraternity that they are not happy with our Vintage (pre 1952) Free Flight Rules. Oh well, you can't please all of the people all of the time."



George Wagner, Sr., receives a special award, the San Diego AERONEERS Distinguished Service Award Trophy. This trophy was created by Joe Havlik to express the AERONEERS' appreciation to George for his total service to the Club; George was one of the three who reactivated the dormant AERONEERS club in 1979, he served as Secretary and Newsletter Editor from 1979 through 1984, and he was President for 1985 and 1986. The trophy has a model of George's "Baby Condor" gas model design enclosed in a glass globe. (The "Baby Condor" plans were published in Flying Models magazine in December, 1948.)

SAM 57 Hosts Old Timer Variety Meet

SAM Chapter 57 will host the 2nd Variety Old Timers Meet on June 27th and 28th in 1987. The 1986 meet was a one-day affair with nine events and 42 entrants. In response to a post meet questionnaire, the 1987 meet will be a two-day get-together with 20 (gasp!) events. The events offered result from the questionnaire. We are asking entrants to pre-register to help with the planning and financial outlay.

The Mid American Air Center, Lawrenceville, Illinois, will also be the site of the 1988 SAM Champs. This affords an opportunity to "tune up" for a national meet. Participants at previous Free Flight contests know that the field is an excellent place to fly. The events offered should stimulate one to dust off those old models, fire up those old engines and dig out those old plans. The meet will be low key with the emphasis on having a good time, swapping "Tribal Lore" and getting together with old and new friends.

Come join the fun!

We are off to an earlier start this year. I hope that fact and the addition of events will prompt more folks to attend this year. We can use the experience for the Champs in 1988. Come join us if you can!

The events to be flown are:

<u>Free/Flight</u>	<u>R/C</u>
Small Rubber Cabin (150 sq.inch max)	A/B LER Ing/Glo
Small Rubber Stick " " " "	C LER Ing.
Large Rubber Cabin	C LER Glow
Large Rubber Stick	1/2A Texaco
Scale	
A/B Cabin Gas	<u>Nostalgia</u>
A/B Pylon Gas	
C Cabin Gas	.010 to .080
C Pylon Gas	.081 to .65

Special Events

Old Time Wakefield (Pre-1937)
10 Cent Comet Scale

Entry fees are \$10.00 - first event, \$2.00 - each additional event, \$3.00 extra if entered after June 1. All standard events will be flown to SAM rules. For more information write to: Don Sachtjen, RR5, Box 56B, Bloomfield, IN 47424.

Note: This is less than one week prior to the 1987 SAM Champs at Seguin, Texas. If you hustle, you might make both events.

SAM 35 Year Books

Book number four has been released and is very well done. Lots of reading on gas, rubber, scale and write-ups about the real Old Timers in this business. Top this off with 42 pages of plans. This book is worth every penny of the price. The books are now available here in the states from: Old Timer Model Supply, P.O. Box 7334, Van Nuys, CA 91409. The price is \$9.00 post paid.

To: SAM Members from Don Bekins

Re: R/C Assist Rules Proposals

Since I am not involved in Free Flight, I am not qualified nor would it be proper for me to comment on Free Flight proposals. I will not vote on their proposals. However, I would like to make some recommendations on the R/C Rules Proposals, numbers 1 through 10, based on my experience both as an active competitor and as a former Rules Committee Chairman.

Proposal R/C 1 — YES — This provides a definition of a pure antique model. This should be added to our rules as a clarification of the Pure Antique Event. However, it should be pointed out that this is a change, in that scaling will no longer be permitted in pure Antique. Many are flying this event now with scaled models and if this passes, will only be able to fly those scaled models in the Antique event.

Proposal R/C 2 — YES — A restriction of four cycle engines that fall under the 60% rule. In 1977, the first four cycles were coming into use in Old Timers. The A.M.A. already had a ruling that said these engines were the equivalent 60% of their two cycle counterparts. When the 1979 rules were voted in, no one considered that the 1977 OS .60 4 cycle with advertised horsepower of .62 bhp would become OS .61 4 cycle in 1985 of .89 bhp (a 43% increase). Though an OS .61 Surpass 4 cycle has not yet hit the market, a 1986 Saito .65 four cycle is available. Its displacement is only 4 hundredths cubic inch higher, but puts out 1.08 hp, a 74% increase in power, yet under our current rules still falls under the 60% rule!

Technology has outstripped our blanket 60% rule. For that matter, schneurle 2 cycles have outstripped their cross-scavenged counterparts in power as well. A story in SAM Speaks suggested a schneurle rating of 125% of cross-scavenged 2 cycles, which I agree with. SAM's choice is to either restrict the 60% rule to those original four cycles it applied to, change the percentage to adapt to the increased bhp of the new engines - both 4 cycles and schneurles - (a SAM Engine Committee nightmare), or throw out the percentage rule altogether. The only proposal we have before us now is this one, and I recommend a YES vote. The next rules cycle can change that democratically if a qualified proposal is made and the membership votes to do so.

Proposal R/C 3 — NO — Use of wood only on OT models, no foam. This proposal is entirely too restrictive. We are now using cyano glues, monokote, and other modern materials on our models. "Beef up the built-ups" is a part of our current rules. I feel builders should be encouraged to, at the same time, lighten and strengthen their models. They utilized the best materials available in the golden age of modeling, and we still should. Section II, Article 1 of our current rules adequately covers the building rules.

Proposal R/C 4 — YES — Non-folding, two-blade, fixed pitch props only. The safety aspect is important. And, because the OT models glide so slowly, the advantage of a folding prop is minimal, at best. However, if this proposal does not pass and the future top competitors all use folders, it becomes a "necessity" to remain competitive. Why "force" everyone into a new and expensive technology just to stay even with the competition?

Proposal R/C 5 — YES — Planform area used as wing area determinant. This was one of the oversights in the publishing of the '84-'85 rules and should be corrected. Additionally, it is easier to calculate planform area than projected area. The slight difference in wing loading is minimal and most models that have been scaled today have been done on planform area.

Proposal R/C 6 — NO — Change wing loading rule from 8 oz. per square foot to 10 oz. per square foot. Though it is difficult to build an R/C assist Old Timer to an 8 oz. wing loading, many careful builders are doing so. Use of new materials has been a help. I feel the problem of too many max flights is more a function of the engine run time being too long. We have now had four years experience with our engine run handicaps. With this background, I feel we can reduce run times 5 seconds or more so our models do not fly out of sight on the excessive engine run. That can now be done by the CD due to field conditions, or the rule democratically changed by a qualified proposal during the next rules cycle.

Proposal R/C 7 — YES — Maximum 8 inch diameter propeller for 1/2A Texaco. The loophole discovered by some in our 1/2A Texaco rule is to use ever larger diameter propellers and obtain long engine run times up to and more than 15 minutes on 8 cc's of fuel. With a 15 minute max in the event, it is easy to see that the pilot merely get his model in the air and fly it around until the max is reached -- no thermals, no pilot skill. An 8 inch prop is a good compromise as the engine will run about 6 minutes. Then the pilot must find some air in order to max. I feel the intent of the duration events is to test pilot skill and find thermals.

Proposal R/C 8 — YES — 1/2A Texaco to be replicas of gas models only. This standardization should help keep the controversy out of the very popular 1/2A duration event.

Proposal R/C 9 — YES — Clarification of definition for "character of the original model" to include wheel size and dihedral. Smooth fields and R/C assist have made it easy to change wheel sizes and wing dihedral. Let's keep the Preamble in mind and build our models as they were in the golden age of modelling.

Proposal R/C 10 — YES — Clarification of engine definition for old timer models. Another controversial loophole must be closed to keep old time modelling in the spirit of the Preamble. New technology in the form of the Wankel, a rotary internal combustion engine with no piston or cylinder, has shown up in competition.

The manufacturer advertises it as having a displacement of .30 cubic inches, and a horsepower rating of 1.3 bhp. Many .60 engines do not have that much power. To make matters worse, one engine columnist in a popular model magazine stated he felt the Wankel was a four-cycle engine. Those who make a study of finding loopholes in our rules have claimed the 60% four cycle rule and flown Wankel powered models in class A. I personally flew in a contest with an Arden .19 powered 480 sq.in. Bomber against an 800 sq.in. Wankel powered Playboy in Class A! Putting a 1.3 bhp Wankel in the same class with a .14 bhp Arden antique engine (regardless of the difference in engine run times) is just not in the spirit of Old Time modelling.

To: SAM Speaks Readers By Jim Adams

I noted in reading through the proposed re-write of the rules book (Proposal #11) by Bob Angel several changes that I did not feel were simply re-writes of the existing rules, or were oversights. I have discussed these changes with Bob and only wish to document my comments in this letter.

We are letting ourselves in for a great deal of trouble, protests, and arguments if we allow the use of binoculars to time the models. I use the word "time" since I found no statement in the new rules specifically limiting the number of times per flight or length of time binoculars may be used. Also, the rule proposal does not state whether the timer will continue timing the model after the emergency is declared, or if the flight would be terminated when the emergency is declared. The practice now almost universally is to terminate the flight when another pilot has to take over the controls to return the model to the take-off point. (Refer to Section (IV, Paragraph 4.) The new rules do not make it clear who will use the binoculars. Obviously, the pilot will not be able to use them (he has already lost sight of the model), and if an assistant or the timer uses them, then technically the contestant is no longer flying the model. Rule 13 states that the timer must see the model land on the field to conclude the flight score. Rule 8 says that "Only one contestant may fly a particular plane in a given event." Does this mean that only one flyer may control the model, or are we saying that one flyer, with the help of several pairs of "eyes" helping, may fly the model? What is the penalty if the timer or a bystander, using binoculars, gives the pilot directions to bring the model back to the take-off point?

Note that Section II - Engine Definitions, paragraph (b) says that Glow Engines are subdivided into:

- (1) Conventional cross scavenged engines.
- (2) Schnuerle or Perry directional ported (PDP) engines.

Paragraph (d) then describes four cycle engines as conventional glow engines. Paragraph (b) should be entitled "2 stroke glow engines".

The change that most perturbs me in Section II (b) is that the cubic inch size on class C engines has been upped from .610 to .650. The engine committee that established the original engine sizes in the rule book, rounded off the top limit of the sixties to .610 to allow engines that were only slightly over size to compete with the sixty engines. This change which ups the top limit to .650 will allow many new and hotter engines to be introduced into SAM competition and another horse-power race will be started. You will note that there is a special note in paragraph 2 that allows original ignition engines such as the Spitfire .65 and .73 Orwick and others to enter class C ignition events. (This has been accepted practice.)

Refer to Section IV - Events Definitions, paragraph 6, which defines engine run times for antique and L.E.R. events. I think it would be much more definitive if the box chart were revised to add categories for four strokes and Wankle engines (if they are to be allowed). Neither of the engines mentioned fall correctly within the four (4) categories listed. As I mentioned elsewhere in this letter, neither of those engines are schnuerle or cross scavenged; however, they could possibly fall into the converted ignition class, and if the proposed replicas of the "Channel

Island Special" make their appearances this year, they would fall into category 4 - Original Ignition (if the engine committee accepts them for use).

I propose that a sentence be added to paragraph 7 of this same Section IV. Paragraph 7 now reads, "Engine run times start when the model is released for take-off, and end when the required R/C shutoff has been activated and the prop stopped." A statement should be added: "The timer may require that the contestant demonstrate that the engine has stopped by activating the cut-off to the ON position or to full throttle position at this time." This is to assist the timer where cut-off occurs at a very high altitude or where noisy engines exist in the area. "When the timer determines that the engine run has not been terminated properly, the flight will be scored as an attempt."

In Section V - Contest Procedures, paragraph 2, "Antique classes will be flown concurrently, and a contestant may enter either the Antique, or "pure" Antique event, but not both." This rule was first added at the La Junta, Colorado Champs and I believe was intended to limit participation because of the limited amount of time available to run R/C events. It is unduly restrictive in nature and does not have any legitimate reason for being since the contest schedule has been lengthened. If this was a legitimate reason for the rule, then it could also be applied to the L.E.R. events.

The wording in Section VI - Special Events reads like a tacked-on clause to cover events not covered in the regular part of the rule book. I would delete the reference to the 1986-87 A.M.A regulations booklet. The SAM rules book is intended to stand by itself and not be dependent upon AMA regulations that are liable to change and over which we have no control. Whatever information the author meant to be conveyed should be detailed in this paragraph.

I believe that either paragraph 4, Section V - Contest Procedures, should be expanded to include the possibility of "Special Events" being flown at the SAM Champs or that a paragraph under Section VI - Special Events should allow the addition of new "Popular" events at the SAM Champs. The addition of events that have become nationally popular, but that are not listed in our Basic Events should be allowed (provided that the Executive Board concurs). Currently, paragraph 4, Section V covers only "Local and Regional" meets, and "Regional" is not clearly defined. I would suppose that "Regional" means the National Championship, or maybe it just means in a part of the country (i.e. the East Coast or the Southwest).

I recommend the removal of paragraph 3 under Section VI. There is no class A/B Antique Glow/Ignition being flown in any SAM contests, that I am aware of. I also wonder, since the engine size is not defined in describing the "pure" Antique event in Section V, if smaller or larger engines than class C could be used in that event. I am not sure what the advantage would be in using a smaller engine, but a larger engine is self-explanatory.

In Section I - Aircraft Definitions, paragraph 7, the expression: "Minor changes to the thrust line, i.e., upright instead of inverted;" is confusing. Does it mean that the engine can be changed from inverted to upright while remaining within the dimensions of the cowl? This would be a change in thrust line of 3 inches on a 60 engine. The original F/F rule meant that the engine could be inverted or upright but that the thrust line was to remain the same (with only very small deviation).

LETTERS TO THE EDITOR

The editor of SAM Speaks has chosen to print two letters on the subject of the rules freeze vote at the 1987 SAM general meeting. The first letter, written by Bob Grice, is typical of several that we received, asking for an explanation of the actions of the president and SAM executive board, in response to that vote. The second letter, written by Bob Angel, the Western V.P., provides a very comprehensive answer to those questions.

Dear Jim,

From the editorial in the September-October, 1986 issue of SAM Speaks, I concur that there may be a flurry of "letters to the editor" to start World War III - not about the new R/C rules proposals, but about why we should vote again on them.

Surely you know that our general membership at Chicopee last July passed a 5 year rules freeze. This precipitated a 2nd vote unprecedented in our history - 605 votes yes to 483 votes no confirming our members' desire to freeze the rules.

In Article II of our constitution and by-laws, a purpose of our society is "to establish, compile, issue and publish rules and regulations for and on behalf of its members". Now, our September-October, 1986 SAM Speaks provides multiple rules change proposals to be considered for a 1987 vote before we freeze the rules. We apparently have all of our area vice presidents to thank for the rules changes in progress (see our president's page 1 letter July-August, 1986 SAM Speaks).

I appeal to you as editor of such a worthy publication to address the issues at hand! Leadership which ignores the wishes of the majority should be a prominent issue. You should yell the loudest or we must assume that you are part of it.

Jim, I request that you publish this letter with your comments.

Respectfully,

Bob Grice
SAM #2314

cc: All area vice presidents
Sal Taibi

Robert L. Angel
Western V.P.

Dear Jim,

With your permission, I'd like to answer Mr. Grice's letter, both as an addressee and as one of the accused. Neither the problem, nor its solution is nearly as clear cut as many spokesmen and letter writers seem to believe; otherwise, we wouldn't have two closely balanced opposing sides. I have a stack of correspondence "proving" that all aspects of the "railroaded" rules freeze were totally illegal and immoral. I have a similar stack of letters such as Mr. Grice's, which can't see why a simple "democratic" majority vote (especially two votes) doesn't get the result they may have had in mind.

A greatly simplified version of the basis of the controversy is that we have two camps, one believing the rules need continual adjustment to maintain "purity" in the old timer movement, or to compensate for changes or advances in engine development, construction materials or processes, flying techniques, "loop-hole" discovery, etc. The other group is tired of seeing equipment made obsolete by what they perceive as "rules tinkering" in an attempt either to increase the tinkers, or reduce the opponents advantage, or otherwise change through legislation who takes home the trophies. I'm familiar with most of the rules history, but I'll point out that I wasn't able to attend the 1986 meeting at Chicopee, due to work commitments, so my knowledge of that meeting is limited to hearsay, correspondence, the minutes, SAM Speaks, the SAM rule book, and my copy of Robert's Rules.

The group who proposed the "rules freeze" began their effort openly at least as early as the January 1986 Buckeye contest, where they gathered signatures with the stated intent of instituting a 5 year "rules freeze". Their efforts were taken to the national meeting and presented in some manner to president Sal Taibi, and a vote was taken, with a majority (of those voting) favoring a freeze. In the ensuing uproar, president Taibi recognized that probable technical errors had occurred, and feeling that a mere 31 votes should not determine SAM's 5 year future under these conditions, he tried a "fix", which in his best judgment was the fairest, most democratic way to solve the problem; that of a general vote of all the members. Sal hoped to remove all doubt about what was wanted by the majority of SAM.

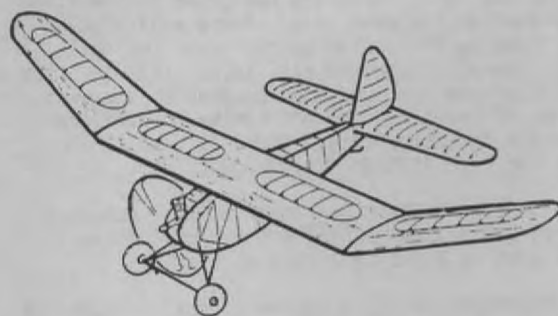
Unfortunately, during all these actions, there were many technical/procedural errors committed by 1) the rules freeze proposers, 2) by president Taibi, and lastly by 3) the membership in attendance, by allowing certain things to occur without presenting a clear basis of their objections at the meeting, along with the proposed correct fix. This statement is not intended to place any blame, as there are no particular "villains" involved.

We are a group of model builders first and foremost, and being parliamentarians/lawyers is only a sideline with most of us. While president Taibi might be criticized for not having an instant command of parliamentary law and procedures as applied to the SAM constitution, that is the only legitimate criticism of his actions that can be made. He was faced with real time on-the spot decisions, and there is no doubt in my mind that his foremost consideration was to put aside personal feelings in order to satisfy the majority of the membership. In this respect, I feel Sal is by far the most democratic, least dictatorial, and most flexible president we have had since I've been a member.

Anyway, here we still had a problem for which any solution would be unpopular with one group or another. We also had a very decisive note, or at least an "opinion poll" (as it was labelled) as to what the majority of the membership wanted. Unfortunately, we still had technical errors, and an upset membership. Up to this point, I (and I assume the other Directors of SAM) had not been consulted by Sal.

21st SAM CHAMPS

FLY FOR FUN



JULY 3,4,5 and 6 1987

RANDOLPH AUXILIARY FIELD • SEGUIN, TEXAS
AMA SANCTION NO. 1014 AAAA MEET

18 FREE FLIGHT • 11 RC ASSIST
OLD TIMER & ANTIQUE EVENTS

CONTEST DIRECTORS

TOM DENNARD•FF • JOE PERCY•RC

SAM HEADQUARTERS
HOLIDAY INN• NEW BRAUNFELS, TEXAS

CONTEST MANAGER

BRUCE NORMAN

3417 CRESTON AVE. • FORT WORTH, TX 76133
817-923-2020

GENERAL INFORMATION

1. **FLYING SITE:** The USAF Seguin Auxiliary Airfield is an active military airfield. The Flying site is not available except during the scheduled contest dates and times. In blunt terms, NO test flying before or after the contest dates. There will be no overnight camping on the airfield. The airfield is located about 1½ miles east of Seguin, Tx on alternate U.S. Hwy. 90. There are two gates to the field located on the west side. There will also be a "bike exit" located at the North (normally the downwind) edge of the field. The USAF fire station and compound area located on the west side of the field are off limits to everyone except in emergencies. There is a telephone in the Fire Station for emergency use.
2. **MOTOR BIKE OPERATION:** The Air Force requires that protective helmets and eye protection be worn by all bike riders on the base.
3. **SURROUNDING AREA:** A perimeter road outside the USAF fence surrounds the field except for the southeast portion of the long runway. Individual property owners' fences parallel most of the perimeter road. Model retrieval west and south of the airfield is difficult due to: electric fences, gravel pits, trees, creeks and crops. However, the winds are normally from the south-southeast and the models will drift to the north. The area north of the airfield although fenced, is relatively open. All the land surrounding the flying area is privately owned property and must be respected.
4. **WEATHER DATA:** The temperatures range from the mid seventies in the morning to the upper nineties in the afternoon. Humidities are relatively high, 85% at sunrise to 40% by late afternoon. The winds are usually from the south-southeast thru south. They will average eight to twelve MPH and be strongest during late afternoon. An early morning wind at 3-4 MPH from the northwest may prevail until about 9:00Am
5. **EMERGENCY TELEPHONE NUMBERS:**
Emergency Medical Service-----379-8940/8941
County Wide Amb. Service-----372-4340
County Sheriff-----379-1224
Seguin Police Dep't-----379-2123
Seguin Fire Dep't-----379-1142
Guadalupe Valley Hospital-----379-2411
6. **ACCOMMODATIONS:** The Holiday Inn in New Braunfels has been designated SAM CHAMPS headquarters. All activities will be held in the one location. It is about 14 minutes from Seguin. Seguin and the surrounding area is a very popular place in the summer, especially on July 4th. You must get your reservation in early. 50 rooms have been reserved and will be held until June 11. A deposit is required but is refundable until July 1. The alternate motels and camping facilities listed may be of interest.

GENERAL CONTEST INSTRUCTIONS.

1. 1984-87 SAM rule book applies to this contest.
2. All models are subject to weigh-in by contest officials.
3. Engine running will not take place within 200 feet of the C D tables.

GENERAL R/C INSTRUCTIONS.

1. All R/C contestants must sign the AMA form attesting to their ability as a flyer and that their models have been previously flown in similar modes to events at this contest.
2. Fuel for ¼A Texaco will not be furnished.
3. The winner of the Texaco event will be determined by the one longest flight.

4. OS Max Wankel engines will be considered as Class B Non-Schnuerle.
5. There will be an RC pilots meeting at 8:30AM on each day of the contest. It is the responsibility of each pilot to be at this meeting.

GENERAL FF INSTRUCTIONS

1. RUBBER SCALE

Maximum flight 3 minutes, with score based on the best of five flights.

2. .020 REPLICA

Models will R.O.G. with 20 sec. engine run and fly 3 min. max's. If three max's are achieved, the fourth and ensuing max attempts will be flown with a 15 sec. engine run.

3. JIMMY ALLEN RUBBER RULES (Sponsored by Jim Root)

Any rubber model designed or kitted under the JIMMY ALLEN name is eligible to enter. Flight rules same as SAM O.T. rubber. All models hand launched.

4. NOSTALGIA FF GAS (NFFS Category II Rules)

DESIGN REQUIREMENTS: Models must be kitted or published in a commercial magazine or book in the period 1943 to 1956, inclusive. If the model qualifies for Old-timers, it cannot be flown in Nostalgia. It will be the responsibility of the contestant to produce proof of eligibility of little known or foreign designs. Model construction must reasonably conform to the original. Scaling of designs up or down is permitted; however, the contestant shall provide full size plans of the original design, full size plans of the scaled size, and the appropriate scale factor for easy processing by the CD.

ENGINE REQUIREMENTS To establish a true Nostalgia atmosphere, an engine cut-off date is in effect. The general rule is that only plain bearing engines manufactured before the cut-off date of Dec 31, 1962 and all ball bearing engines manufactured before Dec. 31, 1956 are eligible to compete. Note: exceptions to the general rule are:

- A. Except for Cox Tee Dee .010 and .020, Cox front intake engines are not allowed.
- B. All Cox rear intake .020 & .049 engines may be used regardless of mfg. date. However, switching to Tee Dee cylinders or the use of high compression heads is not permitted.
- C. Any size plain-bearing stunt type Fox engine with cast on intakes, like those made in the 1950's may be used regardless of mfg. date.

WEIGHT RULE: A 100 oz. per cu. in. of engine displacement will apply to models using engines with a .051 to .63 C.I.D. The ¼A (.020-.049) powered models are exempt from weight restrictions.

FLIGHT RULES: NFFS Category II rules will apply. Twelve-second engine run, hand-launched, and fifteen second engine-run VTO/ROG, and 3 minute max's for the first three and all ensuing flights will be in effect. Flight attempts will be the same as AMA gas:

EVENTS: Two classes, small and large, will be flown -- .010 to .050 C.I.D. and .051 to .65 C.I.D. Two models may be used to complete flights in each class.

Name _____

Contestant No. _____

Date received _____

Check events entered and fill out completely.

FRIDAY JULY 3 - 8:00AM TO 5:00PM

Event	Model Name	Engine	Wing Area	Wt. Req'd	Freq.
RC 1/2A Texaco					
RC Texaco					
FF 1/2A Nostalgia*					X
FF Comb. Nostalgia*					
FF .020 Replica*					
FF Jimmy Allen*					

SATURDAY JULY 4 - 8:00AM TO 5:00PM

Event	Model Name	Engine	Wing Area	Wt. Req'd	Freq.
RC C Ignition					
RC B Glow					
RC A Ignition					
FF C Pylon					X
FF A Cabin					
FF Rubber Cabin					
FF Twin Pusher*					
FF Compressed Air*					

SUNDAY JULY 5 - 8:00AM TO 5:00PM

Event	Model Name	Engine	Wing Area	Wt. Req'd	Freq.
RC C Glow					
RC B Ignition					
RC A Glow					
FF A Pylon					X
FF B Cabin					
FF Gas Scale*					
FF HL Glider					
FF Rubber Stick					

MONDAY JULY 6 - 8:00AM TO 4:00PM

Event	Model Name	Engine	Wing Area	Wt. Req'd	Freq.
RC Antique#					
RC Pure Antique#					
RC Lee Renaud Memorial*					
FF C Cabin					X
FF B Pylon					
FF 30 Sec Antique					
FF Rubber Scale*					

* Designates Special Events.

Designates can only fly one - either Antique or Pure Antique.

Compressed Air will be flown Saturday 4 - Weather permitting.

1987 SAM Champs



JULY 3-6 1987
RANDOLPH AUXILIARY FIELD
SEGUIN, TEXAS

AMA SANCTION AAAA 1014

CONTEST MANAGER

BRUCE NORMAN
3417 CRESTON AVE.
FT. WORTH, TEXAS, 76133

FF CONTEST DIRECTOR

TOM DENNARD
1308 TANGLEWOOD TRAIL
EULESS, TEXAS, 76039

RC CONTEST DIRECTOR

JOE PERCY
2100 GUMM ROAD
FT WORTH, TEXAS, 76134

ENTRY FORM

(See reverse side for list of events)

Early entry will avoid last minute rush. Please mail entry with remittance made out to:
BRUCE NORMAN, 3417 CRESTON AVE. FT WORTH, TEXAS, 76133

Entry fee: \$8.00 first event; \$5.00 each
additional event up to \$23.00. (Entries after
June 1, 1987 are \$9.00 each event, no maximum.)

Total: _____

Special Offer On Friday July 3 only, late entries for that
For AMA Contestants: day's Free Flight events will be accepted at
the field for a \$5.00 fee for each event.

Bean Feed: \$5.00 per person. No. of tickets _____

Total: _____

Awards Banquet: \$10.00 per person. No of tickets _____

Total: _____

Total: _____

Name _____

Address _____

City _____ State _____ Zip _____

AMA No. _____ SAM 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)

4. NOSTALGIA FF GAS
(NFFS Category II Rules)

(CONTINUED)

GENERAL: Any AMA legal fuel and fuel system may be used. No auto surfaces are permitted. Two wheels may be substituted for one, but not vice-versa. Minor modifications for D-T is allowed. Any controversies will be resolved by the sole decision of the event or contest director.

AWARDS:

Trophies to five places in:

- All basic events
- .020 Replica
- Rubber Scale

Trophies to three places in:

- 1/2A Nostalgia
- ABCD Combined Nostalgia
- Gas Scale

Perpetual Trophy in:

- Compressed Air
- Twin Pusher

Awards by Jim Root in:

- Jimmy Allen event

Awards by Airtronics in:

- Lee Renaud Memorial RC event

R/C & FREE FLIGHT GRAND CHAMPIONS

Will be determined by the most points scored in the basic SAM events which are listed in the 1984-87 rule book. Five points will be awarded for 1st place, 4 points for 2nd place, 3 points for 3rd place, 2 points for 4th place, and one point for 5th place. Points will be allowed in either R/C Antique or Pure Antique, but not both.

MEETINGS AND SPECIAL EVENTS

BEAN FEED - Holiday Inn - New Braunfels - Friday July 3rd, 7:00PM, \$5.00 per person. Get tickets before June 25. Bar available.

SAM BUSINESS MEETING - Holiday Inn - New Braunfels Saturday, July 4th, 7:30PM.

BANQUET & AWARDS CEREMONY - Holiday Inn - New Braunfels - Monday July 6th, 7:00PM, \$10.00 per person. Get tickets before June 25. Bar available.

MECA COLLECTO

TO BE ANNOUNCED.

1987 SAM CHAMPS PROGRAM

July 3 - Friday
8:00AM - 5:00PM

RC 1/2A Texaco
RC Texaco
FF 1/2A Nostalgia
FF Comb. Nostalgia
FF .020 Replica
FF Jimmy Allen

July 4 - Saturday
8:00AM - 5:00PM

RC C Ignition
RC B Glow
RC A Ignition
FF C Pylon
FF A Cabin
FF Rubber Cabin
FF Twin Pusher
FF Compressed Air

July 5 - Sunday
8:00AM - 5:00PM

RC C Glow
RC B Ignition
RC A Glow
FF A Pylon
FF B Cabin
FF Gas Scale
FF HL Glider
FF Rubber Stick

July 6 - Monday
8:00AM - 4:00PM

RC Antique
RC Pure Antique
RC Lee Renaud Memorial
FF C Cabin
FF B Pylon
FF 30 Sec Antique
FF Rubber Scale

The Tri-City FF Team Annual July 4th Contest

In addition to the SAM CHAMPS at the Seguin Auxiliary Airfield there will also be an AMA free flight contest. The TRI-CITY FREE FLIGHT TEAM will conduct their sixth annual AMA free flight meet on July 4 and 5. This competition is SEPERATE from the SAM CHAMPS regarding entry fees, events, awards and management. The following events are scheduled:

SATURDAY 8:00AM - 4:00PM

1/2A
B
D
FAI Combo (A-2, Wakefield & power combined)

SUNDAY 8:00AM - 3:00PM

A
C
HL Glider (AMA)
Small Field (.020 Replica, A-1, Coupe, P-30 and Electric)

For additional information contact:

James A. Summersett (CD)
418 Radcliff
San Antonio, Texas, 78216
Phone: (512) 344-7444

1987 LEE RENAUD MEMORIAL CONTEST (Old + New 1/2A Texaco RC Assist)

Airtronics, Incorporated, in memory of its founder, Lee Renaud, designer, craftsman, competitor, friend, supporter of model aviation, recognized in the AMA Hall of Fame, and entrepreneur, invites you to participate in the national "1987 Lee Renaud Memorial Contest". The contest is based on a single event and is an extension to the popular "1/2A Texaco RC Assist Old Timer" event, but with minor changes and without limitation to model design data. We refer to it as "Old + New 1/2A Texaco RC Assist".

Sweepstake drawing will be made from the first place winners during December 1987, which will determine the recipient of a complete Airtronics radio set of his choice.

The rules are as follows:

1. A Cox .049 Black Widow motor must be used without modification, substitution, or alteration, except to move fuel pick-up from middle to bottom of the tank (capacity is 8 cc).
2. Any model qualifies.

Procedure and Flight Rules

1. Fill tank with any commercial available glo-fuel.
2. Hand launch model, allowing motor to run out of fuel to obtain maximum endurance—total flight time not to exceed 15 minutes.
3. Score one (1) point for each second airborne from hand launch to landing in defined field. Score for flight over 15 minutes is penalized one (1) point per second and deducted from 900 (score for 15 minute flight). Example: Score for a 15 minute-20 second flight is 900 minus 20=880 points, where a score for a 14 minute-50 second flight is 890 points.
4. An official flight is one that lasts over two (2) minutes—four (4) attempts allowed for two (2) official flights, first two official flights totaled completes score with no further attempts allowed.

HAPPY LANDINGS!

Joe Beshar, AMA 175
Director
"1987 Lee Renaud Memorial Contest"

GUADALUPE COUNTY AND SURROUNDING AREA

RECREATION VEHICLE PARKS AND CAMPING

SEGUIN - 78155

KERN PARK - I-10 WEST OF SEGUIN
225 KERN PARK ROAD
(512) 379-9874
SPACES-32, DUMP STATION, FULL
HOOK-UPS-6, NO HOOK-UPS-10, SHOWERS

FAIRGROUNDS - ADJACENT TO COLISEUM
810 SOUTH GUADALUPE STREET
(512) 372-0630
HOOK-UPS WITH WATER AND ELECTRIC-40,
DUMP STATION

McQUEENEY MARINA - ON GUADALUPE RIVER
WEST OF SEGUIN
(512) 557-9900
SPACES-35, FULL HOOK-UPS-25, DUMP
STATION, SHOWERS, PICNIC TABLES

NEW BRAUNFELS - 78130

CAMP HUACO SPRINGS - STAR ROUTE 3,
BOX 879,
(512) 625-5411
DUMP STATION, HOOK-UPS, SHOWERS, AND
CAMP GROUND

LANDA TRAILER PARK AND CAMPGROUNDS
565 NO. MARKET STREET
(512) 625-1211
HOOK-UPS, CABINS, PARKING, ETC.

WHITWATER SPORTS CAMPGROUND
RT. 3, BOX 22
CANYON LAKE, TEXAS 78130
(512) 964-3800
RV PARKING, CAMP GROUND, DUMP STATION
AND HOOK-UPS

ELM GROVE PARK AND CAMPGROUNDS-
4 MILES WEST OF I-10 ON HIGHWAY 46
(512) 557-9957 ON GUADALUPE RIVER
SPACES-50, FULL HOOK-UPS-23, WATER
AND ELECTRIC-27, HOT SHOWERS, TOILET
DUMP STATION, PICNIC TABLES,

WINTER WINGS RV HAVEN
6 MILES SOUTH OF SEGUIN ON HIGHWAY 1
RT. 3, BOX 228 A
(512)-372-2731
HOOK-UPS-9, WASH ROOMS

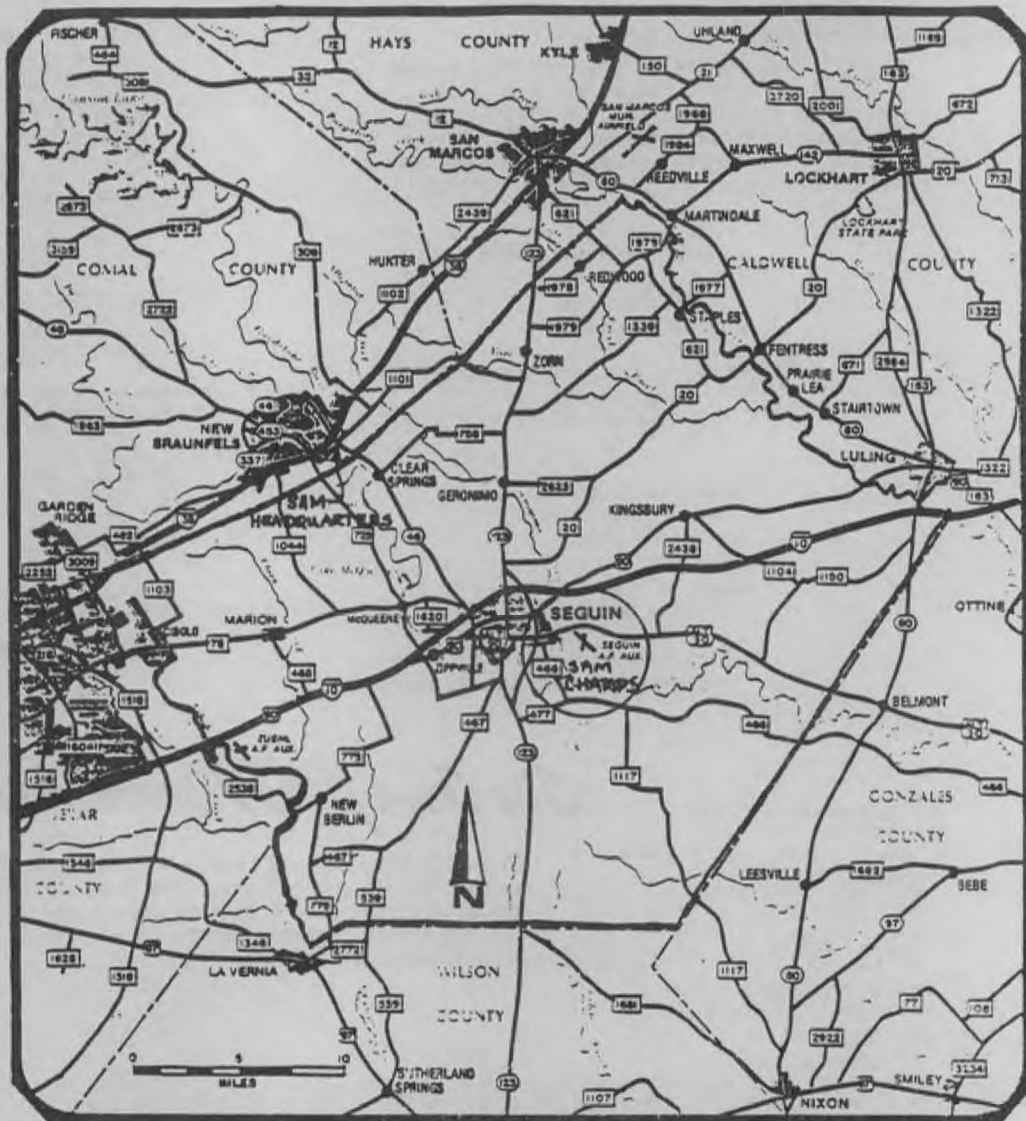
SAN MARCOS - 78666

UNITED CAMPGROUNDS
I-35 NORTH
(512) 392-5959
SPACES-100, DUMP STATION, FULL
HOOK-UPS-85, ELECTRIC AND WATER
ONLY-15

KOENIGS CABINS AND CAMPGROUNDS
FM 306, BOX 974
(512) 625-1794 (512) 964-3629
DUMP STATION

WAYSIDE MOBILE HOME PARK
1687 HIGHWAY 81 EAST
(512) 625-8882
HOOK-UPS, RV, PARKING

MARICOPA RV PARK-HIGHWAY 306
CANYON LAKE, TEXAS 78130
KV HOOK-UPS, PARKING, CAMPGROUND,
DUMP STATION AND SHOWERS



MOTELS

NEW BRAUNFELS - ZIP 78130

HOLIDAY INN } SAM
1051 I-35 EAST } HEADQUARTERS
(512) 625-6969

GOURMET INN
375 HIGHWAY 46 SOUTH
(512) 625-6282

HILL COUNTRY INN
210 HIGHWAY 81 EAST
(512) 625-7373

DWIGHT'S MOTEL
1051 HIGHWAY 81 EAST
(512) 625-7424

FAUST MOTEL
240 SOUTH SEGUIN
(512) 625-7791

NOMAD MOTEL
348 S. I-35
(512) 625-6266

FOUNTAIN MOTEL
1210 HWY 81 EAST
(512) 625-2821

TYROLEAN MOTEL
815 I-35 WEST
(512) 625-6201

SEGUIN - ZIP 78155

HOLIDAY INN OF SEGUIN
I.H. 10 AT NORTH 123 BY-PASS
(512) 372-0860

BEST WESTERN OF SEGUIN
1503 I.H. 10 (AT HWY 46)
(512) 379-9631

KEY MOTEL
807 E. KINGSBURY
(512) 379-2363

ECONO INN
3013 N. 123 BY-PASS
(512) 372-3990

SAN MARCOS - ZIP 78666

HOLIDAY INN
I-35 & AQUARENA
(512) 392-3311

MOTEL 6
1321 I-35 N.
(512) 392-0093

MANOR HOUSE INN
I-35 AT 123
(512) 392-5833

AQUARENA SPRINGS INN
P.O. BOX 2330
(512) 392-2411

WHITE ROCK MOTOR INN
801-809 I-35 N.
(512) 392-2486

RAMADA INN 1433 I-35 N.
(512) 392-0192

LETTERS TO THE EDITOR

Beginning with the poll of what to do about the freeze vote vs. the proposals already in the cycle, Sal then began consulting his Board of Directors, and has been doing so regularly ever since. Mr. Grice condemns all the vice presidents, but he could be sniping at some people who voted "his way", because the vote may not have been unanimous. I personally am "guilty" of voting with the majority though, and here are my reasons why:

The proposed "freeze" could not have been a legitimate rules change for two reasons.

- 1) A rules change can't take precedence over the by-laws, anymore than congress can pass a law overriding the constitution.
- 2) Had it been a proper rules change, then it shouldn't have been voted on out of order, or ahead of all other rules changes.

That leaves a by-laws amendment as the only proper means of putting the freeze in effect. This can be done at an annual meeting, but at least three important criteria should have been met to do it properly.

- 1) The proposed amendment should have been presented to the president in writing, with the exact proposed wording changes, in sufficient time for him to consider and complete the next two actions.
- 2) The proposal should have been reviewed and recommended for vote by the Board of Directors (refer to the last line of By-laws Article X).
- 3) The proposed amendment should have appeared on an agenda posted during the week of the SAM Champs competition (By-laws Article VII, Section 1).

These things were not done before the annual meeting, and they still have not all been done. Even so, had everything been done in proper order, we were already into the current rules cycle and a proper amendment should have been written to become effective on completion of that cycle, just as federal and state laws are normally made effective at a future date to prevent chaos and to allow an orderly phase-in.

So where does that leave us? As I see it, we are at almost exactly the same place we would have been, had everything been done "by the book". Most by-laws are purposely structured to prevent any group from pushing through a too hasty, or "railroad" type vote, and even though the road was rocky, I think that purpose was achieved. At this point, it would be improper and senseless to demand that the pro-freeze people start all over, and I think we all know what the end result would be.

I still haven't seen any proposed wording for the by-laws, so my final comment is a recommendation that we administratively add the following as paragraph "D" to Article X, Section 2 of the by-laws:

"A one time moratorium on rules changes for the R/C section (only) was passed in 1986, to take effect upon completion of the then current rules cycle. Therefore, no R/C rules proposals will be accepted until 1990, for vote during 1991, and to become effective January 1992. This paragraph will automatically be deleted from the 1992 rule book and by-laws unless further amended/extended."

Robert L. Angel
Vice President, Western Region

Dear Jim,

I would like to offer the following thoughts concerning the rules change proposals which have been published in the current SAM Speaks. I feel the original 11 proposals which have been submitted will be voted on by the entire membership of SAM, and regardless of whether they pass or not, the membership should accept and live by them, since that is what the majority voted in. I personally have my likes and dislikes concerning the proposals, but will not express them here. However, I feel I must submit the following for consideration concerning "Proposal R/C 12 which establishes the "Rules Committee".

There are two things wrong with a "committee".

1. A committee always feel it must "do something" in order to justify its existence.
2. It has been said a camel is an animal that was put together by a "committee".

Section II R/C Review Board (committee), paragraphs (C) and (D) should be closely scrutinized for their true meaning. These paragraphs say, "The board (committee) shall be empowered to review all rules proposals preparing them in proper format to bring them to the SAM membership for a vote. Paragraph "D" seems to be saying that when a "horse" (rules proposal) is submitted by an individual SAM member for consideration, it will be submitted to the "Individual R/C Regional committeeman. This "committeeman" will then distribute copies to the entire "committee" along with his "analysis" and "recommendations". By the time the "committee" finishes adding a "hump" here and a "hump" there, and a "longer leg" here and there, and the proposal is finally submitted to the membership for vote, the membership will be voting on a "camel" instead of a "horse". The original rule change proposal as submitted will hardly be recognizable. You will never be able to get a rule change proposal put before the SAM membership in its original format. Of course, human nature being what it is, there will be some that will be able to get through to the "committee" to have their proposals published in the original form.

I submit rule change proposals should be left in the hands of the individual members as they are now, i.e. a rule change proposal is submitted to the rules coordinator, and when the time comes at the end of the rule freeze period, this proposal, along with all others, will be submitted to the membership to be voted on in its original format. It will either stand or die on its own merits. We do not need a "committee" to build our "camels" and edit and oversee which proposals will reach the individual members. If the "committee" proposal passes, save this and refer back to it later to see how correct this analysis is.....

Yours truly,

Joe Percy
2100 Gumm Road
Ft. Worth, Texas 76134

(Editor's comments) Readers will note elsewhere in this issue that the authors of the rules committee proposal have elected to withdraw it from a vote this year.

LETTERS TO THE EDITOR

TO: All SAM Members from Eut Tileston

There have been many words written about the rules freeze and proposed rule changes. Many are based on personal, biased feelings and fallacies.

You, the SAM membership, have stated by your overwhelming vote that you do not want rule changes. When the current proposals are voted upon, you should confirm your previous vote by voting no on all changes.

My comments follow on all R/C assist rules change proposals:

Proposal R/C 1 - vote no - Scaling took place in the antique era, too (I did it then), so why prohibit it now. Impact: Passage would reduce an already limited number of antique models. (This is not necessarily true. The designs will still be available. Of course, you will not be able to scale class 'A' size ships up to class 'D'.) J.E.A.

Proposal R/C 2 - vote no - No four stroke cycle engine ever won an antique event at any SAM Champs and only once in an L.E.R. event. True, power has almost doubled since 1977, but it still is only about half that of the modern two stroke. The OS 60 Surpass (not yet available) should produce 1.1 HP. In contrast, the Rossi .40 two stroke produces over 2 HP and there are several .21 two stroke engines that produce over 1 HP. Technology moves on with both two stroke and four stroke engines. Impact: Passage would effectively ban all four stroke engines from all SAM competition except Texaco. (This remains to be seen. Because of the increased torque and use of large propellers, 4 strokes could remain very competitive.) J.E.A.

Proposal R/C 3 - vote no - This is already covered in the present rules in that one cannot change the character of the original model. Impact: None.

Proposal R/C 4 - vote no - Folding and one bladed props were more common in the old time era than now. Their safety is proven in that they are being used in speed events and F.A.I. Free Flight at RPM's and stresses that far exceed those that occur on our Old Time models. Impact: Passage prohibits use of equipment that was used in the old time era.

Proposal R/C 5 - vote yes - This is not a change, but a clarification of existing rules. Impact: Passage prevents confusion in the determination of model size and weight.

Proposal R/C 6 - vote no - Instead of increasing wing loading, a better solution is to increase max times to 10 minutes. A reduction of engine run times would work, but the present engine run times have been developed over the years to equalize performance of our models powered with different types of engines. Impact: Increasing wing loading will result in smaller, faster climbing ignition powered models and thus negate the purpose of the proposal.

Proposal R/C 7 - vote no - A larger prop in 1/2A Texaco is not a loophole. If a problem exists, a better solution is a 20 minute max or 4cc of fuel. Should we also put a limit on the size of the prop used for Big Texaco? Impact: Small props produce higher climbs and 1/2A Texaco becomes a test of eyesight rather than selection/building/flying skills.

Proposal R/C 8 - vote no - Why single out 1/2A Texaco to prohibit rubber designs in gas events? No such prohibition exists for the other events although it is generally assumed. Impact: Negligible.

Proposal R/C 9 - vote yes - This is not a change but a clarification of "character of the original model". Impact: Reduces confusion over what is meant by the "character of the original model".

Proposal R/C 10 - vote no - Unnecessary. An Elfin powered Baby Corsair easily beat (and won the event) the Wankel in the contest mentioned by Don Benkins. The Wankel is a four stroke cycle piston engine of a very different type. The rest of the world classifies it as a 4 cycle of twice its actual displacement, and SAM should also. Thus, it would run as a .60 four cycle or equal to a .36 two stroke, (well below the power of a Rossi .40). Impact: Passage would eliminate an interesting engine from SAM competition.

Proposal R/C 11 - vote no - This is a very good rewrite of the rules. Impact: Contains some changes that make a yes vote inconsistent with the vote we already have made.

PLEASE VOTE. DON'T LET A FEW CALIFORNIANS REWRITE THE RULES TO SUIT THEMSELVES.

An Open Letter to Active SAM Members
SAM Radio Control and SAM Free Flight
from SAM 30 Members

Re: Why the 60% Rule should be voted out.

1. The 60% rule adopted in 1977 was designed to allow the OS four cycle 60 in competition as its performance compared favorably to antique ignition engines. The low-powered flight was in keeping with the object of SAM, to fly like the original antique airplanes.
2. Nothing in the SAM rule book is designed to encourage a power race with new technology. The 60% rule was not made to encourage or apply to the new generation of higher powered four cycle engines.
3. Under the 60% rule, a four stroke 90 is classified as a .54 cu.in. engine, class C. Using high tech building techniques, carbon fibre, foam, etc., a lighter, smaller plane can be built to accommodate the added weight of the 90, and stay down to the minimum 8-oz. wing loading. The resulting high performance model is not in the spirit of SAM. The current technology already seen at some contests is only the beginning if the power/technology race is allowed to continue...contrary to the intent of SAM.
4. SAM as we know it, Ohlson's, McCoys, Super Cyclones, Hornets, Forsters, Orwicks, the originals and the reproductions, will become non-competitive in competition. High powered four cycle motors will dominate Texaco, Antique, and Limited Engine Run. (We are not sure about Wankel engines, but question if they should be considered four cycles and under the 60% rule.)
5. Four cycle technology threatens the future of SAM contests, unless the 60% rule is abolished. The antique and reproduction motors, ignition and diesel should be preserved and encouraged in the spirit of SAM and the good old days.

VOTE OUT THE 60% RULE!

LETTERS TO THE EDITOR

Dear Jim,

Since you have masochistically solicited comments on the proposed rules changes, I not unwillingly comply:

As a general comment, it is my opinion that the most important aspect of any rules system is consistency. Most of us put much time and thought into our airplanes, and we want to be able to take them to contests all over the country with certainty that they will be eligible under local rules. We do not want a 47-year-old design to become obsolete because of arbitrary rules changes. All rules are subjective and in a sense arbitrary; only consistency is ultimately fair to all, so the less frequently we revise the rules, the better.

I would like to find a way to place more emphasis on the preamble. For me, it is the essence of the rules. If we could reduce the intensity of the competition, perhaps there would not be so much pressure for rules changes. After all, the rules proposals are most often suggested because of a desire to win.

So much for the soapbox. As to specific rules proposals contained in SAM Speaks, I offer the following:

Proposal R/C 2 — I like 4 stroke engines. We should encourage their use. The engine rules should conform to AMA designations; again - for consistency. Since scaling is allowed in R/C, what difference does it make what kind of engine is used? Just build the airplane to suit the engine you have. That's what we did in the old days when we were lucky to have an engine that ran reliably. We never rushed out to buy a state of the art engine just because we didn't win the last contest, nor did we try to ban the new stuff.

Proposal R/C 3 — Why is one modern material singled out for exclusion? If we ban foam, what about monocoque, micafilm, cyanoacrylate, carbon fibre, polyurethane, glassfibre, epoxy nicads, even transistors? If we want to go back to balsa, silk and dope only, with nitrocellulose glue, that's fine, maybe even preferable. But if we agree to use some modern materials, what justification is there for banning others?

Proposal R/C 4 — Folding props have been around for a long time. In Old Timer modelling, far more injuries occur from people inserting their hands into a spinning prop than from blades parting. If there is a hazard on a Hassad, surely none exists on a Black Widow; so in any case, don't outlaw them for 1/2A Texaco.

Proposal R/C 6 — Increasing the wing loading to 10 is not a proper solution to the perceived problem of too many max flights. That will only encourage lazy building techniques. Building light is an art and is the heart of what airplane building is all about. Too many max flights? Just reduce the engine run.

Proposal R/C 11 — The complete rewrite is good. It is readable by someone who is not familiar with SAM modelling. When I first began participating in Old Timer events, I had to attend several contests before I could figure out what the rules were truly about, and I was a practicing lawyer for 12 years, and a modeller back in the 40's and 50's.

Paragraph V-13 — The idea of the timer not being required to keep the airplane in sight full time is a good one for R/C, and it eliminates the issue of timers using binoculars. For Free Flight, I see no

reason for disallowing binoculars. Their use should be encouraged as a way to improve contests on windy days and reduce loss of aircraft.

I would like to see Towline glider and .020 replica made basic events in Free Flight. .020 is one of the most popular classes, and it seems appropriate for it to be a basic event. It is so appealing, it is even showing up in contests sponsored by clubs which are strictly A.M.A. and F.A.I. oriented. Towline has been neglected and should be encouraged. There are some fine old designs that just might get built if Towline was a basic event. Moreover, both of these events are low cost, easy to build, and suited for small fields.

Jim, thanks once again for your tireless contributions to the antique model airplane movement. Your work on SAM Speaks continues to be ample evidence of your commitment to excellence in reporting. It's you and Sal, and the guys like you that make this hobby so enjoyable to me. You make it worthwhile to travel the many miles out of these mountains I love, to spend a few days flying my airplanes with you.

Best regards,

Bruce Augustus

Dear Jim,

The following comments are in response to the rules proposals (SAM 73) and the remarks about them (SAM 74). Let's begin with the latter.

Bill Schmidt and I are good friends, but I must take exception to his first comment about the proposal to remove the current restriction on use of fuel other than gas and oil in ignition engines. Bill states, "It would be very difficult to control the ingredients in alcohol fuel. All kinds of snake oils like in the 70's would result." My comment is that I know of forty-five (45) ingredients that can be added to gasoline, and are virtually undetectable without a sophisticated chemical laboratory analysis. It all boils down to personal integrity. Enough said.

Next, Bill says, "A good running ignition engine will definitely after-run on alcohol fuel when the ignition is shut off." My comment is that although it may seem to be a good runner, it won't be for long because of the parameters of the combustion process in an "after-runner".

Next, his statement that "The power produced is indeed greater ..." is incorrect. It takes the addition of approximately 2% nitromethane to methanol to equal the power of gasoline. Also, not all types of plastic tanks are incompatible with methanol.

Finally, regarding his statement, "A better grade of oil should be used to combat the greater heat...of gasoline.", I note that although different lubricants will cause variations in engine cylinder heat, they are not significant compared to the heat differences between gasoline and methanol. For example, the negative heat of vaporization for gasoline is only -150° F, whereas it is -475° F for methanol. That's a considerable difference that causes gasoline to run much hotter than methanol. That's a major reason why Indy cars don't use gasoline. It may also surprise you to know that at approximately a stoichiometrically correct needle setting, an engine will run cooler on about 15% lubricant than 20%.

References for the above are:

1. The Internal Combustion Engine in Theory and Practice, Revised 1985, Two Vols., by Charles Fayette Taylor, Massachusetts Institute of Technology Press.
2. Two Stroke Tuner's Handbook, by Gordon Jennings, H.P. Books, Tucson, AZ.
3. Two Stroke Oils - Their Analysis, Dave Gierke, Model Airplane News, May 1974.
4. The Handbook of Chemistry and Physics, by Weast.

My additional comments about a proposal by the late Otto Bernhardt may seem inappropriate or "cold" to some members. Nevertheless, I present them because they are factual and not couched in "sin and motherhood" terms as I consider the author's comments about R/C Proposal 4, namely: "In the interest of safety...definite hazard...excessive revs...and the result could be fatal." Unfortunately, no factual statistics are offered. In response, I note that Leon Shulman used a folding prop on his Zomby in 1941. Today, F.A.I. free-flighters use single or double folding blade props, and their ground RPM's are in the neighborhood of 28,000! Further, neither the A.M.A. nor F.A.I. have seen fit to outlaw such props. Such props are commercially readily available from K&W Enterprises, Inc. They regularly advertise in Model Aviation.

Sincerely,

Joe Klause

1987 LEE RENAUD MEMORIAL CONTEST
(OLD + NEW 1/2A TEXACO R/C ASSIST)

Directed by Joe Beshar

Airtronics, Inc., in memory of its founder, Lee Renaud, designer, craftsman, competitor, friend, supporter of Model Aviation, recognized in the A.M.A. Hall of Fame, and entrepreneur, invites your club to participate in the National "1987 Lee Renaud Memorial Contest". The contest is based on a single event and is an extension to the "Popular 1/2A Texaco R/C Assist Old Timer Event", but with minor changes and without limitation to model design date. We refer to it as "Old + New 1/2A Texaco R/C Assist".

It should be of interest to any R/C aero modeler, whether expert, novice or beginner, due to its simple, fun-ridden, competitive, docile character. It can be flown out of the area of a football field (an opportunity for those clubs having flying site problems to schedule a club activity).

The rules are as follows:

1. A Cox .049 Black Widow Motor must be used without modification, substitution or alteration, except to move fuel pick-up from middle to bottom of the tank (capacity is 8 cc.).
2. Any model qualifies.

Procedure and Flight Rules:

1. Fill tank with any commercial available glow-fuel.

2. Hand launch model, allowing motor to run out of fuel to obtain maximum endurance total flight time, not to exceed 15 minutes.
3. Score one (1) point for each second airborne from hand launch to landing or out of sight. Score for flight over 15 minutes is penalized one (1) point per second and deducted from 900 (score for 15 minute flight).

Example: Score for a 15 minute - 20 second flight is 900 minus 20 = 880 points, where a score for a 14 minute - 50 second flight is 890 points.

4. An official flight is one that lasts over 2 minutes - four (4) attempts allowed for two (2) official flights, first two official flights totaled completes score with no further attempts allowed.

FOR YOUR CLUB TO PARTICIPATE AND RECEIVE FREE AWARDS AND THE OPPORTUNITY FOR THE FINAL SWEEPSTAKE . . . COMPLETE THE FOLLOWING STEPS:

1. Announce and schedule an open "1987 Lee Renaud Memorial" - Old + New 1/2A Texaco R/C A.M.A. Contest.
2. Obtain contest sanction from A.M.A. in accordance with standard procedure.
3. Have contest director complete registration form and forward, addressed to:

"1987 Lee Renaud Memorial Contest"
c/o Airtronics, Inc.
11 Autry
Irvine, CA 92178

Upon receipt, Airtronics, Inc. will forward contest awards at no charge.

4. After completion of contest, send copy of A.M.A. Contest Form #10, first place winner's name, score, complete address, phone number, and A.M.A. number to Joe Beshar, 198 Merritt Drive, Oradell, New Jersey 07649.
5. Sweepstake drawing will be made from the first place winners during December 1987, which will determine the recipient of a complete Airtronics' radio set of his choice.

In conjunction with your "1987 Lee Renaud Memorial Contest", it is recommended that consideration be given to charging each contestant an entry fee and possibly run a 50/50 booster raffle for the benefit of the "AMA Mortgage Depletion Fund", c/o Academy of Model Aeronautics, 1810 Samuel Morse Drive, Reston, Virginia 22090. A way to do your part for AMA!

Happy Landings!

Joe Beshar, A.M.A. 175

Director

"1987 Lee Renaud Memorial Contest"

(Call (201) 261-1281 7 to 10 p.m.)



THE OLD TIME EAGLES
LEE RENAUD MEMORIAL CONTEST

MAY 31, 1987
10:00 - 3:00

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AWARDS TO 3RD PLACE
WINNER QUALIFIES FOR AERONAUTICS
RADIO SUGGESTIBLE DRAWING.

\$5.00 ENTRY FEE
AMA MEMBERSHIP REQUIRED

CONTEST DIRECTOR:
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JUNE 13-14, 1987

S.A.M. 58

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MODEL AEROPLANE CONTEST of CENTRAL N.Y.



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FLYING FIELD
GADSDENOV, N.Y.

10 MILES
NORTH WEST OF
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1/2A TEXACO
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ANTIQUA G10 or Ign
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1st THRU 3rd PLACE
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YOUNG RD., TURN RIGHT ON
GADSDENOV ROAD, FOLLOW
THE SIGNS.

Change of Address

Have you or a SAM member you know moved? If so,
please notify either Bob Dodds, 209 Summerside Lane,
Encinitas, CA 92024 or SAM Speaks, 2538 N. Spurgeon
Street, Santa Ana, CA 92706.



Here's a shot of SAM #1's 1/2A Texaco Postal Group for '86, less Jack Warkins who took the picture. The models range from 300 to 425 sq. inches and weigh from 17 to 26 ozs. The names left to right, Art Groshieder, Ralph Uroch, Jim Lang, Karl Brueggeman, Mike Fields and Les Payne.

SAM SPEAKS

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
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Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
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233 Longview Dr.
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SAM SPEAKS

Official Publication of the Society of Antique Modelers

March - April 1987

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 76

1987 SAM Dues Due

The dues cover January through December and are \$10.00 per year, \$20.00 for 2 years, \$30.00 for 3 years, and \$100.00 for a life membership. All recipients of SAM Speaks, please check your billfolds for a membership card and expiration date or your checkbook. It's foolish for us to spend \$500.00 to send out individual bills. So, please, lets have your cooperation now. The easiest way to pay is to enclose a check with your SAM number on it to Bob Dodds, Secretary/Treasurer, 209 Summerside Lane, Encinitas, California 92024.

The 1987 SAM Champs, Seguin, Texas

We just received a short letter from Bruce Norman, the 1987 SAM Champs manager, with a few words of advice to those planning on attending the Champs. His letter follows:

"Everything is under way and looking good. One snafu is the phone number for the SAM headquarters, Holiday Inn. The correct number is (512) 625-8017. Sorry about that.

We are quite fortunate to be able to share the field with the Tri-City R/C Club. They sponsor a fine AMA Free-Flight contest on this weekend annually. If you have some AMA Free-Flight planes you would like to fly in some real championship competition, bring them along.

Don't forget your helmet and eye protection if you will be riding a bike. Please don't leave any trash (cigarette butts, props, rubber bands, etc.) on the field. It has to be spotless by 7:00 a.m. on July 7th so that Uncle Sam's jet engines won't vacuum them up.

The Air Force will inspect the field before we are off the hook. If you have trouble that causes damage to equipment on the field, please let us know as soon as possible so we can begin corrective action. An example would be a F/F through a control tower window.

The July 4th weekend is a very active time in the heart of Texas. There are activities, fiestas, parades, etc. everywhere. Motels will be packed long before the weekend arrives. Please, please make your reservations now! Allow some time to look around San Antonio and San Marcos, the country west of the New Braunfels area has some great sights.

Come on you all! Let's have a good time!"

Bruce Norman
Contest Manager

Change of Address

Have you or a SAM member you know moved? If so, please notify either Bob Dodds, 209 Summerside Lane, Encinitas, CA 92024 or SAM Speaks, 2538 N. Spurgeon Street, Santa Ana, CA 92706.

SAM Editor Speaks by Jim Adams

I debated for some time about how to explain another issue of SAM Speaks so soon! If you guessed that we're trying to get back on schedule, you're right, at least partially right; we also received a lot of complaints about the last issue. Too heavy, they said. They're right too! So, with this issue we're going to soft peddle all the words about the rules and try to lighten up a little.

We've included the usual 20 plus pictures and a couple of articles on engines that you may enjoy.

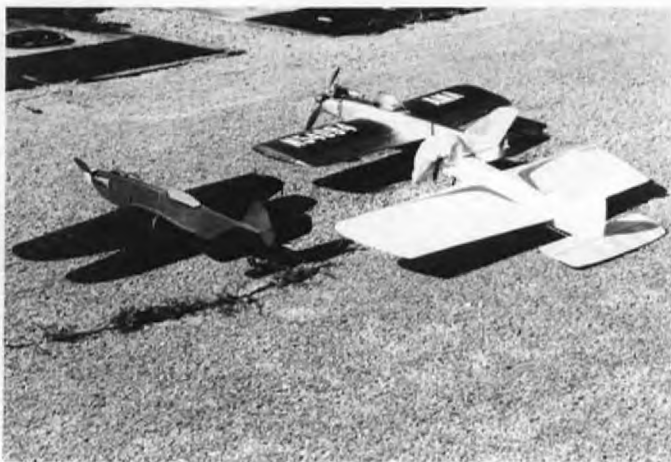
With the May-June issue (#77) coming up in June, you will receive your official SAM ballots and get your chance to make the rules controversy history.

21st SAM Champs Business Meeting

SAM members who will attend the 1987 SAM Champs and intend to bring up new business, make proposals or motions should forward a copy of this business to SAM president, Sal Taibi.

A written statement of any proposed changes to the By-laws is required, using the exact wording, and it must be presented to the executive board for consideration before the agenda is printed for the meeting.

Sal Taibi
SAM President



A Sterling "YAK 9", a "Barnstormer" and an "All American St." sent in by Ed Ruane, Oldsmar, Florida, the "All American" was 1st place in Old-Time Stunt at the 1986 K.O.I.

Your Hosts at the 1987 SAM Champs

SAM Speaks would like to introduce you to the folks behind the scenes at the Champs. This annual event has grown in size over the years, until it has reached a size that is considerably beyond the scope of any contest in the U.S.A. (short of the AMA Nationals) The Free-Flight Champs, held in May of each year, may report more contestants, but it does not boast of a bean feed and trophy presentation banquet.

The tremendous effort required to make an event of this size and complexity go is supported by many members of SAM 29; but we want to let you meet the key persons who are responsible for putting the Champs on.

The contest manager is Bruce Norman from Fort Worth, Texas. Bruce is a several times past SAM grand champion himself, having won both the SAM Free-Flight and Radio-Controlled championships in recent years. His experience and familiarity with the rules book and procedures should give us a well-directed meet this year.

Leslie Norman, Bruce's wife and this year's registrar, is very familiar with SAM's activities, having run many of their club contests in the past. Leslie is a past trophy winner in SAM Free-Flight contests, in which she participated with great success until recently. She now has become Bruce's #1 assistant in the R/C competitions.



Leslie Norman (and her dog SAM) with Joe Percy, R/C director, at the northwest entrance to the SAM Champs site. Look at the open spaces (it must be Texas).

Tom Dennard, this year's Free-Flight events director, has many years of F/F competition experience. Tom has been a frequent visitor and competitor at many of the big meets in California, Nevada and Arizona where we have seen him in action.

Eddie Dennard, Tom's wife and this year's F/F record keeper, is no stranger to modeling activities. Eddie is well known to most of the flyers and their wives in Southern California.

Joe Percy will be the R/C events director. Joe and his assistant, Bart Morris, are well known in SAM R/C Old-Timer activities and can be counted on to run a top-notch contest.



Bruce Norman - this year's SAM Champs manager.

Roger La Prelle assistant F/F contest director, and Miriam Schmidt, R/C records keeper, will be there at SAM contest headquarters ready for your first flight.

About the field at Seguin -- according to SAM president, Sal Taibi, who has attended many AMA National events there, the field is unsurpassed for size and chasing facilities. The weather can be as nice as any location in the South or Southwest.

Everything points to a great SAM Champs in Seguin this year. The bean feed and the trophy banquet will be held at the Holiday Inn in New Braunfels, a short 14-minute drive from the field. This location was chosen because of the inn's ability to provide the banquet facilities for the large SAM crowd.

The tradition of the trophy banquet goes back to the practice of holding such affairs at pre-WWII NATS. The whole atmosphere of the SAM Champs is one of friendliness and fun. The bean feed was started as an ice-breaker, or a way of making the arriving contestants feel welcome, at one of the early SAM Champs in California using Sal Taibi's trailer as the cook-house.



Bart Morris, assistant R/C director showing off his new R/C Clipper.



Tom and Edie Dennard, who will be running and recording the events at the Free-Flight part of the Champs.

Last Words from SAM Champs

Bruce Norman has announced last minute rule clarifications for the 1987 Champs.

1. All flights in Free-Flight events will be for a 3 min. max (weather permitting) with the exception of Gas Scale and Twin Pusher.
2. All F/F engine runs will be 25 sec. R.O.G. or 20 sec. H.L. except .020 Replica that will be 20 sec. R.O.G. or 15 sec. H.L. and the 30 sec. Antique event engine runs remains at 30 seconds.
3. Gas Scale will be for best flight out of three and will be R.O.G.

SAM Lapel Pins (or for your flying hat)

Beautiful enameled gold pins with the SAM logo in red, white and blue are available from: John A. Targos, 3229 Dianora Dr., Palos Verdes, CA 90274.

The pin is good sized, about one inch across, and has excellent detail. The quality is excellent and SAM Speaks highly recommends purchase of the pins. The price is \$3.75, including postage and handling. John is providing a tremendous deal for SAM members.

30 Second Antique F/F Rule Change,

In a poll conducted by the executive directors, they have voted to limit 30 second Antique Free-Flight models to non-pylon types only. This ruling is intended to restrict the Antique event to older models, designed prior to the beginning of the pylon era, which was the original purpose of this event. This ruling becomes effective January 1, 1988.

Sal Taibi
SAM President

New Products

Kustom Kraftsmanship 1/2A Playboy by Ken Myers

This new kit features a 288 sq.in. wing which will build up to the minimum legal weight of 16 ozs. The kit balsa is cut by Mike Taibi and is of excellent quality. A set of instructions and tips for proper building are included as well as a set of 1/2A Texaco decals.

Careful assembly of the tail surfaces is a must to keep from adding nose weight.

The pylon is another area that requires careful assembly so as not to change the incidence angle or the location of the C/G.

"Easy Hinges" from Lake Hobbies were used for the control surfaces with Sullivan 507 cable for the servo hook-ups.

Two World Engines S22B servo were used with a Tec R/C, 2-channel receiver.

The wheels are Williams Brothers thin 1-1/2" diameter. The only problem I had with the Playboy was I thought the gear wire was lacking in rigidity, and on a less than perfect landing, tends to bend, possibly setting up a metal fatigue break at the fire wall joint.

I am using a Cox Black Widow engine with a 7 X 3.5 Grey Cox prop. The model was covered with Monocote but weight could be saved by using the Coverite Black Baron film. This film is low temp and weighs 1/4 oz. per sq.in.

In conclusion, the kit is very well done and if the instructions are followed, produces a very competitive model. Congratulations Kustom Kraftsmanship!



Mrs. Bill Schmidt, Wichita, Kansas, holding Bill's new 1/2A Texaco "Playboy". This ship is kitted by Kustom Kraftsmanship who advertise in SAM Speaks. The ship is a terrific performer and the kit is excellent.

SAM Approved Designs

From time to time SAM Speaks prints additions to the list of model designs that have been approved for SAM competition. No complete SAM list exists at the present time other than the John Pond Plans Catalogs. Should you desire a complete listing of Old-Timer plans that are approved for SAM competition, you can address your request to the Old-Time Plan Service, P.O. Box 90310, San Jose, CA 95109-3310. There are catalog listings for Old-Timer gas, Old-Timer rubber/towline, and two Old-Timer flying scale catalogs (A to K) and (L to Z). Each catalog costs a nominal \$1.00.

Those persons interested in the nostalgia events, models that were kitted or published between 1943 and 1956, should write to Bob Larsh, 45 South Whitcomb Avenue, Indianapolis, Indiana 42641, for an official N.F.F.S. Nostalgia Model Index. (Include \$1.00 to cover costs and postage.) Bob also has many plans that can be purchased at nominal cost.

Approved SAM Designs (1986-1987)

Name	Designer	Source	Classification
1. Fullerton Wakefield	Fullerton		O/T Rubber
2. Modernaire		Modern Air Kit	O/T Gas
3. Banshee	Shulman	Airtrails	O/T Gas (pylon)
4. Project 5	Schoenfeld		O/T Gas
5. Boomerang	Ehling		O/I Gas
6. Stormer	Schofield		O/T Gas (pylon)
7. Parasol 1936	Stiglmeier		Antique
8. Old Reliable	Eggert		Antique
9. Chief	Eggert	Megow	O/T Gas
10. Finnerman Flyer	Finnerman		Antique
11. Commander		Megow	Antique (cabin)
12. Cadet		Megow	Antique
13. Kansas Wakefield	Lin		Rubber
14. Rambler	Sherman		Antique
15. Pomona Champ	Landreth		Rubber (stick)
16. Miss Philly II	Bassett		Antique
17. Miss Trenton I (7')	Deangelis		Antique (cabin)
18. Miss Trenton I (8')	Deangelis		Antique (cabin)
19. Miss Trenton I (10')	Deangelis		Antique (cabin)
20. Miss Trenton II	Deangelis		Antique (cabin)
21. Miss Fortune X	Deangelis		O/T Gas (cabin)
22. Kloud Queen	Deangelis		Antique (cabin)
23. Hornet 54	Taibi		O/T Gas (pylon)
24. Hornet 44	Taibi		O/T Gas (pylon)
25. Strato Streak 52	Garami		O/T Gas (pylon)
26. Ranger 36	Kania		O/T Gas (pylon)
27. H.L. Glider (24")	Cole	WPP 1946	Glider
28. Custom B	Marlow		O/T Gas (cabin)
29. Blippo	Barron		O/T Gas
30. A-Box	Barron		O/T Gas
31. 1940 Record Stick	Wallenhorst		Rubber
32. U.S. Std. Wakefield	Bohash		Rubber
33. Pine Needle (50")	Everett	2/43 Man	O/T Gas (pylon)
34. Piney (58")	Everett	6/43 man	O/T Gas (pylon)
35. Ascender 51 (51")	Fletcher		O/T Gas (pylon)

Note: The scaled versions shown above of Old-Timers are approved for Free-Flight. The plans for the Everett and Marlow designs are available from John Pond. The 52" Garami Strato Streak and Cole HLC are available from Bob Larsh.

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Dear Jim,

This is about coils, condensers, and jumping to unwarranted conclusions. Awhile back, I noted that Gettig people recommend that their coil be used in conjunction with a tiny ceramic capacitor (.01 mf). Ah! why not use one of these with my Modelectric coils?

They're light, cheap, small, and easy to install. So I did -- in three different planes, with three different coils and three different engines. I got spark and a pretty good one out of them all, but starting was hard and running was a series of weak pops. I checked and rechecked the batteries and even changed the value of the capacitor several times (ended up with .047 mf). Finally, desparate, I put an old-fashioned, heavy, metal-shelled condenser into one plane, and the engine ran fine. The spark was twice as long when I held the high-tension lead away from the engine body, and it looked hotter. I suppose I'll have to give up the ceramic capacitor jazz.

Or will I? Can someone tell me whether it's me -- say in selecting, consistently, the wrong values -- or whether ceramic capacitors simply won't work with the Modelectric coil? If they won't work, what's the practical and/or theoretical reason? How does Gettig get away with it? Or do they?

Regards,

David L. Hicks
SAM #1449



Joe Percy of Fort Worth, Texas, adjusting his Lanzo R/C-1 at the South Western Regionals at Phoenix, AZ in January '87. The ship is enlarged to 1372 squares and is powered by a glow 60 running on 35% nitro fuel. The climb and glide are more than impressive.



LETTERS TO THE EDITOR

Dear Jim:

Judging from the members' letters in SAM Speaks and other publications, it seems as though there is a controversy over SAM rules changes. What's new? I can't think of any AMA event that hasn't experienced continual change. Those who create new events are not necessarily blessed with powers to see into the future, and write the perfect set of rules. (When peanut scale was invented, it was immediately popular. Later, someone showed up with a CO2 peanut and whipped everyone.) Haw ... Another rules loophole had to be plugged.

Event rules must be allowed to evolve. In this way, we will someday, somehow arrive at the perfect sporting event that will satisfy at least most of the members. SAM now has a change process which forces us to make changes slowly, by thorough discussion followed by member vote. This is the way it works best in every organization.

I have been a SAM member for a long time. One of my first SAM-inspired projects was a Buzzard Bombshell with O&R 60 and R/C assist. It seemed like a good combination at the time. Nowadays, this is not the "hot" setup and I would have trouble winning with it.

Before I put my 2 cents in about the rules, I want to applaud a comment attributed to Sal Taibi: "I don't care what the rules are; just adopt a set of rules, I will build to them, fly to them and beat you." My comment is that I will build and fly to them and I do not care who wins; but let's stop the rules bickering and get back to the fun of building and flying Old-Timers.

I agree with Jim Kyncey that it was a dog-eat-dog world in the forties, but then we were flying in AMA events. Therefore, I also have to agree with Len Sherman that those who want all-out cutthroat competition should fly in the AMA events and contests and leave the SAM events and contests to those who want to fly in some fun events. After all, as I understand the SAM Rule Book Preamble, we are not trying to prove which airplanes and engines are the best, as that has already been done.



Another 1/2A Texaco Free Flight. This one by Cliff Silva, Livermore, CA. The ship is a 54" span "Powerhouse". His right arm and expert chaser is Jimmy Patterson.



Jack Jella, Salinas, CA about to launch atom (ignition) powered "Bombshell". This is from the 36" span kit.

I like Bud McNorgan's recommendation to have fuselage models as a category. Of course, some of the models he used as examples of fuselage models might in the right hands, compete successfully against pylon models. In the old days some cabin models such as the Mystery Man and Buzzard Bombshell also competed successfully against pylon models. At the 1986 SAM Champs, when I was getting ready to fly in the .02 Replica Cabin event, the only model I had available to fly was a Twin Cyclone. Not being sure if the Twin Cyclone was a cabin model, I sought the contest director's opinion. The CD and several others thought it qualified, but if I was still not sure, I could ask John Pond for his opinion. Not finding John (he was either at the R/C area or had left the field), and still having my doubts, I decided not to fly in .02 Replica Cabin; if there had been a fuselage model event, I would not have had any doubts about flying the Twin Cyclone.

Sincerely,

Martin H. Schindler
SAM #17; AMA #5830



Larry Clark, one of the S.C.I.F.'s from North Los Angeles, holds his "Westwind" big brother to "Miss Tiny". The ship is powered by an Ohlsson 23. The ship was kitted by Modelcraft and was a Barney Snyder design.

LETTERS TO THE EDITOR

Dear Jim,

I've had some inquiries from some of the new SAM members as to why we fly F/F cabin models as a separate event at the SAM Champs and, at times, local contests. I thought now would be a good time to review the decisions made early on in the formulation of the Old Timers movement even before the SAM organization was born.

At the very outset of Old Timer modeling, it was quickly recognized that, for nostalgic reasons, we should have a competition class for models that resembled full scale aircraft, i.e., cabin models with celluloid windshields and windows. If we didn't, everyone would be flying pylon models at contests and our beloved cabins would be relegated to sport flying.

Of course, the obvious question came up at the time, "Why not have a class for non-nylon models instead?" The founders of the Rules Committee decided to take another look at this possibility and made comprehensive studies of the many models without windows and this is where the question arose, "What really constitutes a pylon model?"

Some said, "Easy. If the structure holding the wing is built out of sheet wood and positions the wing high above the thrust line like a Playboy, Statostreak or a Zipper, then it should be considered a pylon. All others that have the wing mounted on a built-up structure or fuselage should be a non-nylon.

This sounded plausible until the many varied non-cabin models were examined. The Zombies and the Banshees were among the many considered. Were they pylon or non-nylon? They both have built-up structures to mount the wing. The New Ruler and the American Ace were examined. They have fairly large built-up structures, but they also have high wings like the Zombies/Banshees, so what are they actually? Although the N. Ruler and A.Ace have windshields, they are open cockpit configuration and not a true closed cabin design.

Other "grey area" models were examined. The Pacers, for instance, have a high wing on a built-up body, giving a pylon effect so where should they fall? The Westerners (Foote's), Red Rippers, Guff, Pinch Hitter, Taibi's Hornet, Boomer Buss, etc., were all examined from this standpoint.



George Stephenson, SAM 35 English Team member, with his '36 Canadian Verdier. Mike Mikkeleson looks on at the Taft Wakefield Meet.

Some then thought that perhaps if the design just had a high wing it should be classified in the pylon category. However, one would have to consider the "wire trapeze" or "wire pylon" type models. They had high wings, but where should we put them?



Jim Robinson, transplanted mid-Westerner, now living in California, ready to launch his Bantam 19 powered Henry Struck design "Cabruler".

It was realized that when you get right down to it, the Zipper, the Sailplane, and even the Interceptor have wings mounted on a "built-up structure". These models all satisfied the cross section rules just like the good ol' cabin designs. As it became obvious that iron-clad non-nylon base lines were going to be very difficult to devise and interpret, analysts from different parts of the country started picking and choosing from a selected list of models just where each model should fall and final choices were exchanged for comparison, repeatability and agreement.

The resulting lists produced quite a bit of hilarity. It seems that nobody could totally agree with each other because of the wide disparity of designs which aerodynamically were similar to "known" pylon models, yet the fuselage construction could be termed as built up and/or the model had a high wing, giving it a pylon effect.

It was then that everyone, well, almost, everyone decided to step back and re-review why cabin models were separated in the first place. It was re-established that what we really wanted to do was preserve the nostalgic cabin-type designs and entice modelers to build them by creating a separate event.

So, to not let any ringers in like the Zombie, Banshee, or American Ace, it was resolved to leave the cabin class as is and forsake the Kayo's, Courier, Sportsters, Wedgies, Chickdee's and the like. Of course, some will point to the Brooklyn Dodger, saying the windowless Pacer is no different, but, still, to protect all the cabins, we cannot let a few exceptions influence the overall picture. I think I would rather see the Dodgers banned from the cabin class rather than let all the ringers in. It is my strongest recommendation that we leave the model classifications as is.

Sincerely, Bob Larsh
SAM Midwest VP



ATOMIC POWER!

Though the ATOM Engine does not have the power-to-weight ratio of uranium, it does have the highest power-to-weight ratio of any existing model engine... and is still the world's smallest, lightest, highest performing engine of its size in horsepower, volumetric efficiency, stability, and start-ability, as other Class 'A' engines in 1's equal.

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Care and Feeding of Atoms, by Jerry Greaves

The recent commercial Atom project caused renewed interest in these little classics. While waiting, maybe in vain, many built lovely Molecules, Zippers, American Aces and Strato Streaks. Instead of waiting for a new Atom, maybe we should dig out the old Atom from the collection or from the junk box and go fly it. I think I can help you get it going.

First, let's identify the models and variations:

First Model 1939 - has rounded aluminum fins, no removable head, 10 round exhaust ports, relieved piston, magnesium castings, serial number below the cylinder-rear, clip-on gas tank and an angled throttle rod. It is not your best candidate for a runner.

Second Model 1940 - as above, but all-steel, straight-finned cylinder with a screw-in, 8-hole head button and rectangular exhaust ports. The pistons wear quickly so this is not your best bet either.

Third Model Pre-war 1941 - has a cadmium plated, tapered-fin cylinder of steel, aluminum castings, 12 radial fins on a screw-in head, smooth piston, serial number on edge of a mounting lug (usually right), "lug type" prop drive, fuel tank with wire bail with closure and a vertical throttle rod. This is the best runner.

Third Model Post-war 1945-46 - as Pre-war Third Model above, but magnesium castings, larger prop drive and spinner. May or may not have cadmium-plated cylinder fins. This is the second-best runner and a bit lighter than the Pre-war.

One problem with Atoms is that, like Brown Jrs., most parts on all models from 1938 through 1946 will interchange. But don't be too upset if your Pre-war Third Model has a magnesium timer casting or backplate (but not the cylinder head) or your Post-war Third Model has aluminum parts on it, including the head. The factory rule was "use up the parts on hand". Nothing went to waste.

Don't get bent-up if your First or Second Model comes with a Third Model cylinder assembly. The factory offered a "modernization service" in which for \$5.00, they would replace your old cylinder and piston/subpiston assembly with a Third Model type. There was a good basis for this. The crankshafts rarely wear (before glo), but the older, relieved pistons wear fairly quickly. This service kept customers happier.

Now - to get the beggar going:

Nothing looks as bad as an old Atom when you first pull it out of the junk box - but it should run.

Rule #1 DON'T TAKE IT APART!

Get a stiff toothbrush and a can of CRC 5-56 (from your auto parts store or use WD-40). Spray it and scrub it all over. It will probably be stuck fast so take out the plug and with the little red tube, fill the cylinder with 5-56. Pray that the subpiston is open. Put the plug back in finger tight. Turn the engine upside down and if the throttle valve is open, squirt 5-56 in the intake while tilted forward to allow 5-56 to run into the crankcase. If the throttle is stuck closed, unscrew the "carburetom" screw (really, that's what they called it) in front of the tank and squirt in more 5-56. Don't lose or beat up the little aluminum "carburetom" screw. It is 40 threads per inch and very hard to duplicate.

Now, put the whole business in a sealed plastic bag and do something else for a week - well, at least 3 days. When you come back, it should be free. Remove the timer, squirt in some more 5-56, and put a prop on it. Turn it over about 50 times. See all the gunk run out. Squirt the main bearing again and see if the fit is tight. If it is fairly tight, you probably have a runner. If it is loose, probably from running on glo, forget the whole project. Atom main bearings are made of steel and individually fitted. Finding a crankshaft slightly larger to take up the wear would be a minor miracle. If you have the smarts and equipment to fit a new bearing, you don't need me to tell you about Atoms.

So, now you have your Atom turning over nicely, but it has little or no compression. Don't despair - the "diabolical subpiston" is probably stuck or leaking. To fix this, you have to remove the cylinder (there goes rule #1). You can't put a flat bar through the exhaust, like you can with an Arden. The vertical bosses at the exhaust go all the way to the bore and the edges will bend for sure.

Get some silver duct tape torn into 3/4" strips. Wrap it tightly around the cylinder fins above the exhaust until it is 1/4" thick (no kidding). Remove the prop, but replace it with a stack of washers. Get a pair of medium slip-joint pliers. Hold the duct tape in the open-jointed, toothed section of the pliers and dip the crankcase into nearly boiling water for 4 to 5 minutes. Don't get the duct tape wet. With a glove on your bad hand, hold the engine and unscrew the cylinder. Don't squeeze too hard, but don't bend the prop spinner-screw - it's about a 5/32", 40-thread screw (not a common thread) - and let the pliers slip. It won't be easy, but it always works.

The First Model is a separate case. Get a 6" piece of 3/32" piano wire, not welding rod, not drill rod, not brazing rod; trust me, use piano wire. Round the ends, put it through two exhaust holes and heat as above. Use gloves on both hands. It should come off, again - not easy.

If you use a torch for any of the above, you are on your own.

There should be a hard grey gasket under the cylinder. This is a rare part. Too soft a replacement does nothing but ooze into the bore. Too hard or too thick, and it raises the cylinder too much. They seem to run just as well with a little silicone on the threads and no gasket.

OK - now you have the cylinder off with a grungy mess sticking up. Check the big end to crankpin fit. They will run with surprising slop here. Again, it is (slop?) steel-to-steel with no bushing. Clean up the piston/subpiston assembly as best you can.

Rule #2 DON'T TAKE IT APART!

Clean up the cylinder and bore. Cut a circle of black electrician tape slightly smaller than the bore and paste it over the clean top of the piston with the subpiston up and stuck to the tape. Oil the clean cylinder with a drop of 3-and-1 oil, screw on the cylinder, finger-tight, with a tight plug and flip. Voila! We have compression. Keep in mind that you are not recharging the cylinder so it will still feel a little funny. If you don't get any compression, you are in trouble for a runner. If it feels promising, remove the tape, oil the subpiston, and try again. It is quite likely you will have no compression. The subpiston is stuck or leaking.

Inspect the subpiston and retaining clip. The clip should be tight in its slot and round, not oval.

Rule #3 DON'T TAKE IT APART! (unless it is very bad).

The rod to subpiston fit can go from slightly loose to awful, but they seem to run. I have never had one break, but you might, especially the First Model; its subpiston has two holes while most of the rest have five.

I have tried to reset the ball socket using various stakes and modified Cox tools, but when I get the ball tight, the subpiston is then distorted so it won't work. I need help here, probably a custom-built socket to hold the subpistons and a special Cox-like resetting tool. Problem - the subpiston valves and seats are not all the same size or angle.



Phil Bernhardt, flying Otto's Powerhouse, at SouthWestern Regionals in Phoenix, AZ. Jack Albrecht, Sam 49, is his timer.



Ivan Tarbert with R/C equipped PB-2 at SAM 49'er meet at Taft. This ship has been flown at SAM meets from coast to coast. A very distinctive paint job that you won't forget. Nice performer!

Get a piece of balsa 3/16" square by an inch or so. Stick it up under the subpiston and hold it between the thumb, rod and forefinger. Now, with the other hand you can both rotate and raise the piston while you keep the subpiston immobile. Put some toothpaste down the piston part and on the interior piston wall. Rotate the piston keeping the subpiston immobile with the balsa stick. Move the piston up and down 1/4 of the time and rotate it 3/4 of the time while pressing down on the piston. From time to time, renew the toothpaste, especially at the top. When you are sick and tired of all this, wash off all the toothpaste with warm water, oil it with 3-and-1 oil and screw in the cylinder finger-tight and flip. You should have a healthy pop. Not quite like an Arden, but a healthy pop. If not, try the circle of black tape again. The subpiston may not be seated properly yet. You can use rubbing compound to seat the subpiston but it cuts very quickly on the side walls. Use very little up and down motion. Do not use valve grinding compound. Ajax maybe? Again, you are on your own here, once you leave toothpaste. Keep trying until you get a good seal and a good pop.

You may have noticed that I have said nothing about removing cylinder heads or crankcase covers. This is intentional as they can be terrible to get off and it's not really necessary. The duct tape/plier routine can be tried on the First Model but you will bend the fins for sure. The Second Model requires a special spanner, preferably with a 1/4-32 steady bolt in the plug hole. The Third Model requires a 12-slot tool with a round recess in the center. Keep in mind that if it is not accurately slotted, it can break off the one fin that takes all the load.

The backplate tool can be made more easily, even hardwood could work. The old method of twisting with needle-nose pliers will work, but only if you still believe in the Easter Bunny, the Tooth Fairy and the Great Pumpkin, all at once.

Check the head gasket seal (especially the Second Model) and crankcase cover seal. If you can't get them off, how can they break? Not likely, but check anyway. A little silicone does wonders. Put it back together; just snug down the cylinder. You will want to take it off again, I promise.

CONT. PG. 9



Mic Mikkleson with his 1/2A Texaco "Miss Philly" at Taft. The Free Flight 1/2A's must be antiques, but can be flown with any .049 engine. The fuel allotment is the same as R/C (8 cc's). Thirty-five to forty minutes is the average winning time (3 flight total).

Now you are ready to run it. Right? Wrong - you still have 3 more diabolical contraptions to master. The throttle valve, the ATOMizer, and last, but not least, a timer, consisting of 15 separate, tiny pieces! The enclosed Bantam had 9, the Brown Jr. had 3, including a screw and lock washer! (It was all riveted together.)

The throttle valve comes out after you remove the ATOMizer. (another 40-thread fitting). Clean it up, put it back. It is likely that it will be loose. Bend it a bit in the middle or squash the inner end a little to tighten the fit. A thin layer of filled Epoxy on top is an elegant way to tighten but requires a lot of hand fitting.

The ATOMizer - two points - be gentle and use only .008" wire to clean; anything else and it will run too rich. Send me an SASE and I will send you a piece of .008 wire to clean the jet. CA it into a piece of dowel so you won't lose it. Make several.

If the ATOMizer has a huge (.010") hole in it, all is not lost. Clean your .008" wire with steel wool and be sure there is no burr on the end of it. Oil it lightly, put a drop of 5-minute epoxy on the top of the cleaned jet and push the wire down through the epoxy. Wait 4 minutes and pull the wire out. After it is fully cured, check with your .008" wire. You may have to repeat this once or twice a season. The jet is probably all rounded off from being tightened with pliers. You can continue to do this or file a smaller hex for a tiny socket or file two flats for a small open-end wrench or small duckbill pliers.

The ATOMizer jet holds the tank on. Don't forget the fuel tube, black on the original.

Now, for the timer. If it's all together use

Rule #4, DON'T TAKE IT APART!

Clean well, make sure the fixed point is well insulated from the arm. Pop out the main spring, the larger front one, straighten it out, stretch it a little, make sure the ends are round and flat. Clean it; put it back with a tiny drop of CA on the top and bottom. Check it every time you run the engine. It

will still fly out eventually. The points should be polished; don't file them much, if at all. Rearrange the fixed point's insulating washers (there should be 4) to get about .025" clearance. It's not critical as long as the points close. I don't recommend bending the timer parts but you might have to. Be too wide rather than too tight on point clearance. It saves batteries and the points erode less. Note the snap action - classical! Actually, the timer is not much of a problem once you set it up. Don't let the wire lug ground on the cylinder at full advance.

If the timer is loose on the crankcase when the little aluminum holding screw is fully tight, you can shim it out with a snip of thin brass shim, or better yet, take it off, hold the lugs closed with a little clamp and run a Zona saw carefully down the slot. Don't use a hack saw. Use a 2-56 screw and nut if the hole is stripped. Slack off the holding screw during storage; otherwise next season you could find that, like an Arden, the bracket has cracked off all by itself (Intergranular stress corrosion - whatever that is).

Now you are ready to run it!

Check the spark - then:

1. Filter the fuel, use 3-to-1 with 70 weight oil only.
2. I use unleaded high octane - again your choice.
3. Use 9-3 or 8-4 prop, balanced to save what is left of the main bearing.
4. Filter the fuel again. Use a filter on your pump. The jet will still clog once in a while.
5. Throttle at 9 o'clock (facing it) to choke - 2 or 3 times, see if the fuel level changes.
6. Prime the exhaust 2-3 drops; less than glo.
7. Throttle at 7:00-7:30. Spark at 9:00-9:30.
8. Three or four flips and it should start.
9. Fiddle with the throttle to 6 or so.
10. Advance the spark until it slows down, back off 1/4".
11. Now, not too lean, not too advanced, let it run.

Nothing sounds like an Atom running a 9" low pitch Flo-Torque prop, slightly retarded, slightly lean, crisp, smooth, but with authority. It's worth it all.

Don't let all the above intimidate you. It is really a straight-forward little engine that is very satisfying to run and even more so to fly.



Steve Boucher with his OS 60 four stroke, equipped with Magneto for Texaco operation.

This article was sent to us by Joe Klause, who does modifications on Cox engines under the business name of Kustom Kraftsmanship. Because of the interest in R/C 1/2A Texaco and the many Cox engines other than the TD series we are presenting this article for your enlightenment. (Editor)

1/2A Texaco Engines by Joe Klause

During the last several years, I've had a considerable number of phone calls and letters about the Cox reed valve engines used in 1/2A Texaco. It doesn't take much imagination to surmise what the general nature of the inquiries have been, so I'll not waste space delineating them. Suffice to say that I decided to do some additional research, and present accurate information about these engines for the membership.

This led to a recent visit to the Cox factory. Thanks to the graciousness of Bill Selzer, President, and with the assistance of Dale Kirn, I was able to review all the engineering drawings and records associated with our 1/2A Texaco engines. The following data are taken from these sources. I will list only what is appropriate for general identification and what affects performance.

Babe Bee

This engine was first introduced in 1956. At that time, it had a single transfer, open double exhausts and sub-piston induction. There was no taper in the cylinder, but the piston was tapered. The cylinder was stamped with a number 2, however, on some subsequent production runs, the cylinder was not numbered. The cylinder was black oxidized, the crankcase and tank were uncolored aluminum. Tank capacity was 4 cc, and the venturi stem through the center of the tank had an I.D. of .062". On production during only the year 1977, this I.D. was .070".

Similarly, the backplate hole leading to the tank stem was approximately .062". Fill and vent nipples were located in the backplate - one on each side of the needle valve. In 1978, this was changed to a single filling nipple to the left of the needle with a small air bleed hole right next to it. The backplate had a screen until 1976. Subsequently, some production runs had the screen, and some did not. The glowhead was low compression, and could be identified by its four aluminum fins.

In 1979, the cylinder was changed to twin transfer, the dual exhausts were each changed to two slits, and sub-piston induction was eliminated. Further, there was no taper on either the cylinder or piston. These cylinders were not numbered. This has been the configuration to date.

Golden Bee

Introduced in 1957, this engine was readily recognizable by the gold anodized tank and crankcase together with the traditional black oxidized cylinder. This was the first engine that had "stunt" vents in the 8cc tank. There were no fill or vent nipples in the backplate. The cylinder, marked #2, had twin open exhausts, a single transfer, and sub-piston induction. The cylinder was not tapered, but the piston was. The glowhead was low compression - four fins. The I.D. of the tank venturi stem was .062" as well as the backplate hole. A screen was also installed in the backplate.

In 1967, the cylinder was changed to a twin bypass, open exhaust with sub-piston induction - marked #1. Again, the cylinder was not tapered, but the piston was.

In 1972, throttled versions were introduced with both single and twin transfers. With the throttle sleeve removed, these could be identified by the shiny ground metal surface below the fins.

In 1978, the cylinder was again changed. This time it was an unnumbered, twin bypass, slit exhaust without sub-piston induction. Some of these engines did not have backplate screens depending upon the particular production run. In early 1979, the venturi diameters were enlarged to .82". Production of this engine was discontinued at the end of that year.

Black Widow

First produced in 1973, the engine was essentially colored all black. Undoubtedly, because of the color and name, this immediately became a charismatic engine. Like the Golden Bee, it had an 8 cc tank with stunt vents. However, unlike the Golden Bee, it started out with twin transfer and a high compression glowhead - easily recognizable by the three fins with a knurled ring around the center post. The cylinder was marked #1, and had no taper. The piston did. The venturi and backplate holes were .62". This version always had a screen in the backplate.

In 1978, the venturi holes were enlarged to .082", and an unmarked, twin bypass and slit exhaust cylinder was installed. This cylinder never permitted sub-piston induction, and never was tapered. A tapered piston was continued, but the glowhead was changed to low compression. Some production runs of this version had backplate screens and some did not.

In 1984, the cylinder was changed back to the earlier #1, and the .082" venturi was retained. Again, use of the screen has varied.

QRC

Production began in 1976. At that time, the 8 cc tank did not have stunt vents and the venturi ID was .062". The crankcase was plain aluminum, which contrasted nicely with the red anodized tank. The #6 cylinder had twin transfers and open exhausts. There was no taper on either the piston or cylinder, and no sub-piston induction. There were fill and vent nipples on the backplate as well as a screen. A high compression glowhead was standard.

In 1977, the venturi holes were enlarged to .082", and stunt vents were added to the tank. Naturally, there were no fill and vent nipples on the backplate. Also, subsequent to 1977, use of a backplate screen varied with production runs. Mufflers also came with some of these versions.

In 1978, the cylinder was changed to an unmarked twin transfer, slit exhaust style without sub-piston induction or taper. A tapered piston was used, but the glowhead was changed to low compression.

It should be noted that the 1978 muffled version of the engine was produced for use in the Cox Cessna Centurion, but the tank was not anodized. This adaptation is still officially known as a QRC engine.

Summary Notes

1. All transfer ports of the above engines were made with a single milling cut per transfer, unlike the three milling cuts of T.D. .049 cylinder transfers.
2. All slit exhaust cylinders do not have sub-piston induction.

Commentary

Those are the four engines listed in our current rules for 1/2A Texaco. Additionally, the rules allow only the following modifications:

- "A. Moving fuel pickup to bottom of tank.
- B. Addition of mufflers.
- C. Needle valve extension for cowled engines.
- D. Throttles of any sort are not allowed."

As I read those rules, anyone using a Babe Bee, can only use a 4 cc tank. Although a large 8 cc tank was made in 1964, it was not designated for the Babe Bee. It was a replacement part for the Silver Bee engine that was used in the Spitfire. Further, Babe Bee engines were never marketed with 8 cc tanks. Continuing on, it is obvious that the other three 8 cc tank engines came in many versions - so much so that a modeler could use many combinations of factory parts to suit his particular desires, and yet be within the rules upon inspection.

Guys, I am not trying to make the rules. I am merely making the point that the only good rules are those that are easily enforceable.

One final observation. Although the above engines are the only official legal ones, it is common knowledge that other reed valve engines, or parts, are being widely used. This, of course, can be permissible under local rules. If so, promulgate it in your contest announcements, otherwise any contestant should expect that the SAM rules will apply.

I hope the foregoing data have been helpful. Your comments are always most welcome.

Joe Klause
P.O. Box 2699
Laguna Hills, CA 92654



Bill Schmidt tunes his Supertigre 29 powered R/C "Playboy" at Phoenix meet. The tremendous power of the engine gave the model terrific performance.

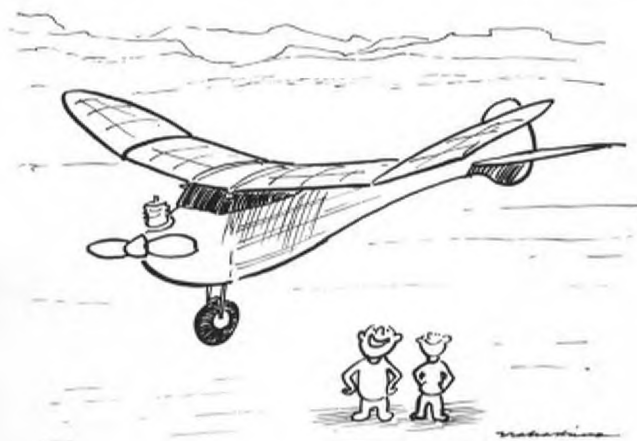
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"When I come out here, I leave all the rules behind."



Woody Jordan, Chicago, launches Super Cyclone .60 ignition powered Goldberg Zipper.
Photo: Dick Stouffer

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

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SAM SPEAKS

Official Publication of the Society of Antique Modelers

May - June 1987

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 77

1987 Dues Are Past Due

There are still some members receiving SAM Speaks who have not sent in their dues. Perhaps we have misled you (by sending SAM Speaks) into thinking your dues were paid up. Please check your membership card for expiration date.

If you want to rejoin, dues are \$10.00 per calendar year, \$20.00 for 2 years, and \$30.00 for 3 years. We also sell large and small decals at \$.50 each, cloth patches at \$2.00 each, Rule Books at \$1.00 each.

Bob Dodds, Sec/Treas.
209 Summerside Lane
Encinitas, California 92024

Also, if you want to participate in the SAM movement and vote on its proposals, your dues must be paid up. Otherwise, we cannot continue to send SAM Speaks.



Fern Dittmer holds husband Bob's 70% Bombshell. The ship is powered by one of the new replica Elfin 2.49 diesels.

Correction on O/S Wankel Engine Class

In issue #75 of SAM Speaks, I mistakenly placed the O/S Wankel Engine in non-schuerle Class "B". It has been called to my attention that the engine is documented on page 70 of the Four Stroke Model Engine Book as having a displacement of .3035 cu.in., and therefore falls into the Class "C" category. For competition in SAM contests, this O/S Wankel rotary engine will be flown in Class "C".

Sal Taibi, SAM President

WAHL Bunch Approved for SAM

WAHL Repro Bunch Tiger engines Mark 1 and Mark 2 have been run by the three members of the Engine Committee and have been voted as acceptable for SAM competition.

SAM Editor Speaks by Jim Adams

In this issue we are publishing the Free Flight and R/C rule proposals for your vote. In the past three issues we published comments, pro and con, on the various proposals. Some letters that attacked other members of SAM personally were filed in the round file. This vote as been maintained on a respectable level by your editor who believes there is nothing to be gained and certainly a lot of hard feelings created by letters written in an irresponsible manner.

Not all of us agree with the way the R/C portion of the Rule Book is evolving, but until people who disagree with the trend of the R/C rules are willing to put their suggestions in the form of rule proposals in the proper way, the trend toward a very competitive type of model activity will continue.

As you read this, the 1987 SAM Champs being held at Seguin, Texas will be about to start. This will be the 21st meeting since a handful of Old Timer flyers gathered in Denver, Colorado to revive the good old days. The first meeting consisted of flyers from Colorado, New Mexico, New York, California, Indiana, Pennsylvania, Oregon, Texas, Virginia, Illinois, and on and on. I believe that there were about sixty-five folks there that first year. Due to the efforts of Tim Dannels and Harley Elmore, not only was a good contest held, but they obtained the use of the local CPO club and started the tradition of the SAM Awards Banquet. Through the years, the SAM Champs have been blessed with good fields and some that were not so nice, banquets with and without air conditioning, bean feeds, with and without beans, but always the gatherings have been blessed with good times and great memories for the old and new friends in attendance.

The stories of the good times had there have not gone unnoticed. The magazines have picked up the feeling generated there, the good word has spread, and SAM has grown. Old Timers are flourishing around the world. SAM chapters have formed in England, Canada, Italy, Australia, and Germany, and we have members in South Africa, Japan, the Philippines, New Zealand, Sweden and Singapore. Everything points to bigger and bigger things in the world of Old Timers.

SAM Champs are now being held in Canada, England, and Australia, as well as in the United States, and this last year New Zealand sponsored an invitational for Old Time Rubber flyers. SAM 35 is holding an Old Time Wakefield invitational again this fall at Warwick, England. This follows the one held at Taft, California in 1986 and the two that the British held in 1984 and 1985. Plans are in the works for the French to hold a similar meeting in the future.

So what does the future hold for SAM? The good times can continue to roll if we keep in mind the reason that we came together in the beginning. Do not let petty disagreements over rules become an obsession with you, keep your sense of humor, and most of all, keep in mind why we are doing this thing. Model builders are a great bunch of guys and old model builders are the best. You have a chance here to have the greatest time of your life, so live it up!

Rule Change Proposals and the 1987 Ballot

In this issue we are again publishing the rules proposals for Free Flight and Radio Control sections of the SAM Rule Book. Each proposal is presented completely and with comments by the author of the change.

In issues #74, #75, and #76, we have published letters commenting for and against the rules proposals. The editor feels that you should have been able to make a decision as to how you want to vote on the current bunch of changes.

The changes that pass will be written into the 1988-1989 Rules Book, to be published in December 1987. The one proposal, R/C #11, which is a complete rewrite of the R/C section, will be modified by other changes that pass, providing R/C #11 also passes.

You will find enclosed a prepaid post card with the list of proposals listed there. This is your ballot. There is a place adjacent to each proposal where you can indicate whether you are in favor or against the proposal by putting an X in the proper square. When you have marked your ballot, sign it and indicate your SAM number. Send your completed ballot to: Woody Woodman, 233 Longview Drive, Bayville, New Jersey 08721. The card has been properly addressed for you. If your SAM Speaks did not include a post card ballot for your use, write to SAM Speaks, 2538 N. Spurgeon Street, Santa Ana, California 92706 and request another ballot.

Members are cautioned to be sure that you are a member in good standing when sending in your ballot. If there is a doubt in your mind as to whether your dues are paid up or not, enclose a check for \$10.00 and your account will be credited and your new card will be sent to you. Membership in SAM now runs from January until December. Your membership will be checked before your ballot is processed.

All members are encouraged to take the time to vote. These are the rules that we will all fly by for the next five years. They represent the best intentions and efforts of a good number of your fellow SAM members. A great deal of effort has been spent on these proposals by the gentlemen listed, and other SAM members working in conjunction with them, to hammer out a set of improved flying rules. Now it is your turn to VOTE! Make yourself heard by sending in your ballot.

FREE FLIGHT RULES PROPOSALS

Proposal F/F 1. Add the following set of rules for the Commercial Rubber event to Section I, and add the event name and a brief description of the event to the list of SAM special events on page F/F6.

1. The model design must have been kitted, published or authenticated as having existed prior to 1943.
2. The model must be 100% of the original size; not scaled up or down.
3. The rubber motor must be enclosed in the fuselage.
4. The model must have a landing gear to permit an R.O.G. take-off from a resting position.
5. The plan must not show a folding propeller. If the propeller shaft is shown fixed to the propeller, it may be modified into a free-wheeler.

6. The propeller diameter shown on the plan is the maximum allowed. In the event no propeller is shown or a redi-cut was provided in the kit, the maximum diameter shall be 1/3 of the projected wingspan. The propeller pitch is the builder's choice. The propeller may be a redi-carved wood or carved by the builder. Plastic propellers are not permitted unless the original model used one.
7. The maximum wingspan shall be 36 inches-projected. Projected means the finished wing (with dihedral) shall not exceed 36 inches in span. Dihedral must be the same as the original model.
8. There is no limit on the rubber motor size or the weight of the finished model. Ultralight construction by reducing wood sizes and covering material is not acceptable.
9. Maximum flights shall be 3 minutes. The best 3 out of 6 flights shall be the score. An R.O.G. take-off is at the discretion of the Contest Director.
10. The structure may be strengthened and the wing/ stabilizer multi-sparred at the builder's discretion.

Comments by the Author: Gene Wallock, SAM 022

Prior to World War II and folding propellers, the young and old modelers used to compete against each other with what were called COMMERCIAL models. In the late 1960's, the Southern California Antique Model Plane Society (SCAMPS) started holding contests for Commercial Rubber models. For 18 years, the event was held not only by the SCAMPS, but by other Old Timer and silent model clubs on the West Coast. The 1984 SAM CHAMP results indicated a Class C rubber model had won Commercial Rubber (a special event). In order to prevent this unfortunate misunderstanding from ever happening again, I feel a set of rules are mandatory.

The reason folding propeller design models were not permitted is they would eliminate the hundreds of sport model designs that are just not competitive against Class C Rubber Contest Models.

Proposal F/F 2. Change Section IV - Basic Events by revising as shown below:

SECTION IV - BASIC EVENTS

- | | |
|-------------|---|
| 1. (Change) | I. Cabin Rubber
to
I. Cabin Rubber Large Size |
| (Change) | J. Stick Rubber
to
J. Stick Rubber Large Size |
| (Add) | L. Cabin Rubber Small Size |
| (Add) | M. Stick Rubber Small Size |

Continued

4. (Change) Make Par 4, concern H.L. Gliders, Part 5.
- (Add) A. Large Size Rubber model wing area is greater than 150 sq. inches projected.
- B. Small Size Rubber model wing area is 150 square inches projected or less.

Comments by the Author: Bob Larsh SAM 065

It is proposed that Small Rubber Stick and Small Rubber Cabin be adopted by SAM and made basic events. These are basically the Class "C" models which have a maximum wing area of 150 sq. inches and were flown before WW II as a separate class from the much larger Wakefield, Class "D" and "E" models. The prewar magazines often refer to the Class C as being their "bread and butter" events at contests.

For the most part, SAM has neglected the rubber flyers down through the years and presently offers only two rubber classes in the lineup of basic events while gas now has eight.

The basis and justification for presenting this proposal is that many of the SAM rubber flyers would like to build, fly, and compete with the smaller size models as they do not require as much transportation room and are easier, quicker and much cheaper to build, requiring less materials and rubber (\$13 per pound). As the situation is now, the modelers have to compete with large models if they want to be competitive. Another side benefit to having small models separate is that it will make many Oldtimer designs available that were not previously considered because of their size. "New" eligible designs have always been a shot in the arm for SAM.

Proposal F/F 3. Removes the current restriction on use of fuel other than gas and oil in ignition engines.

Revise Section I, Paragraph 6 to read:

"Any fuel may be used in ignition engines with the exception of nitromethane, nitropropane or nitrobenzine. Engine shut-off must be accomplished by the use of an ignition circuit breaker. No other method of stopping the engine will be allowed.

Comments by the Author: Bob Oslan, SAM 058

Benefit of Rule Change

The rule change would allow the use of alcohol in place of gasoline if the user wished. The use of alcohol has an advantage in that it runs cooler than gasoline, thus extending engine life. This is an important consideration for those who are running original ignition engines and are faced with obtaining replacement parts when they wear out.

Background of Current Rule

At the 1970 annual business meeting of the SAM Champs at Taft, a proposal was made to allow the use of converted glow engines in O.T. competition. There was some reluctance to the proposal for fear that parity would be lost because the conversions would out-

perform original ignition engines. It was pointed out, however, that the relative scarcity of good original Class A and B engines made the use of converted engines practical and desirable since the small classes could then experience wider participation. Furthermore, it was pointed out that if someone wanted to go to the trouble and expense of providing engines for flyers in need, his efforts should be appreciated and rewarded by our support.

The conversions were then accepted, but with the condition that fuel be limited to gas and oil in O.T. competition. The rationale was that since the conversions were designed to run on alcohol, the use of gasoline would restrict their power and thus achieve parity with original engines. This proved not to be the case and the subsequent engine displacement rules were a further effort to achieve power parity between conversions and original engines. I suppose it's possible that a hot Torp .29 is as powerful as a converted .25. In any case, the fact remains that conversions are here to stay and they've been a big help.

There are different schools of thought as to whether or not there is a power advantage to alcohol over gasoline. Some say yes; some say no. The indisputable facts remain that alcohol runs cooler than gasoline, will extend engine life, and runs as well in original ignition engines as it does in conversions. Whatever advantage it gives to conversions it also gives to original engines and we should take advantage of its features.

Proposal F/F 4. In Section I, Paragraph 2, change the definition of Cabin and Pylon models.

Revise the rule book as follows:

Section I

(Existing) 2.B. Old Timer pylon.

(Change) 2.B. Old Timer Pylon (Defined as a model, having a sheet, or built-up structure holding the wing above the fuselage proper.) E.G. Strato-Streak, Playboy, Sailplane and Zipper.

(Existing) 2.C. Old Timer cabin (Defined as a model having the wing mounted upon a cabin enclosure similar to that of a full-scale aircraft.)

(Change) 2.C. Fuselage models (All other designs including cabin models will be included in this class.)

Comments by the Author: J. (Bud) McNorgan SAM 012

For many years in SAM competition, models such as the Wedgie, Rambler, Pacer, and Pacemaker (low wing) were forced to fly in a class with the high performance Zippers, Playboys, and Strato-Streaks. This change will allow these models that are not really in the Pylon class (performance-wise) to compete with the Cabin models.

Continued

R/C RULES PROPOSALS

Proposal R/C 1. Proposes to add a paragraph to Section I.

(ADD) "A pure Antique model is defined as an engine powered model designed, kitted, or plans published prior to December 31, 1938, that is powered by an Antique ignition or diesel engine. Models must be the same size as the original; no scaling up or down allowed."

Comments by the Author: Otto Bernhardt, SAM 049

"Pure Antique" is not presently defined in the SAM rule book. Although the event is usually flown in accordance with the above proposal, occasionally a scaled up model will appear, hoping to enter this event. Pure Antique should be just that. No former rubber powered models or scaled up gas powered models should be permitted in this event, i.e. keep it pure!

Proposal R/C 2. Proposes to revise Section III, Paragraph 3.

Replace the current statement regarding the rating of 4 cycle engines with this paragraph:

"Four stroke engines with open rocker arms, as originally manufactured by O.S., SAIKO, ENYA, KALT and those manufactured before 1950, will be the only engines to use the 60% Rule in SAM events. (The A.M.A. 60% Rule states that 4 cycle engines will be rated at 60% of their displacement for classification purposes.) All enclosed rocker arm engines will be considered as equivalent 2-stroke engines."

Comments by the Author: Jim Kyncoy, SAM 1742

* With the advent of increasingly powerful 4 cycle engines in all sizes from .20 to 1.20 cubic inches, Section III - Power and Classes - paragraph 3 is no longer valid.

At the present time, .90 four cycle engines can fly on an equal basis with .60 size ignition and glow engines, but their power output is now vastly more than the handicap indicates. This can be proven on the test stand and has been proven from the results of numerous competitions during the 1984 season.

Advertisements from O.S. Engines state that their power is equivalent to 70% of normal 2 cycle engines. Engine reviews in popular model magazines indicate 4 cycle power approaching 80% of their 2 cycle counterparts. Similar advertisements from Enya and HP proclaim their new, sophisticated design and increased power. With each new development, the 4 cycle power is increasing as a percentage of equivalent 2 cycle engines.

Proposal R/C 3. Proposes to add the following restriction to Section II, Paragraph 1:

"The use of wood construction materials called for on original plans for authorized Old Time and Antique models will be strictly adhered to. No foam structures."

Comments by the Author: Jim Kyncoy, SAM 1742

This additional paragraph is to further define the statement concerning maintaining the character of the original ship. The use of the original materials follows the intent of the Preamble.

Proposal R/C 4. Proposes to add Paragraph 10 to Section I:

"Only fixed pitch, non-folding two-blade propellers made of wood, injection molded plastic, or continuous fiberglass stand and plastic shall be permitted."

Comments by the Author: Otto Bernhardt, SAM 049

In the interest of safety with the use of higher powered engines turning higher rpm's, propellers constructed of more than one piece pose a definite hazard. Engine backfires or excessive revs can easily cause a poorly designed single blade or folding blade propeller to disintegrate, and the result could be lethal.

Proposal R/C 5. Proposes to revise Section I, Paragraph 3,

3. "Old Timer Cabin/Pylon, 1/2A Texaco, and Antique models must weigh a minimum of 8 oz. per square foot of planform wing area."

Comments by the Author: Jim Reynolds SAM 1656

Rationale: The 1973 rules specified planform to compute wing area. In 1980, the free fliers voted to change their rules to projected wing area, but the RC fliers did not vote one way or the other about wing area. The 1982 RC rules did not specify planform or projected. However, the 1982 1/2A Texaco provisional rules did require planform, not projected length. The 1984-85 RC rules do not specify how wing area is to be computed.

Over the years many RC models have been scaled for specific engines using planform wing area. If the wing area rule were interpreted or changed to projected area, many of these RC models and engine combinations would no longer be legal. The reason for this is the rule that requires a minimum of 225 square inches of wing area per 0.1 cubic inch of displacement for glow or converted ignition engines. For example, an RC model scaled to 900 square inches of planform wing area for a .40 cubic inch glow or converted ignition engine would no longer meet the 225 square inch rule if the wing area were computed using the projected wing area. The reason for this is that in most cases projected wing area is less than planform wing area.

To correct a probable oversight, to prevent the obsolescence of many fine models, and to prevent future confusion, the RC wing area rule should be amended to show planform.

Proposal R/C 6. Proposes to revise Section I, Paragraph 3.

"Old Timer Cabin/Pylon and Antique models must weigh a minimum of 10 oz. per square foot of wing area. 1/2A Texaco models must weigh a minimum of 8 oz. per square foot of wing area."

Comments by the Author: Charles Patterson, SAM 139

With the increased usage of super light weight model building materials such as boron, carbon fiber, foam, monocote, etc., R/C Old Timer models are being constructed today to meet the 8 oz. per sq. ft. without undue difficulty. This is the trend of our present-day champions. Models weighing in a 8 oz. per sq. ft. seem to have very few problems in obtaining their required max times. At a recent well-known Western contest, 6 entries out of a total of 10 made 3 perfect max flights each, and all 6 were in the fly-off.

We feel that this is the result of long engine runs; extraordinarily powerful engines, and super light models. It is obvious that some form of realistic handicap be applied to maintain a degree of sanity in this sport. The easiest and simplest solution is to increase the wing loading from 8 oz. to 10 oz. per square foot. This would not eliminate any existing model, and would encourage stronger natural construction in future models.

Proposal R/C 7. Proposes to add item E. under Section III, Paragraph 5. (1/2A Texaco engines)

(ADD) "E. Maximum propeller diameter shall be 8 inches."

Comments by the Author: Jack Alten, SAM 1958

When I originally wrote the 1/2A Texaco rules, the intent was to have a 5 to 6 minute engine with a 15 minute maximum flight. But recently, some competitors have been using large diameter props and achieving 15 minute engine runs in the air. Five years of experience with my own 1/2A Texaco Playboy Jr. leads me to believe that an 8" diameter prop is the largest diameter prop needed in this class. I also have found that a 7" diameter prop will somewhat handicap a 1/2A Texaco plane the size and weight of a Playboy Jr. Using an 8x4 prop, most 1/2A engines will consume the 8 c.c. tank capacity in the air in about 5-1/2 minutes.

Let's put the thermaling portion of competition skill back in this event!

Proposal R/C 8. Proposes to add a short statement to Section I, Paragraph 2-D:

D. 1/2A Texaco (a duration event for .049 engine powered O/T or antique models).

(ADD) Designs are to be replicas of gas models only.

Comments by the Author: Sal Taibi, SAM 004

This is in response to many requests to standardize the type of models flown in this event and to prevent ultralight rubber type models being flown.

Proposal R/C 9. Proposes to add additional definition to Section II, Para. 1:

(REF.) "All changes must be in the character of the original ship."

(ADD) "This includes wheel sizes and dihedral. Wheels and dihedral shall be the same dimensions as on the original model when the model is the same size as the original or shall be increased or decreased by the same ratio as scaled-up or down models."

Comments by the Author: Jim Adams, SAM 007

Nothing detracts more from the appearance and authenticity of an Old Timer design than to see spindly little 2" diameter wheels on a design that used 4-1/2" diameter tires on the original. I feel that when the rule book speaks of not deviating from the outlines and areas, etc., it meant wheels, dihedral, and all of the characteristics of the original. The wheels, landing gear and dihedral are the things that make most Old Timers recognizable and give them their character.

Proposal R/C 10. Proposes to add a paragraph to Section III, Paragraph 1.

1. Old Timer and Antique models may be flown with antique ignition, converted ignition, diesel or glow engines.

(ADD) "All engines used must be of conventional reciprocating piston design. No turbines, Wankels or any other non-reciprocating piston design engines allowed."

Comments by the Author: Ed Houston, SAM 226

The spirit of the SAM Preamble has been sorely tested of late and in no way more flagrantly than the use of Wankel engines in the Old Timer aircraft. These engines have no relation to the spirit of Old Time models.

CONTEST OLD TIMERS

1987
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Proposal R/C 11. Proposes to completely re-write the entire R/C section of the SAM rule book. The proposed revised R/C section is printed in its entirety. A summary of changes follow this:

SOCIETY OF ANTIQUE MODELLERS RADIO CONTROL OLD TIMER RULES

The following rules apply to SAM R/C competition events and are complemented by selected SAM general and free flight rules, and by applicable AMA rules for sanctioned events, general R/C, and safety.

SECTION I - AIRCRAFT DEFINITIONS

1. Old Timer (O/T) and antique categories are defined as aircraft which have been designed, kitted, or had 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, para 1 of the 1984-87 SAM free flight rules.

2. The contestant must, if requested, prove the fidelity to the original design by submitting to the Contest Director (C.D.) a copy of the original, or authenticated blueprints from which the model was built, or scaled.

3. In SAM R/C, no distinction is made between cabin and pylon designs, nor is a "builder of the model" rule in effect.

4. Aircraft types Explained:

a. Antique: A pre-1939 design as defined above, and flown in events which may be segregated by engine sizes and types, known as "antique" events. Also flown exclusively in the specialized Texaco fuel allotment event.

b. Old Timer: A pre-1943 design as defined above. Flown in events segregated by engine class sizes and types, known as limited engine run (LER) events. Since an antique model is also pre- 1943, it may be flown in O/T events, but not vice-versa.

c. 1/2A Texaco: Any competition legal O/T or Antique design with an .049 reed valve engine, flown in it's own special event.

5. All SAM R/C models must weigh a minimum of 8 oz. per sq. ft. of wing area.

6. All glow and converted ignition engine powered models must have a minimum of 225 sq. in. of wing area per 1 cubic inch of engine displacement.

7. All 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 or plans. Landing

gears must be in the same location as on 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.

8. No modifications may be made which would prevent the model from making normal, unassisted rise off ground (ROG) takeoffs. Therefore, no dropping gears, no VTO, and no catapult devices are approved.

9. It is permissible to scale an approved design up or down.

10. For safety reasons, all models except 1/2A powered must have a functioning R/C controlled engine cutoff.

SECTION II - ENGINE DEFINITIONS

1. Old Timer and antique models may be flown with original ignition, converted ignition, diesel, or glow engines as described below:

a. Ignition engines are defined as those engines using cam operated points, spark plugs, batteries, coil, and condenser (or magneto) to ignite the fuel.

(1) To qualify as an original ignition engine, the engine must be of a type first produced prior to 1950, or must otherwise meet SAM engine committee qualifications described in the 1984-87 SAM free flight rules, section III, para's 3, 4, or 5.

(2) A converted ignition engine is a glow engine to which ignition points and a spark plug have been added, or a modern (post-1950) designed ignition engine. Converted ignition engines are limited to conventionally ported, cross scavenged 2 cycle, and to 4 cycle engines only.

b. Glow engines are subdivided into:

(1) Conventional cross scavenged engines.

(2) Schnuerle or perry directional ported (PDP) engines.

c. Diesel engines are, for classification purposes, grouped with other basic types of engines as follows:

(1) Pre-1950 diesels are considered original ignition.

(2) Post 1950 diesels and cross scavenged conversions from glow engines are considered cross scavenged glow engines.

(3) All schnuerle diesels are considered schnuerle glow engines.

RULE CHANGE PROPOSAL

d. Four cycle engines are classed as conventional glow engines, if glow ignited, or they may be converted to ignition and grouped with other converted ignition engines. In either case, only 60% of their cubic inch displacement is used in figuring their class sizes per the engine class chart.

e. ½A Texaco engines must be of .049 displacement, have reed valve induction, and an integral fuel tank of not over 8cc capacity. These must be basically "stock" engines, as typified by the Cox Black Widow or Golden Bee designs. Diesel conversions, or throttles of any sort are prohibited. The only modifications allowed are as follows:

- (1) Moving fuel pickup from middle to bottom of tank.
- (2) Addition of a muffler.
- (3) Addition of a needle valve extension for cowed engines.

2. Engine classes are based on the following displacements:

<u>CLASS</u>	<u>CUBIC INCHES</u>
½A	0 to .049
A	0 to .200
B	.201 to .300
C	.301 to .650*

* Original (pre-1950) ignition engines up to 1.200 cubic inches may also be used in class C.

3. Tuned pipes are prohibited, but mufflers are allowed on any engine.

SECTION III - FUELS

1. All ignition engines, except diesels classed as ignition, must use gasoline and oil(s) only, no other additives.
2. Diesels and glow engines may use any fuel that has not been banned by AMA for safety reasons.
3. ½A Texaco engines may use no gasoline based fuels or additives. They may use only commercially available glow fuel, or any percentage blend of alcohol, nitromethane, propylene oxide, and lubricants.

SECTION IV - EVENTS DEFINITIONS

1. All events are basically climb and glide, with flight scores accumulated at one point per second. Flight time is started at the moment the model is released for immediate takeoff, and ended when it next touches the ground, or some stationary object on the ground.

2. Engine run times are based on either a specific number of seconds, according to some combination of engine types and/or model weight, or by a specific allotment of fuel based on engine type and/or model weight.

3. All events except Texaco have maximum or "max" times beyond which no further flight points are accumulated during any one flight. For these events the total of all official flights is taken for scoring. In Texaco, the single longest flight determines the score.

4. In each event, a limited number of flights, or flight aborts called "attempts" is allowed, during which the contestant must accumulate his official flights for that event. When the official flights are first completed, or attempts exhausted, the entrant may make no more flights, even if some official scores are zero.

5. Allowable attempts and flight maxes are as follows:

<u>EVENT</u>	<u>ALLOWABLE ATTEMPTS</u>	<u>OFFICIAL FLIGHTS SCORED</u>	<u>MAXIMUM TIMES IN MINUTES</u>
LER	6	3	7
antique	6	3	10
½A Texaco	3	2	15
Texaco	3	best 1 of 2	unlimited

6. Engine run times by engine types for antique and LER events are as follows:

<u>EVENT</u>	<u>SCHNURLE GLOW ENGINES</u>	<u>CROSS SCAVENGED GLOW ENGINES</u>	<u>CONVERTED IGNITION ENGINES</u>	<u>ORIGINAL IGNITION ENGINES</u>
LER	20 secs	25 secs	30 secs	45 secs
antique	6 secs/lb.	7 secs/lb.	8 secs/lb.	10 secs/lb.

7. Engine run time starts when the model is released for take-off, and ends when the required R/C shutoff has been activated and the prop stopped.

8. Fuel allotments are as follows: For Texaco, a contest official measures and fuels the engine with 4cc/lb of aircraft weight for all engines except original ignition, which are allotted 5cc/lb. For ½A Texaco the 8cc fuel tank may be filled by the contestant.

9. In Texaco and antique events, the measured weight of the model is rounded off to the nearest pound-eg: 5 lbs, 8 oz to 6 lbs; and 5 lbs, 7 oz to 5 lbs.

10. The CD must insure that everyone has a reasonable opportunity to fly and thus may reduce engine runs / flight maxes as necessary

RULE CHANGE PROPOSAL

SECTION V - CONTEST PROCEDURES

1. The following basic R/C events shall be flown at all SAM championship meets, and will be used as the basis for determining an overall R/C champion by awarding 5 championship points for each first place finish, 4 for second, etc; down to 1 point for fifth:

- a. Class A O/T (LER) Glow
- b. Class B " " "
- c. Class C " " "
- d. Class A O/T (LER) Ignition
- e. Class B " " "
- f. Class C " " "
- g. Antique, Class C Glow & Converted Ign.
- h. Pure Antique, Original Ign, eng's only
- i. Texaco
- j. 1/2A Texaco

2. Antique classes will be flown concurrently, and a contestant may enter either the antique, or "pure" antique event, but not both.

3. The CD may combine LER classes, and antique classes and events if there are fewer than 5 entrants in any one class or event.

4. In local and regional events the CD may select the classes he wishes to fly and in such meets may try new concepts as "special events" to determine their practicality. The CD must in this case pre-publish and distribute written contest information stating the events to be flown, any deviations from these rules, and the specific rules for any new events.

5. 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 designates due to peculiar field conditions. It is the responsibility of the contestant to be aware of all rules for those events in which he is competing.

6. All models must rise off the ground (ROG). This rule may be altered by the CD to permit hand launching only if the field is too rough, muddy, or grassy.

7. The CD will determine flyoff rules in case of ties.

8. Only one contestant may fly a particular plane in a given event. He, or another may fly the same plane in other events.

9. All models must land by coming to rest completely within an area designated by the CD. Models landing outside the designated field area will be given a zero score, unless the flight has otherwise qualified as an attempt.

10. Attempts are defined as follows:

a. An attempt is either a completed official flight, or an aborted flight. Therefore, any release of the model in an attempt to launch must be entered on the scorecard.

b. An engine overrun, or a flight lasting less than 40 seconds in LER or antique is automatically an attempt.

c. In Texaco and 1/2A Texaco, any flight under 4 minutes is an attempt unless declared an official flight by the contestant.

d. A contestant may voluntarily declare an attempt to the timer within the specified time of his engine run in LER or antique, or within 4 minutes in Texaco or 1/2A Texaco.

11. The contestant has 5 minutes to get airborne, from the time he is assigned a timer and a clear frequency. Otherwise he loses his immediate turn at flying but is not charged with an attempt.

12. Anyone serving as a timer is an acting contest official and is responsible for minimum knowledge and enforcement of the rules. The timer must monitor the 5 minute time limit to get airborne, record all attempts, official flights, or off field landings, and report any known or suspected rule violations or flight irregularities to the C.D. for resolution.

13. The timer must see the model released to start the flight and must see the model land on the field to conclude the flight score. It is not necessary that he have the model in view at all times during the flight. To prevent loss of a model, binoculars may be used only during a declared emergency to aid the pilot in returning the model directly to the field.

14. Thermal aid equipment, such as thermal sniffers are not allowed.

15. There will be no time limit nor penalty imposed on the landing of a model. However to prevent delays, the contestant must land as soon as possible after a "max" flight is achieved, or an attempt made.

SECTION VI - SPECIAL EVENTS

1. Special events are similar to supplemental and provisional rules as defined on pg 2 of the 1986-87 AMA regulations booklet. They may be one-shot trial events, or they may be flown frequently to test their viability as future basic events. The following special events are currently recognized:

2. Old timer electric. - Any recognized powered old timer

SAM R/C RULES PROPOSAL # RLA/2-86

Summary of changes

The existing SAM R/C rules are poorly organized and difficult for a first time reader to understand. This is no one's fault, but has simply come about through years of individual changes and committee actions. The intent of this proposal is to rewrite the existing rules into a more readable, logical, and better organized format. To help gain acceptance, there are no changes to basic events, engine run times, flight maxes, etc. The few substantive changes proposed are explained below, and are well within the intent of the current rules as previously adapted by the general membership through majority vote. Should this proposal be accepted, it would make a good foundation into which any other rules changes could be incorporated. I have identified this proposal as # RLA/2-86 just before each page number. The term "current rules", when used, means those in the 1984-85 SAM rule book. References below are to the proposed rules, except where noted otherwise.

1. Subtitle: The word "complete" has been removed because it is untrue. The R/C rules have always depended on supplemental rules, both from SAM (ref: Section 1, para 1 of current R/C rules), and from AMA (eg: frequency control, model identification, and safety rules), to complete and round out our rules.

2. Subtitle: The words "supercede conflicting" (sic) (with respect to AMA rules) have been eliminated, because with careful rules making there is no reason to have a conflict with AMA rules. We especially would not want to have a conflict with, or "supersede" an AMA safety rule. The only conflict we have in the current rules is an omission, which the proposal corrects in SECTION 1, Para 3. The current rules fail to state that we have no builder of the model rule, as required by AMA Section I, Para 5, last sentence. This is an omission we have simply ignored since the last rule change.

3. Beginning with SECTION I, the proposal reorganizes the section headings and regroups scattered and disorganized rules into a more logical sequence. Examples of problems in the existing rules are: SECTION I, Para's 5 & 7 both address "fuels", with a non fuels subject in between. Ignition engines are defined in SECTION I, Para 6, instead of in section III. SECTION I is a general hodge-podge of definitions and ideas about aircraft types (Para 1), events (Para's 2 & 8), fuels (paras 5 & 7), and engines (para 6).

4. SECTION I, Para 2: The proposal tightens up the definition of blueprint submission, to make it more useful if enforced. The "actual construction prints" under the existing rules could be nearly useless, if the contestant presented an outline drawing in crayon, claiming he copied it from borrowed plans and used it for actual construction.

SUMMARY OF CHANGES-CONT'D.

5. SECTION I, Para 3: By making one positive statement about cabin/pylon designs, we clarify this important difference between SAM FF and R/C, and also allow the SAM champs event chart and several other references to be simplified. The builder of model statement corrects an unintentional omission in the current rules.

6. SECTION I, Para 4: The proposal is a bit wordier here than the existing rules, but it explains more for someone new to the game, who's trying to figure out what we're up to in SAM R/C.

7. SECTION II: Again, a few more words are used in this section, but a clearer explanation results. All references to the term "antique" ignition engine have been replaced with "original" ignition engine. Since we already use the term "antique" to describe both a specific type of airplane, as well as one of the events in which it is flown, let's not further confuse matters with an "antique" engine, which may be used in both antique and non-antique aircraft and flying events.

8. SECTION II, Para b(1): Here and throughout the proposal, the term "loop scavenged" has been replaced with "cross scavenged" wherever we refer to non-schnuerle engines. This corrects a commonly used technical error, Loop scavenging is actually another term for schnuerle porting, or the direct opposite of what we have intended. Reference is made to Joe Klaus' column in the Sept '82 Model Builder, and other technical references on this subject.

9. SECTION II, Para 2: The term "old timer" has been removed from the engine class chart header, as a term for engines. It is unfortunate that we also use the term "old timer" in two other contexts to refer to all our planes collectively, as well as one specific type for LER events. We should work around this wherever possible.

a. The class chart has been simplified, and contains two minor changes. First, class A is proposed to be shown as starting at zero displacement, as it did in the early days. This would open class A LER to ¼A engines, if a contestant wanted to try this.

b. The second change, for simplification and uniformity, sets the top size for class C at .650 cubic inches for both glow and ignition, eliminating the small difference of .04 cubic inch from the existing rules.

c. The existing rules have completely omitted classes on the chart for converted ignition and schnuerle engines. The proposal avoids this problem by leaving out all references to engine types.

d. Class ½A engines are added to the chart for the first time.

10. SECTION III, Para 3: Spells out more clearly the primary intent of a special fuel specification for ½A Texaco; the elimination of gasoline as an engine run extender. Also allows the person who normally mixes his own fuels to continue to do so, based on the following two arguments: (A) Such fuels, using the named ingredients are "commercially available" through Hot Rod City, in L.A., and probably from other sources. (B) The existing rule, which would presumably prevent "home brewing" is unnecessary and totally unenforceable.

11. SECTION IV, Para 3: The existing rules have inadvertently omitted any mention that the single longest flight determines the Texaco winner. This paragraph, and the chart in paragraph 5 correct that oversight.

12. SECTION IV, Para 7: Redefines engine cutoff to a more practical method in view of the R/C activated engine cutoff requirement first introduced in the 84-85 rules. The existing method is controversial and produces uneven results, causing contestants to lose 1 to 4 seconds of allowable engine run time, depending on varying abilities to anticipate the speed of sound. The existing method also fails completely and is impossible to use with other engines running nearby during competition.

13. SECTION V, Para 10: Adds the underscored words "may reduce engine runs/flight maxes--". The existing rules omit those words, which are a necessary part of the intended result.

14. SECTION V, Para 1: Our existing rules fail to state our "customary" method of determining the overall R/C champion at the SAM champs. The lead sentence corrects this oversight.

15. SECTION V, Para 6: Tightens up a little on the ROG rule. I have seen too many instances where hand launch is being permitted because one or more contestants have simply built planes incapable of reliable ROG. This was never the intent of our rules.

16. SECTION V, Para 9: The last phrase of the last sentence is being added to clarify a misinterpretation of existing rules, which I have encountered during a contest.

17. SECTION V, Para 10a: Points out more clearly that every release must be scored. This is the most frequently overlooked/abused rule I have witnessed during competition.

18. SECTION V, Para 10c: Clarifies for the first time a reasonable method for a voluntary attempt during a Texaco flight.

RLA/2-86 pg C.

19. SECTION V, Para 11: From my experience, the existing 4 minute "into the air" rule has almost never been met or enforced. This rewrite extends it to a more reasonable 5 minutes, but strengthens the enforcement possibilities by defining timer duties in the following paragraph.

20. SECTION V, Para 12: This added paragraph spells out some rudimentary duties and responsibilities of the timer for the first time. This paragraph could result in more uniform rules enforcement.

21. SECTION V, Para 13: The old free flight "20 second out of sight" rule originated with the idea that a model could drop below the skyline of a hill, trees, or building and possibly rise back up on a thermal, or more possibly land. Or, it could get into fog or clouds and never be seen again. Their concern was valid, that a model which could be sitting on the ground somewhere should not be accumulating flight points. But R/C works differently, and the rule is no longer necessary, or desirable. We have to land on the flying field to score at all. If a timer sees an airplane take off, then later sees it glide back in for a landing, where else could it reasonably have been, except flying the whole time? Also, the existing rules leave open the possibility of penalizing a flyer for random differences in a timers eyesight.

22. SECTION V, Para 13: The existing rules do not prohibit use of binoculars, although earlier rules did. The proposal is intended to provide a sane approach to preventing unnecessary aircraft loss, but to prevent "routine" use of binoculars for thermalling, etc.

23. SECTION V, Para 15. The last sentence of our existing rule 16, under Section IV, has been dropped as a confusing and unenforceable rule in view of the first sentence in the same paragraph.

24. SECTION VI: No changes are proposed here to the special events, as there are already other changes pending. Whatever changes might be voted in could easily be substituted here.

Continued from page 8

RADIO CONTROL OLD TIMER RULES

model of any size which is electric powered, either direct drive or geared. Motor run will be 1½ 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 the CD.

3. Class AB antique (glow/ignition) - Any recognized antique model powered by a class A or B engine. Suggested run times are: Schnuerle, 10 secs/lb; cross scavenged, 12 sec/lb; converted ignition, 14 secs/lb, original ignition, 18 secs/ lb.



Al Richardson, SCAMPS member with his O.S. conversion powered Goldberg Zipper at the 1987 Free Flight Champs, Taft, California.

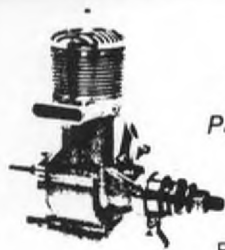


Gorgeous jumbo Rubber ME109 scale snapped at F/F Champs over Memorial Day at Taft. The builder is Dick Sigfried and his helper, Karl Hatrak.



An old favorite of many, Leon Shulman's "Wedgy", powered by a Bantan, built and flown by a new SCIF, Ed Reuben.

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Two British designs, "Jaguars", built by Graham Podd of Irvine and Andy Faykun, Beverly Hills, CA.



Carl Hatrak with his newly completed "Miss Fortune X" at Taft F/F Champs. The design by Mickey DeAngelis was just recently approved for SAM competition.

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oakton, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721



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July - August 1987

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 78



Joe Percy (left) congratulates Bill Schmidt on winning the R/C Grand Championship.

1987 SAM Champs, Seguin, Texas by Jim Adams

It would seem that it would be impossible that each SAM Champs could be better than the last, but the Texans outdid themselves and put on a super meet. The contest started off slowly Friday morning, July 3rd, probably because the Bean Feed was not held on the night before the meet, as had been the tradition, but was held on Friday evening, after the first day of flying.

As expected, the temperature and the humidity were in the 90's, but added to this was a strong breeze that blew without let-up for the entire four days. The intensity did vary somewhat with lighter winds in the morning but afternoon breezes blew the thermals away. After the first day I began to appreciate the breeze; in fact, I enjoyed it since it offset the effects of the temperature and humidity and made flying almost pleasant.

The Free-Flighters grumbled a great deal about the weather but were further dismayed by the tall (4-5 ft.) grass growing in the areas between the runways. Chasing was a problem until we found that you could ride your Honda through the stuff directly to your plane, providing that you had a good bearing on where your ship went down. You had to be quick in order to chase your ship and get a fix on its down location. However, fellows on foot were in real trouble and had to locate chasers downwind to do their retrieving. Consequently, many contestants did not fly their ships because of the potential hazards.

The R/C flyers had an equal amount of trouble putting up their flights in the wind. The landing area that was initially established as a 200 by 200 foot square on Friday was enlarged to encompass the entire area from the take-off site to the highway (approximately 2 city blocks) on the remaining three days. This still proved a problem for many flyers and the winds caused many models to be lost when their pilots were unable

to return them to the field. Most models were returned by persons living in the areas downwind of the site. Despite the wind, many modelers took advantage of the lift over the big asphalt runways to post max flights. Late afternoon flyers generally were disappointed by the lack of thermals caused by the high winds.

The contest was well directed and there were no controversies over rules. Hand launching of the 1/2A Texaco R/C models was allowed because of the winds.

The Free-Flighters were given the option of hand launching their models if they chose, but had to reduce their motor runs. R.O.G. motor runs were 16 secs. and hand launch was 14 secs. The maxes were reduced to two minutes. The exceptions were in the 30 sec Antique event where you were allowed a full 30 second engine run to make a 2 min. max. (This made it easy.) Fly-offs at the F/F site in some events required that engine runs be reduced another two seconds.

There was a four-man fly-off in Class 'C' R/C Ignition on Monday afternoon that was very exciting. Jim Reynolds was first off with a Lanzo Bomber powered by a hot-sounding Orwick 64 replica. He was followed quickly by Bill Schmidt from Wichita flying a Playboy powered by a screaming McCoy 36. Jack Swaim flying a Playboy Sr. powered by an Orwick 64 and Wayne Belcher flying an Ohlsson 60 powered "Kerswap" were close behind. Reynolds easily outclimbed the others and was able to post the high time in the event.

On Friday morning, the first day of the meet, the wind intimidated the R/C flyers so much that they voted to postpone Class 'B' Glow L.E.R. and Class 'C' Ignition until a later time. The events were finally squeezed in on Monday, the last day of flying.

A new Special Event, the "Lee Renaud Memorial Event", was run by Joe Beshar. A new R/C event very similar to 1/2A Texaco, but allowing modern designs to be



Clarence Myerscough 1987 Free-Flight Grand Champion. Picture was snapped at Chicopee where he was runner-up to the 1986 Champion.

entered has a 15 minute target time. The competition was very hot in this event with Jack Phelps putting in a spectacular flight directly over the runway at about 2,000 ft. altitude Monday afternoon.

Eut Tileston preparing to launch his beautiful 12-foot span "Davis Gull Wing" was struck on the left forearm by his specially made one-bladed propellor. The power of the O.S. 90 4 stroke gave him a nasty cut that required several stitches to close. Nevertheless, he did fly the ship but was forced to abandon his official attempt because of radio interference from a transmitter located on a nearby water tower used by the City of Seguin.

Flying wings are becoming very popular in the 1/2A R/C event, Ute Tileston flying a "Rickard Wing" placed second in 1/2A R/C Texaco and Stan Walton from Kansas was flying an old design by John Worth very successfully.



Jim Adams, SAM Speaks editor from Santa Ana, CA., won first place in Gas Scale with this Earl Stahl Fokker D-8. The Fokker powered by a Frog 2.49 diesel has been flying at SAM Champs for 18 years. (A real Old Timer).

The perpetual trophies and the sweepstakes that are goals of the very competitive flyers went to Bill Schmidt, Kansas, the R/C Grand Champion, Clarence Myerscough, California the F/F Grand Champion. Bert Pond won the Compressed Air Event, Norman Boyd won the Roy Marquardt Trophy for 30 Second Antique, John Bortnak won the Ed Kelley Trophy for Class 'C' Cabin Gas, Bob Boies got the "Feather Merchant" Trophy for the best running R/C model, Bob Angus, Arizona, won the Chet Lanzo or Roberts Trophy for R/C Texaco, and Ed Wallenhorst won the Danny Sheelds Twin Pusher Award. The Ernie Shalor Trophy for Best 'B' Pylon went to the youngest contestant, Eric Strengel.

The Bean Feed, held on Friday night at the New Braunfels Holiday Inn, proved to be a mini-banquet and was excellent. The food and service at both the Friday night affair and the Trophy Banquet on Monday Night were very fine.

President Sal Taibi recognized several honored guests who had made major contributions to SAM in the past in attendance were Bert Pond, Tim Banaszak, Mike Granieri, John Pond, and Woody Bartelt.

At this point, the meeting was turned over to Bruce Norman, the contest manager, and Free Flight C.D., Tom Dennard, and Joe Percy, the R/C contest director.

Bruce Norman presented plaques of appreciation to Jim Adams, SAM Speaks editor, Bob Angel, West Coast V.P. and Sal Taibi, SAM president for their efforts on behalf of SAM in 1987.

Tom Dennard and Joe Percy then presented beautiful plaques in the shape of Texas to the winners through fifth place. The final presentations were made by President Sal Taibi to the Grand Champions, Bill Schmidt and Clarence Myerscough, and the Perpetual Trophy presentations concluded the 1987 SAM Champs Awards Banquet.



Ed & Mary Belle Wallenhorst, Palos Verdes, CA. Ed won the Danny Sheelds Twin Pusher Event and the Jimmy Allen Award.

New Spark Plugs for Old Timers

A newly produced 1/4-32 spark plug was introduced to SAM flyers at the Seguin Champs. The plug is of obvious quality and is made in the U.S.A. by a large industrial spark plug company, the Stitt Company of Conroe, Texas.

The insulator is made from alumina, an oxide, that is machined and then glazed and fired. The center element and wire terminal is one piece made from a nickle alloy (inconel). The design of the plug is similar to the VR-2 Champion and is of approximately the same dimensions.

The plug is the result of one year of research and performs very well. This can be attested to by your editor.

The plugs are currently available in the 1/4-32 size for \$7.50 each from Bert Striegler, 5831 McKnight, Houston, Texas 77035 and will soon be available from most Old Timer supply houses in the U.S.A.



Minutes of 1987 SAM Business Meeting
New Braunfels, Texas.

The meeting was called to order at 7:30 p.m., July 4, 1987 by the president, Sal Taibi. The only officer present other than Mr. Taibi was the West Coast vice president, Mr. Bob Angel. The headcount of members present was noted as 40.

The minutes of the 1986 business were not available, so the reading of the previous minutes was dispensed with by those present.

The Treasurer's Report was read by Mr. Taibi and accepted by those present. The treasury balance currently stands at \$23,892.00. Mr. Taibi stated that the anticipated cost to the treasury for the SAM Champs would be approximately \$3,000.00.

Mr. Taibi stated that there are approximately 600 members delinquent in their dues at this time.

Mr. John Pond made a bid on behalf of the Northern California SAM Chapters to hold the 1989 SAM Champs at Stead Field in Reno, Nevada. He proposes to expand the meet to international status by inviting the British, Australians and modelers of other nations to participate. The dates tentatively set are June 19-23, 1989, Monday through Thursday.

The proposal was accepted by unanimous vote of the members present.

A report was submitted by SAM Speaks editor, Jim Adams, on the newsletter including a financial expense report. Operating cost for the year ending June, 1987 was \$9,953.15. This cost included the expense of printing 1,000 additional rule books for 1987.

Mr. Karl Hatrak proposed that the resolution regarding deceased members, passed at the 1983 meeting, be included in all future rule books. (The motion is reprinted following this report.)

The motion was passed unanimously.

Mr. Hatrak then read the list of members who died in 1986.

Mr. Taibi then brought up for discussion the question of moving future SAM Champs to dates either in the spring or in the fall season of the year in order to avoid the hot temperatures of summertime meets. A general discussion followed with most members in agreement with the proposal.

It was agreed that Mr. Taibi would contact Bob Larsh, Mid-West V.P. to discuss this issue for the 1988 Champs at Lawrenceville, Illinois.

John Pond moved the meeting be adjourned. Mr. Hatrak seconded the motion. The meeting was adjourned at 8:00 p.m.

Jim Adams
(Interim Acting Secretary)

cc: S. Taibi
B. Dodds



Marion Knight, Houston, Texas, holds his "American Eagle" for Class 'A' R/C. The design by Konefes was kitted by Comet and can be flown as mid-wing or low-wing. Original size was 45" span.

AS WITH OUR PREAMBLE,

I propose that the resolution adopted at La Junta, Colorado, in 1983 pertaining to Old Time modelers passing on, be placed in all future rule books in its entire form as shown below:

"Whereas, no formal acknowledgment has even been given to those SAM members and other Old Time modelers who have passed on.

"Whereas, it be fitting to recognize those persons who had thermaled to that ultimate flying site. "There be it resolved that hereafter, names of those who have departed the preceding year, shall be submitted at the annual business meeting."

Be it further resolved, these names will be read at the start of the Annual Banquet and be it further resolved, as this is to be a most happy occasion, those in attendance shall rise with glass raised high, welcome them all as we know they are with us in spirit."

To the foregoing I motion for adoption.

Carl J. Hatrak
SAM #155



Jack Swaim and his R/C Strato-Streak design by Garami. Tremendous performer with Super Tigre 23 power.

21st Annual SAM Champs, Seguin, Texas

R/C Flight Results

C.D. Joe Percy

R/C Grand Champion: Bill Schmidt

1987 SAM Champs Winners

Half "A" Texaco

1st	B. Schmidt	Sailplane	Cox	1800
2nd	E. Tileston	Tex Ricard Wing	Cox	1800
3rd	L.A. Johnson	Kerswap	Cox	1565
4th	J. Cockerham	Turner Special	Cox	1534
5th	A. White	Lanzo Bomber	Cox	1459

Texaco

1st	B. Angus	Lanzo Bomber	Orwick 64	2076
2nd	D. Bekins	Lanzo Bomber	O&R G.Seal	1772
3rd	J. Swaim	Dallaire	Enya 46 FS	1704
4th	J Reynolds	Lanzo Bomber	OS641FS INC	1656
5th	D. Bringgold	Lanzo Bomber	Orwick 64	1622

"A" Glow

1st	B. Schmidt	Playboy Sr.	S.T. 19	1260
2nd	D. Bekins	Lanzo Bomber	Veco 19	1200
3rd	B. Isaacs	Kerswap	K&B 3.25	1037
4th	J. Swaim	Strato Streak	Veco 19	990
5th	T. Williams	Playboy	rox 19	771

"B" Glow

1st	T. Williams	Playboy	Enya 46 FS	1255
2nd	E. Tileston	Lancer	Enya 46 FS	1225
3rd	B. Schmidt	Playboy Sr.	S.T. 29	1186
4th	J. Reynolds	Playboy Sr.	K&B 3.5	1116
5th	L. Schmidt	Playboy Jr.	S.T. 29	1085

"C" Glow

1st	J. Reynolds	Playboy Sr.	S.T. 35	1260
2nd	D. Bekins	Playboy Sr.	S.T. 35	1231
3rd	B. Schmidt	Playboy Sr.	S.T. 35	1210
4th	D. Walton	Playboy Sr.	Wankel 30.3	1123
5th	J. Lobb	Lanzo Bomber	S.T. 35	1018

"A" Ignition

1st	J. Reynolds	Lanzo Bomber	Elfin 2.49	1106
2nd	D. Bekins	Lanzo Bomber	Arden 19	1067
3rd	J. Phelps	Lanzo Bomber	Arden 19	1066
4th	W. Belcher	Kerswap	Elfin 2.49	1038
5th	J. Horner	Gas Bird	Elfin 2.49	939

"B" Ignition

1st	B. Angus	Ranger	Orwick 29	1206
2nd	D. Bekins	Playboy Sr.	Torp 29	1175
3rd	B. Schmidt	Playboy Sr.	McCoy 29	1051
4th	R. Huang	Kerswap	Torp 29	1038
5th	J. Reynolds	Lanzo Bomber	Orwick 29	952

"C" Ignition

1st	J. Reynolds	Lanzo Bomber	Orwick 64	2285
2nd	B. Schmidt	Playboy Sr.	McCoy 36	2126
3rd	J. Swaim	Playboy Sr.	Orwick 64	1782
4th	W. Belcher	Kerswap	O&R 60	1597
5th	B. Striegler	Sunduster	Orwick 64	1232

Antique "C"

1st	R. Huang	Cumulus	S.T. 60RR	1772
2nd	E. Staben	PB-2	S.T. 56	1434
3rd	L.A. Johnston	Cumulus	OS 90 FS	1410
4th	J. Swaim	Dullaie	S.T. 60	1200
5th	J. Reynolds	Cumulus	Enya 60	1134

Pure Antique

1st	D. Benkins	Lanzo Bomber	McCoy 60	1782
2nd	B. Schmidt	Nimbus	McCoy 60	1751
3rd	W. Belcher	Lanzo Bomber	Orwick 64	1329
4th	A. White	Lanzo Bomber	Hornet	1084
5th	B. Boies	RC-1	O&R 60	548

Lee Renaud Memorial Event

1st	J. Phelps	Playboy	Cox	1784
2nd	E. Tileston	Tex Rickard Wing	Cox	1144
3rd	A. White	Lanzo Bomber	Cox	998
4th	W. Belcher	Lanzo Bomber	Cox	899
5th	E. Breazier		Cox	817



Don McClusky, Houston, TX., flew this Good Brothers Class 'C' Guff. This is the best flying Guff that 'yer' editor has ever seen.

21st Annual SAM Champs, Seguin, Texas

Free Flight Results

C.D. Tom Dennard

Free Flight Grand Champion: Clarence Myerscough
1987 SAM Champs Winners

A Cabin

1st	T. Bieber	So Long	O&R 19	312
2nd	J. Walston	Cab Ruler	Arden 19	309
3rd	C. Myerscough	Spearhead Jr.	Elfin 2.49	290
4th	E. Konefes	Cloudsnooper	Hornet	273
5th	E. Jordan	Coronet	Arden 19	256

B Cabin

1st	J. Robinson	Brooklyn Dodger	Forster 29	408
2nd	J. Adams	Cruisair	O&R 23	360
3rd	R. LaPrelle	So Long	O&R 23	343
4th	J. Walston	Brooklyn Dodger	Orwick 29	298
5th	C. Myerscough	Brooklyn Dodger	OS 25	264

C Cabin

1st	J. Bortnak	So Long "B"	Max 30	600
2nd	E. Konefes	Cloudsnooper	Brown	486
3rd	C. Myerscough	Playboy Cabin	OS 40	464
4th	M. Post	Playboy Cabin	Super Cyke	360
5th	N. Byrd	Brooklyn Dodger	Forster 35	341

A Pylon

1st	C. Betz	Ranger	Arden 19	360
2nd	J. Walston	Stormer	Arden 19	350
3rd	M. Shammo	Therman Thumber	Elfin 2.49	324
4th	M. Post	Therman Thumber	Arden 19	317
5th	T. Bieber	Snuffy VT	Elfin 2.5	311

B Pylon

1st	E. Strengell	Zipper	OS 25	464
2nd	C. Myerscough	Zipper	OS 25	360
3rd	M. Shammo	Zipper	Forster 29	336
4th	E. Jordan	Zipper	K&B 29	321
5th	M. Post	Alert	Delong	277

C Pylon

1st	C. Myerscough	Playboy	OS 40	360
2nd	C. Betz	Hurricane	Super Cyke	331
3rd	E. Strengell	Playboy	OS 40	330
4th	M. Post	Zipper	Torp 32	316
5th	L. Clark	Albatross	Super Cyke	289

Gas Scale

1st	J. Adams	Fokker D-8	Frog 2.49	250
2nd	J. Bortnak	Skyfarer	PeeWee .020	10

Compressed Air

1st	B. Pond	Bottle Baby	Whirlwind	59
2nd	E. Konefes			48

Rubber Scale

1st	E. Wallenhorst	Alco Sport	83
2nd	D. Benepe	Earl Stahl Howard	36
3rd	J. Bortnak	Curtiss Robin	33
4th	J. Pond	Stinson S-M-1	31
5th	A. Backstrom	ARUP	06

H.L. Glider

1st	J. Bortnak	Zoomer	93
2nd	P. McCary	Hervat	79
3rd	C. Myerscough	Huguelet B	63
4th	E. Jordan	Hervat	54+18
5th	C. Betz	Class B Glider	54+10

Twin Pusher (Mass Launch)

1st	E. Wallenhorst	Simmers	127
2nd	J. Adams	Schmaedig	87
3rd	L. Schmidt	Schmaedig	79
4th	D. Benepe	Burnham	14
5th	A. Backstrom	P.E.G. 54	04

30 Sec Antique

1st	N. Byrd	Gas Bird	Forster 35	483
2nd	E. Jordan	Mk I Clipper	Madewell 49	360
3rd	J. Walston	Scram	Super Cyke	353
4th	C. Myerscough	Gas Bird		345
5th	J. Adams	Powerhouse	Forster 99	335

020 Replica

1st	O. Tisdale	Playboy	540
2nd	S. Taibi	Playboy	486
3rd	E. Strengell	Strato Streak	399
4th	J. Robinson	Dodger	381
5th	M. Shammo	Playboy	368

1/2A Nostalgia

1st	J. Bortnak	Y Bar	S. Hopper	360
2nd	E. Jordan	Ramrod 250	H. Hornet	314
3rd	O. Tisdale	Zeek	Cox 049	309

Combined Nostalgia

1st	R. Snyder	Ramrod 600	K&B 35	467
2nd	J. Hayden	Swiss Miss	Torp 15	465
3rd	J. Summersett	Ramrod 600	Torp 29	428

Rubber Cabin

1st	E. Wallenhorst	Lanzo Duplex	345
2nd	L. Dewitt	Bob Chatelain	326
3rd	J. Macay	Hi Ho	300
4th	E. Linn	Linn Wakefield	287
5th	P. McCary	Locton Park	286

Rubber Stick

1st	J. Phelps	Hi Ho	480
2nd	E. Wallenhorst	1940 Record	466
3rd	J. Macay	Al Casanos Stick	431
4th	L. Dewitt	Australian Record	322
5th	J. Delagrange	Gollywock	312



L-R Joe Norcross, C.D., Lee Norcross, Larry Clark and Sal Taibi, winner of the Lindbergh Memorial Contest at Taft on May 20-21, 1987.

Lindbergh Memorial by Joe Norcross

There were 250,000 at La Bourget on the night he landed and 4,000,000 turned out to line 5th Avenue in New York a few weeks later when he came home. Four were at Taft to remember 60 years later. To honor the greatest flight in the history of flight, the Thunderbugs sponsored a contest to last the 33-1/2 hours that it took Charles A. Lindbergh to fly from New York to Paris on the 60th anniversary.

Lee Norcross took third and by flying all 22 rounds is the only person who has flown in all my marathon meets, dropping only one round in five contests, for a total of 85 of 86 rounds since 1981. Larry Clark, who has flown in all but the first 24-hour contest finished second and Sal Taibi, who won the first 24-hour contest in 1981 but who hasn't been able because of travel to fly in the others, led from New York to Paris.

The contest started at 7:52 a.m. on May 20, which was the hour Lindbergh took off and went through twenty-two 1-1/2 hour rounds before ending on May 21 at 5:22 p.m. During the flying, bulletins telling where Lindbergh was at that time were posted as Old Time news stories and we followed the progress of the flight. That 16-1/2 hours over the Atlantic really grabs you when you get no news for that period. I really started to understand what he went through. After this contest the flight is an even greater event.

It has been 60 years, but no event will ever do for aviation what the flight did. This contest was my way of saying thanks to B.F. Mahoney, Donald Hall and the men and women of Ryan Airlines, to a group of men in St. Louis who had faith in an airmail pilot, and especially to Harry Bixby who had a way with names; but most of all, to Charles A. Lindbergh who made sure that as he referred to the airplane and himself, "We", made it.

Correction

In the list of new SAM approved designs last month, the "Miss Fortune X" that also appeared on the cover of SAM Speaks should have been listed as an Antique rather than as an Old Timer.

SAM National 1/2A Texaco Postal Meet

Here are the results of the 1/2A Texaco meet held in the month of May. Six teams were entered in the competition. Included were SAM Chapter 27, Novato, CA; SAM 41, San Diego, CA; SAM 51, Sacramento, CA; SAM 30, Marysville, CA; SAM 56, Wichita, KS; and SAM 1, Denver, CO. A change in the method of running this meet this year eliminated the warm-up contest that was held in 1986. The method of running the contest is left up to the winning team from the previous year. In 1986, Jim Reynolds and his gang chose to run a warm-up meet in the spring and a finals meet in late summer.

The winning team this year was SAM 27 from Novato, California and it will be up to Don Bekins and his club to organize the event in 1988. Clubs that missed this year's competition are urged to make their plans to get with the fun! Missing this year was SAM 49, SAM 82, SAM 1836, and SAM 11, the Old Time Eagles from Paramus, N.J.

SAM 27 - Novato, CA

Don Bekins	Lonzo Bomber	290 sq.in.	1800
Karl Righetti	Lonzo Bomber	290 sq.in.	1800
Ed Solenberger	Anderson Pylon	310 sq.in.	1800
Andy Andrews	Playboy Jr.	245 sq.in.	1793
Ron Keil	Wasp		<u>1520</u>
			8713

SAM 51 - Sacramento, CA

Ken Kullman	Strato Streak	315 sq.in.	1800
Eut Tileston	Rickard Wing	229 sq.in.	1800
Tony Palethorpe	Lonzo Bomber	290 sq.in.	1760
John Eaton	Commando	360 sq.in.	1583
Bob Grice	Brigadier	297 sq.in.	<u>1547</u>
			8490

SAM 56 - Wichita, Kansas

Lemaine Schrock	Strato Streak	307 sq.in.	1704
Jack Phelps	Cleveland Playboy	288 sq.in.	1571
Dean Zangker	Goldberg Sailplane	277 sq.in.	1276
Bill Schmidt	Alert	277 sq.in.	1186
Larry Bishop	Schmidt/Klause	288 sq.in.	<u>936</u>
	Playboy		6673

SAM 30 - Marysville, CA

Loren Schmidt			1330
Jim Kynsy	Anderson Pylon		1800
Nick Nicholau	Anderson Pylon		1440
Bill Burleson	Anderson Pylon		1680
Stan Lane	Anderson Pylon		<u>DNF 75</u>
			6325

SAM 1 - Denver, Colorado

Mike Fields	Ranger		1294
Jim Lane	Lonzo Bomber		1293
Karl Brueggeman	Bay Ridge Mike		1163
Jack Warkens	Bay Ridge Mike		1152
Art Grosheider	Brigadier		<u>1150</u>
			6050

SAM 41 - San Diego, CA

Russ Schuppner	Strato Streak		1742
Dick Munz	Buzzard Bombshell		1444
George Wagner Sr.	Vk Challenger		833
Jim Baron	Tlush mite		<u>656</u>
			4675

Letter to the Editor

Dear Jim,

Mr. Hicks, in the March-April issue, raised some good questions regarding coils, capacitors and ignition circuits. Being an electrical engineer with a special interest in ignition systems, I may be able to shed some light on the subject.

Most readers would not appreciate the mathematics for finding the proper capacitor for spark ignition, since it leads to a differential equation to be solved by the use of Laplace transforms; but the bottom line is straightforward. The capacitor must absorb the energy stored in the coil's magnetic field created during the dwell time. Generally, a "large" coil, such as the Modellectric, has a large value of self-inductance, requiring a higher capacitance. The Gettig Coil, being smaller, has fewer primary turns and a low value of self-inductance. A 0.01 uf works well with the Gettig (I have one), but not with the "standard" coil.

Mr. Hicks was on the right track in trying larger values of capacitance. However, the correct value for a standard size coil is 0.15 to 0.22 ufd, and it does not hurt to fudge toward an even higher value, say 0.33 ufd. Too small a value and you get a weak spark with arcing and burning of the contact points. One does not need the metal case variety. In fact, excellent capacitors are as close as your Radio Shack store. Look for "ceramic disc", "polyester" or "My-lar" types close to 0.22 ufd at 50 volts.

The capacitor need not be mounted next to the contact points, as was the custom in the past. It may be soldered at the coil (between the side of the coil which is connected to the moving point contact and the battery common).

A method for experimentally finding the proper value of capacitance is as follows: Simply increase the value of capacitance until sparking at the contact points (when they open up) disappears or is hardly visible. If your engine has enclosed points which are not visible, disconnect the wire from the moveable point contact and drag it across the cylinder fins to check for sparking (at the end of the wire - not at the spark plug).

Remember that a bad capacitor, or one that is too small in capacitance, can ruin your contact points. On some of the older engines, these cannot be found anymore. So be very careful.

The basic ignition circuit has been around since about 1907, when Charles Kettering invented it for the Cadillac car. It is simple and should be trouble-free. Yet, many modelers seem to have trouble with their ignition. This could, and does, create the popular misconception among modelers that ignition is "unpredictable" or "user-unfriendly". I urge all SAM members to send for my pamphlet on ignition. I can guarantee their ignition troubles will disappear if they follow my instructions. The pamphlet also covers transistor ignition, capacitor-discharge systems (CDI) and a list of sources for ignition components.

The pamphlet is free, but I must have a large SASE with 2 stamps on it.

F.E. Carter SAM #188
Aero-Ply Research Co.
2029 Crist Dr.
Los Altos, CA 94022

O/T Eagles hold Lee Renaud Memorial Contest

On Sunday, May 31, 1987, the members of the O/T Eagles R/C Club held one of the first Lee Renaud Memorial 1/2A Old and New Texaco contests in Paramus, N.J. Joe Beshar was contest director at this meet.

All SAM chapters are urged to send in the results of your 1/2A R/C contests and get in on the prizes that are being offered by Airtronics Corp.



L-R Walter Geary 4th place, Frank Costello, president SAM 11, Dan Schneider 1st place, Joe Beshar, C.D., Jim Bockinfuso, Sr. 2nd place, and Jim Bockinfuso, Jr.,

Ohlsson Event has its Own T-Shirt

If your SAM chapter is pushing for R/C events with true Old Time flavor, then you will want to know that SAM 27 in Novato, California has special T-shirts and decals for the event.

T-shirts have the O&R Flying Eagle emblem on the front and are available in several sizes. The decal sheet contains (2) 4" and (4) 2" emblems on a sheet. Prices are \$10.00 plus \$1.00 postage for the shirts and decals are \$2.00 or 6 sheets for \$10.00. Place your order with Ed Solenberger, 1551 Lynn Court, Santa Rosa, CA 95405. Telephone (707) 542-1756.

Ed also says he is delivering new McCoy 29 ignition engines. These engines are made from precision-made glow engine components. The engine uses a Solcraft Delron plastic rotor that provides improved efficiency and wearing qualities. The piston and cylinder are made by O.S. and external spare parts are available and the engine is S.A.M. approved.

The price is \$150.00, plus \$3.00 postage and handling. Note: The engine comes without a spark plug.

1987 Dues Are Past Due

There are still some members receiving SAM Speaks who have not sent in their dues. Perhaps we have misled you (by sending SAM Speaks) into thinking your dues were paid up. Please check your membership card for expiration date.

If you want to rejoin, dues are \$10.00 per calendar year, \$20.00 for 2 years, and \$30.00 for 3 years. We also sell large and small decals at \$.50 each, cloth patches at \$2.00 each, Rule Books at \$1.00 each.

Bob Dodds, Sec/Treas.
209 Summerside Lane
Encinitas, California 92024

1987 SAM Champs



Mitch Post about to fire-up his Arden powered "Thermal Thumber" ('41 M.A.N.).



Bob Boies, San Bernardino, CA. flew two RC-One's. Bob won the "Feather Merchant" Trophy for best performing ignition engines.



Bud Frazier, SAM 82 from Pasadena, Texas holds his rare "Banton 1937", designed by Ted Foty was from Frank Zaic's year book. Bud's hat was the prize winner at Seguin.



Joe Macay, Detroit, MI. won third place in Rubber Cabin flying this Hi-Ho.



Lou Faerman cranks up his "Black Widow" powered "Comet Interceptor" for 1/2A R/C Texaco.



Phil McCary with his new "Bay Ridge Mike" powered by Arden 19. Phil is a transplanted Californian now living in Texas.

Photos by Harold Johnson, Nancy Buice and Jim Adams



Jim Lobb, Waxahatchie, Texas, holds his R/C Playboy Cabin. Power is O&R 29 ignition.



Mark I (Antique) Clipper being released by Wayne Cain. Ship is powered by Ohlsson 60 Sideport.



Wayne Belcher flying an 800 square inch "Kerswap" in R/C. Power was by O&R 60.



Larry Nigh, Ames, Iowa, holding his "Korda Powerhouse" at Seguin. The ship is pink and is powered by a Fox 25.



Bill Huang, SAM 29, Texas, snapped at the R/C site of Seguin Champs. Ship is Playboy Senior with V-Dihedral.



John Bortnak, Calgary, Canada, holds his OS 30 conversion powered "Canadian Wasp" at the Seguin Champs. John is a past Grand Champion of the SAM Champs.

Photos by Harold Johnson, Nancy Buice and Jim Adams



Cliff Betz is behind his Super Cyclone powered "Hurricane". The Hurricane was a scaled down, round fuselage "Sailplane".



Bart Morris, (left) presents the Roberts Trophy for R/C Texaco to the winner, Bob Angus, from Arizona.



L-R Greg Benepe & Dave Benepe, Fort Worth, Texas, father-son team with their Zipper & Brooklyn Dodger, both Forster powered.



Ernie Linn, Wichita, Kansas, holds his "Zaic Contestant" rubber job.



Al Backstrom with his "Arup Flying Wing" Rubber Scale entry. Al is well known for his flying plank designs.



Don Bekins, perennial winner from SAM 27, had the distinction of winning the most second places in R/C. Don also won first in Pure Antique with his Lanzo Bomber.



Larry Jenno, San Pedro, CA. with his Elfin 2.49 powered R/C "Gas Bird". Larry had the misfortune of having his ship go through the fence at the end of the runway at Seguin.



Eric Strenzel (left) winner of the Class 'B' Pylon Ernie Shailor Perpetual Award, accepts the trophy from Roger LaPrelle. Eric was the youngest contest (26) at the meet.



Norman Byrd, Texas, flew this gas bird in 30 Second Antique. Power was by Forster 29.

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John Pond, SAM #001, shows off his Stinson SM-1 Rubber scale at Seguin, Texas SAM Champs.

SAM SPEAKS

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

1383
R. W. FRIESTAD
1640 NORTH KELLOGG ST.
GALESBURG, IL 61401



ADDRESS CORRECTION REQUESTED

SAM SPEAKS

Official Publication of the Society of Antique Modelers

September-October 1987

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 79

SAM EDITOR SPEAKS, by Jim Adams

This issue is packed with good stuff; as usual we have reports on the summer contest season, always a busy time. We've also reported the results of the SAM Rules ballot. The outcome is very surprising, not at all what your editor had expected. Being somewhat at a loss for words on the subject, I would like to reprint a letter received from Ken Kullman, President of SAM 51, that says it better than I can. The letter was written before the ballot in June, but expresses very well what our philosophy should be for the coming season of flying.

June 8, 1987

An open letter to all California SAM members from SAM 51

The upcoming rules change vote is important to us all, and the SAM 51 membership urges each and every SAM member to vote for what they feel to be the fairest and most equitable changes for us all to fly under. No doubt each of us will feel some degree of disappointment as those changes we feel most strongly about are voted in or rejected. It is for this reason we need a strong majority vote to guide over the next few years.

Regardless of the outcome of this vote: SAM 51 hereby pledges to abide by these changes and all other future SAM rule changes. We make this pledge not knowing how we will be affected but with a firm commitment to accept any changes totally. We will build our planes to these rules and our contests will be flown by them. It is hoped that with this rule change vote we can put the past behind us and look forward to a more pleasant and enjoyable future for all concerned.

We ask that all other SAM chapters join us in this effort.

On behalf of all the members of SAM 51, may I wish you gentle winds, easy thermals and good flying.

Ken Kullman
President, SAM 51

SAM President, Sal Taibi has commissioned Bob Angel, the West Coast V.P. to prepare the SAM Rule Book for publishing by revising the book to include all of the changes passed in the vote. The new rule books will be published by SAM SPEAKS and mailed by December 1, 1987.

SAM SPEAKS also carries a report on the 50th Anniversary Wakefield, held at Warwick, England on August 8-9. Your editor was fortunate in being able to attend and fly his 4-oz. and 8-oz. models. Next month we will bring you a picture story of "Old Warden," England's giant once-a-year Vintage Day.



The old master Sal Taibi fires up his famous "Pacer" at the 1987 Canadia Nationals. Sal's tool box has as many miles on it as his famous 1957 Chevy.

TO: All SAM Members

SUBJ: Ohlsson33 and Ohlsson 60 FRV

The West Coast V.P., Robert Angel, requested a decision from the Engine Committee on the eligibility of the above engines, as the design, porting and basic construction of these engines has remained unchanged since the early 1940s. The Engine Committee and myself have unanimously agreed that all Ohlsson engines shall be declared acceptable for all classes of SAM competition.

SAL TAIBI, SAM President

ATTENTION RUBBER BUFFS!

Sam Speaks received two sample drawings from Terry Rose, in England, for old time Wakefield models. The quality and authenticity are excellent (good enough for framing).

His small catalog (50 cents P.P.) lists 24 different designs. The prices range from 3 £s to 6 £s; that's about \$4.95 to \$9.95. Most rubber jobs are 3 £s—gas is higher.

His address is: Terry Rose, Heathfield, Chelmsford Road, Hatfield Heath, Bishops Stortford, Herts CM 22- 7BG, England.

Do you ever get the feeling that the English lads are putting us on with these addresses?

SAM APPROVED DESIGNS

In the March-April 1987 SAM SPEAKS, #76, we printed a new listing of some additional ships to be added to the SAM approved design list. As always it seems we lost a couple, so this month please add these designs to your list.

Approved SAM Designs (1987)

Name	Designer	Source	Classification
Fox	Beshar	Designer	O/T Gas (pylon)
Bombshell II	Konefes	Designer	O/T Gas (fuselage)
A/B Super Viking	Wensel	Designer	O/T Gas (pylon)

OLD TIMER EVENTS AT THE NATS

Strong winds at the NATS in Lincoln, Nebraska this year caused a drop in this year's entries. John Pond, who hosted this year's events, as he has in many years past, reported that winds were at least 10 m.p.h. stronger than at the O/T champs in Seguin. Many of the plaques put up by SAM went unclaimed.



Larry Nigh, Ames, Iowa gives us a look at his latest A-B ship. An obscure design, it was advertised in the pages of Air Trails as the "Stratospear" and kitted by Consolidated.

CORRECTION ON 1/2A NATIONAL POSTAL MEET

In our last issue we reported that there were only six teams entered in the SAM National 1/A Texaco Postal Meet; in reality there were seven. It seems that due to the fact that SAM 59 in Slidell, LA flew their contest rather late on June 28, and they were omitted from the final results. The results from SAM 59s team are as follows:

D. Bird	Playboy	1461 Secs.
J. Damare	Brigadier	1341 Secs.
S. Appelt	Stratostreak	1163 Secs.
T. Lindholm	Brigadier	1056 Secs.
A. Gisvevius	Miss America	925 Secs.

These results do not alter the standings drastically — SAM 27 the winner as reported last month, will still run next year's meet.

"21st" ANNIVERSARY OF THE NFFS SYMPOSIUM

The National Free Flight Society is accepting nominations for the following:

10 MODELS OF THE YEAR — (1988)

Send to: John Zeisloft
5411 W. October Way
W. Valley City, Utah 84120
(801) 964-8633

FREE FLIGHT HALL OF FAME — (1988)

Send to: Anthony J. Italiano
1655 Revere Drive
Brookfield, WI 53005
(414) 782-6256

Also, a call for papers for the 1988 Symposium. Please make your intentions known along with an overall outline to:

Hermann Andresen
738 E. Palmyra
Phoenix, AZ 85020
(602) 997-8759

Have your information in by December 31, 1987, at the very latest!



Chet Lanzo holding Tom McCoy's "Duplex" at NASA Plum Brook Station, Sandusky, Ohio. Picture was taken by Stu Warner during a warm-up session prior to Chet's trip to the 50th Wakefield Meet in Warwick, England. Picture sent to us by Bucky Walters.

1987 SAM RULES VOTE

Here are the results of the vote on the new rules proposals printed in issue #77 in May-June SAM SPEAKS. A quick look at the results shows that all of the proposals passed. This is surprising in light of the large amount of pro & con discussion on these issues. Two proposals, #FF 3 and #RC 6 just squeaked by, but the rest passed handily. The results are as follows:

No.	Free-Flight Proposals	Yes	No
F/F 1	Add commercial rubber to the special events	524	29
F/F 2	Revise basic events to include large and small rubber classes to stick & cabin	515	44
F/F 3	Removes the restriction to use only gas & oil fuels in F/F	347	221
No.	Radio Control Proposals	Yes	No
R/C 1	Redefines pure antique model in R/C	524	60
R/C 2	Changes the displacement rule on 4 stroke engines (deletes AMA 60% rule for enclosed rocker 4-strokes)	430	128
R/C 3	Adds restrictions on the substitution of foam for wood	492	83
R/C 5	Changes method of measurement of wing area to <u>planform</u> method	504	70
R/C 6	Revises old timer cabin/pylon and antique models weight to 10 oz/square foot of wing area in R/C	301	267
R/C 7	Adds 8" maximum prop diameter to 1/2A Texaco R/C models	487	95
R/C 8	Limits 1/2A Texaco models to replicas of gas models (no rubber models)	539	44
R/C 9	Adds wheel sizes & dihedral as items to be specifically maintained under character of the original design	512	71
R/C 10	Removes Wankel & turbine engines from the list of allowable old time engines in R/C	513	66
R/C 11	The re-write of the SAM R/C rules by Bob Angel	425	118

Woody Woodman, the R/C coordinator, who counted the ballots and submitted this report indicates there were 731 ballots cast. There were 38 ballots voided because the signers of ballots were not paid-up currently.

President Sal Taibi has commissioned Bob Angel, the West Coast V.P., to re-do the rule book, incorporating all of the changes. SAM SPEAKS will publish the new books and they will be mailed in December 1987 in time for the 1988 contest season.

Summing up all of the changes, it would appear that the changes affecting us the most are probably the increase to 10 ounces/per square foot of wing area, from 8 ounces/square foot on all R/C models with the exception of 1/2A models that remain at 8-oz. square foot and the deletion of the 60% rule when calculating the weight and class to be flown of 4 stroke powered models.

The new definition of pure antique models in R/C will cause many of the currently flown ships to be shifted to the glow & conversion powered antique event, since scaling has been disallowed in pure antique

In free flight events, with the passage of F/F rule #4, ships like the "pacer," the low-wings, and the shoulder wing designs like the "wedgy" will be flying with the cabin designs in the "fuselage event" instead of the pylon class as in the past.

C.D.'s are going to have to be more alert to possible use by contestants of "doctored" fuels with the passage of rule F/F3 allowing the use of alcohol in place of gasoline. This should not be too difficult since most exotic fuels give off tell-tale exhaust aromas.

The other changes passed by the voters should be quickly assimilated by most modelers without too much difficulty and should provide a good set of competition rules to be used by SAM for at least the duration of the five year freeze imposed on the rule book with the passage of these changes.



Al Casano's pre-war Wakefield design, flown by Joe Macay in 8-oz. event. A most striking design.

1987 VARIETY OLDTIMERS MEET REPORT

The second SAM Chapter 57 annual Variety Old Timers contest was once again held at the Mid America Air Center in Lawrenceville, Illinois on June 27th and 28th. Fifty-nine brave souls faced the winds gusting to 25 Mph on Saturday and the toll of broken planes was high. However, the prevailing winds were in the right direction and we had a mile of drift area. In spite of the wind, a number of people were able to max. out. The fly-off of Old Time Wakefields was held prior to the cookout which was attended by over 100 people. Smoked turkey, hamburgers and the usual fixin's made up the menu for the calorie contest.

Sunday dawned clear and calm, but as the wind started to pick up, it was obvious that it was in the wrong direction toward the corn fields. Unfortunately, the winds increased as the day went on and a number of fly-aways occurred. Ed Aikman's 1/2A Ram Rod flew into the same thermal being occupied by a full size sailplane. The sailplane pilot said that he looked off of his wing tip and saw the model rapidly outclimbing him! Unfortunately, the Holland Hornet powered Ram Rod has not been found, and is no doubt, many miles away.

The meet was a great success, and was good practice for the SAM Champs to be held at Mid America Air Center in 1988.

High time trophies were donated by Lewis and Dot Odum, Matt Basta, Ed Aikman and Tri County Aero Club. They were awarded as follows:

Rubber: Bob Moulton Glow: Larry Willis
R/C: Bob Walter Ignition: Hans Oschner

Thanks to Gene Miller and Bill Brenchley for donating the 1/2A Texaco and Texaco trophies. An anonymous donor provided for the Hand Launched Glider trophies. Bob Larsh, Buck Zehr and Carl Fries provided invaluable information and advice. Many folks brought tasty, and good looking desserts. Larry Willis earned a perpetual position with the cookout crew and set new standards for hamburger operations. The Schmidt Beer distributor brought a keg of Stroh's. Aaaaaah, bless his heart!

Thanks to the editors and columnists of Model Aviation, Model Builder, SAM SPEAKS, The National Free Flight Society, The CIA Informer, and the Okie Free Flight Flyer for publicity and reporting. I commend them to you.

Dot Odum, the hats and T-shirts for SAM 57 are beautiful, thanks.

To the entrants and many helpers go our thanks for coming over and joining the fun.

WE WILL SEE YOU AT THE CHAMPS!

Bud, Butch, Don, Pat & all

FF Small Rubber - Cabin -			13 Entries
Roger Lane	338	Jabberwock	
Anton Telford	258		
Lloyd Wood	230	Stratoshere	
Robert Moulton	192	Miss Canada Sr.	
Bill Brenchley		Pacific Ace	

FF Class "A/B" Pylon -			14 Entries
Matt Basta	335	Zipper	
Harry Murphy	189	Zipper	
Hans Oschner	177	O.O.S.	
Ted Dock	154	Kerswap	
George Schulz		Ensign	
FF Large Rubber Stick -			12 Entries
Bud Brown	360	Lanzo	
Bob Moulton	339	Lanzo	
George Batiuk	337	Korda Stickler	
Charles Hermanek	318	Arch Angel	
Bill Jackson	305	Lamb's Climber	
FF .020 Replica c/p -			22 Entries
Bill Hale	352	FU2U2	
Larry Willis	324	Kerswap	
Lloyd Wood	265	Sailplane	
Matt Basta	249	Minicpter	
Elmer Jordan	229	So Long	
FF Old Time Wakefield -			10 Entries
Robert Moulton	221	Lanzo 36 Duplex	
Lloyd Wood	205	Hi Ho	
Bud Brown	118	Gordon Light	
Bill Jackson		39 Korda	
Karl Spielmaker		Lanzo Convertible	
FF Small Rubber - Stick -			12 Entries
Lewis Odum	341	Gollywock	
Dan McEntee	225	Gollywock	
Bob Moulton	208	Casano Champ	
Vicki Wicks	198	Gollywock	
FF Large Rubber - Cabin -			13 Entries
Guy Scott	480	Korda	
George Batiuk	360	Lanza	
Anton Telford	329	Korda 1937	
Bill Jackson	313		
Lloyd Wood	294	Hi-Ho	
FF O.T. Rubber Scale -			12 Entries
Bill Herman	166	Cadet	
Dot Odum	114	Taylorcraft	
Ted Dock	83	Henschel HS-126	
Roger Lane	58		
Bob Moulton	40	Interstate Cadet	
FF Class "A/B" Cabin -			11 Entries
Bob Edelstein	342	So Long	
Larry Willis	302	Cabin Ruler	
Hans Ochner	286	Coronet	
Matt Basta	45	Brklyn Dgr	
Ted Dock		Viking	
FF O.T. Hand Launched Glider -			10 Entries
Roger Lane	217	Berger	
Bob Larsh	193	Huguelot	
George Batiuk	124	Huguelot	
Richard Scott	113	Huguelot	
Dan McEntee	103	38 Hervat	
FF Class "C" Pylon -			12 Entries
Hans Oschner	342	Gas Champ	
Elmer Jordan	311	Sailplane	
Bob Larsh	292	Wasp	
Harry Murphy	269	Zipper	
Ted Dock	55		
FF .081 - .65 Nostalgia -			12 Entries
Elmer Jordan	353	Ram Rod	
Ed Aikman	301	Spacer	
Larry Willis	290	Happy Days	
Bob Edelstein	271	Spacer	
Matt Basta	255	Powerhouse	
FF Class "C" Cabin -			7 Entries
No Flights Made.			

R/C Class A/B c/p i/g— 8 Entries

Bob Walter	867	Lanzo Bomber
Buck Zehr	816	KGS
Art White	813	Lanzo Bomber
Bill Crenshaw	731	Record Breaker
Ken Hopkins		Lanzo Bomber

R/C Class C ign— 5 Entries

Art White	1064	Lanzo Bomber
Bob Walter	819	Lanzo Bomber
Buck Zehr	716	Sailplane
Bill Crenshaw	692	Inspirer
Bob Johannes		Playboy Sr.

R/C Class "C" Glow— 6 Entries

Bill Crenshaw	1017	'C' Raider
Buck Zehr	835	Playboy Sr.
Art White		Lanzo Bomber
Ken Hopkins		Ehling Contest Gas
Don Sachtjen		Chickadee

R/C Texaco— 7 Entries

Buck Zehr	2885	Lanzo Bomber
Bob Walter	1809	Lanzo R/C Stick
Bill Crenshaw	1565	Lanzo Bomber
Art White	1503	Lanzo Bomber
Bill Branchley		Ehling Contest Gas

R/C 1/2 A Texaco— 19 Entries

Bob Walter	1235	Lanzo Bomber
Frank Roales	1215	Playboy Sr.
Bill Crenshaw	802	Record Breaker
Lloyd Peterson	655	Lancer
Charles Bybee	506	

FF .010 — .080 Nostalgia— 17 Entries

Larry Willis	353	Yo-Ho
Bill Hale	349	T-Bird
Gene Wickes	333	
Harry Murphy	320	1/2 A Spacer
Bob Rother	287	Blazer

10 Cent Scale— 9 Entries

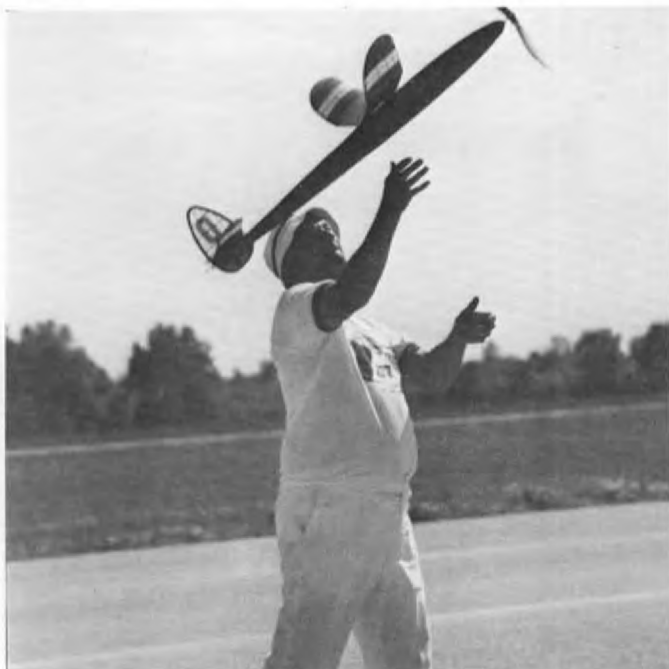
Don Kugler	111	Puss Moth
Ted Dock	82	Fairchild 24
Bill Jackson	25	
Bill Hunter		Fairchild Ranger 24



Buck Zehr, holding the transmitter applies "body english" to a windy take off of his "Sailplane." Lots of help from those in the background. Photo taken at SAM 57 Meet.



Lloyd Wood, Florissant, Mo placed 2nd in SAM's new Small Rubber cabin with his "Cole Stratosphere," nice! Look at the size of that prop for the 150 sq. in. job.



Lovely shot of Lewis Odum launching Old Time Rubber Stick at the variety Oldtimers meet at Lawrenceville.



Roger La Prella, Austin, TX with his "Jimmy Allen Bluebird" at the Seguin Champs.



Fred Chapman (SAM 35) winner of 4-oz event launches his "Northern Arrow" from the portable runway at Warwick. Look how close St. Mary's Church and the city are in the background. That's Dick Thompson in his "Yellow Wellies" looking on.

THE 50TH ANNIVERSARY WAKEFIELD – WARWICK, ENGLAND

August 8-9, 1987

Ever since David Baker and SAM 35 in England re-discovered the Wakefield and invited the "Yanks" to attend their annual Wakefield bashes in August 1984 and 1985 American O/T Free Flight Rubber enthusiasts have been getting Wakefield fever about this time every year.

The "English Lads" were our guests at Taft and Westover in 1986 and the Americans showed-up in force at Warwick, England (pronounced Warick) on August 8-9, again this year

Numbering more than a dozen, the names of the Americans included a few well known Rubber Flyers. Notable on Saturday and Sunday were Chet Lanzo, Joe Macay, Tom Curtis and Dick Thompson from the mid-west; Dick Sherman, Ed Novak, George Armstead and Danny Sheels came late from the east coast; and Al Richardson, Jim Adams, Andy Faykun, Mik Mikkelson, Abe Gallas, Mike Myers, Bob Langdon, Jack Jella and Charlie Yost from the west coast.

With all this power you would have thought that the Americans would have swept the Englishmen off their feet; but again, that perverse weather that is concocted by the British Isles played favorites with their guys and done-us-in. Leave it to Dick Sherman, who runs the model museum in Plymouth, New Hampshire to save face for us and get into the fly-offs. Although maxes had been cut to two minutes, it is surprising how tough this is to make when you have to deal with short fuses, a very small field, wind and rain showers. If you flew early, you were faced with flying into the town of Warwick (stores, taxis, castles, churches) or fly after the wind came up and face landing among the houses to the south.

Joe Macay was flying a 4-ounce Mayfly II and a beautiful 8-ounce replica of Al Casano's Wakefield that appeared in the pre-war air trails magazine. Although I was never impressed by the drawings in A.T., I was very impressed by Joe's replica. The workmanship, the lines and the finish were startling.

Tom Curtis was flying a beautiful yellow and blue design by Bob Bienstein. This ship looks very, very good and I would expect to see more of these built. Dick Thompson from Imlay City, Michigan was flying a gorgeous replica of Emanuel Fillon's 1937 champion. The ship was in yellow tissue with the tri-color stripe on the wing and fuse. Dick easily walked off with the *Concurs de Elegance* trophy for the best looking and prepared model.

Chet Lanzo was flying a very nice performing "Lanzo Duplex." It was obvious that he has not lost his touch in adjusting rubber ships over the years. Dick Sherman was flying a ship he calls his "Little Red Wagon," a 1936 Copland design. The ship is a simple slab- sider that is a favorite in the 4-ounce class.

Al Richardson, Fullerton, CA was flying his time-tried Korda. As luck would have it, the prop struck the runway on take off during the first flight attempt and the hinge broke. The resulting rapid unwinding of the rubber motor damaged the fuselage severely. Al's 1935 "Gordon Light" model flew very well, and he placed 15th in the 4-oz. event. Jim Adams flew his 1986 championship "Lanzo Duplex" in the light weight class. The ship was lost after a first flight max. and not returned. Jim also had a new 8-ounce ship, Arne Ellia's geared 1950 winner, that performed well but was lost to turbulence in the second round.

Charlie Yost from San Diego was flying a very nice red and black 1937 "Fish," designed by Herb Fish from Akron, Ohio. His club-mate, Bob Langdon was using a "Flying Cloud" that performed very well. The Cloud was designed by Henry Struck and kitted by Berkeley.

Jack Jella from the "Salinas Area Modelers" and also a member of the SCIFS was flying an absolutely perfectly finished "Lanzo Duplex." During the official flights Jack's plane was lost in the



Joe Macay who missed a triple max. by one second (with cap) talks to Mark Hinton left and Bob Langdon. Mark Hinton was the final winner in 8-oz. Wakefield event.

high grass for some time. He finally took refuge in the nearby "pub" and waited out one of the several rain showers that passed through.

Abe Gallas and I took a mid-day break and adjourned to the local pub for lunch and refreshment. While we were there the famous English Wakefield modeler, Bob Copland, who had just arrived for the Saturday test flying with his nephew joined us for a pint of English brew before commencing flying. (The old days were never like this!)

Bob was flying his replica of his own famous GB-3, a beautiful black and white streamliner. The ship looked great during test flights and I noticed that Bob posted only one flight on Sunday (a max.), and I assume the ship was either damaged or not returned in time for the second round.

Bert Judge, the 1936 winner from Great Britain who did so well at the finals in the U.S. that year and took the trophy home to England, was there flying a replica of his 1936 ship. All blue and a lovely ship that performed well, the ship never the less posted only one official flight. Bert is a great down-to-earth gentleman who was seen helping the American Mik Mikkelson with his cranky diesel engine in his "Le Kid" design. Bert proved to be an expert at this. It seems that he once worked at the factory where the particular diesel was manufactured.

The 8-ounce event was won by Mark Hinton, son of Ken Hinton—many time contestant at the American SAM Champs.

Mark was flying a red and white "Yankee IV," an American design by Chuck Woods of Yakima, Washington. The Yankee IV is a 1949 design. (Sam 35 rules allow designs through 1950 to be flown in 8-ounce Wakefield.)

Chris Strachen, also flying a Yankee IV, was a close second to Mark Hinton. Strachen put up a tremendous climb on his ship during the 3-man fly-off. Unfortunately, however, his ship hit a large "downer" in the glide and turned only 2 min., 25 secs. to Hinton's 2 min., 47 secs. flight. Incidentally, Chris Strachen's



Mik Mikkelson, holding model, receives assistance in starting his cranky diesel from Bert Judge who once worked at the factory. The design is "Le Kid" by G. Bougueret, a 1940 French design.

Yankee IV won the mass fly-off again this year at old warden. The ship was judged the highest at 40 secs. and was acclaimed the winner. He easily out-climbed the rest of the 35 Wakefields. Your author was flying 16 strands of 1/4" FAI in his "Isis," wound to 500 turns which looked terrific at 30 seconds, but was all out of gas at 40 seconds.

William Beales, another of the English "lads," placed third in the fly-off with 58 seconds on that flight. His ship, a "Lokvogel," became a victim of the turbulence during the late afternoon fly-offs.

Brian Yearly, also flying a beautiful Yankee IV missed a triple max. by one (1) second and placed fourth. There should be a special prize for guys that miss their three maxes by only one second. I would suggest that a large pint of bitters (English beer) would be the best consolation prize. There is nothing worse than returning from a two-mile chase through the English backyards, through wind, and rain and have the timer say "Sorry, Old Chap, you missed your last max. by one second."

Over in the other event (4-ounce Wakefield), there were three modelers who also posted triple maxes. Fred Chapman, venerable English Wakefield flier won a well deserved first place flying his well tested old 4-ounce design, the "Northern Arrow." The design, although far from pretty, performed flawlessly for three maxes and 1 min., 56 secs. in the 3-man fly-off.

Phil Ball, perennial English Wakefield winner, posted 3 maxes with an American design by William Ling. In the fly-off he managed a 1 min., 43 sec. flight for second place.

In third place was an American, Dick Sherman, flying a '36 Copland design. Although the turbulence got him in the fly-offs, he managed to post a 11 sec. flight for third place.

Another American, Joe Macay, got the "Bride's Maid's" prize by missing his third max. by 1 sec., which placed him in fourth place. Ray Haywood, SAM 35 member, placed fifth, only 6 seconds behind Macay.



Bob Copland and his nephew preparing the famous GB3 Wakefield for a flight. The model was beautiful and flew perfectly. Bob was chief engineer for Hawker before retirement and designed the "Harrier" Jet.

Many stories can be told about the flights that almost made it, but when the contest came to a close with a sudden shower, there wasn't much time to stand around reminiscing about "how we came 9000 miles to see all our hopes dashed by Mother Nature" (with a little help from our own dumb moves).

All those that attended agreed that the meet was a fitting tribute to the members of the different teams from Great Britain, France, U.S.A., Germany, Belgium, Sweden, Canada and Holland that attended the 1937 meet. All of the Americans that attended this year's celebration spent hours poring over the old designs of the 1937 American team trying to decide on the ship that each would build.

The members of the 1937 team were: Frank Zaic, Herb Fish, Dick Bodle, Alvie Dague, and Jesse Beiberman. Many of us are familiar with the designs of Fish, Dague and Zaic because they were recorded for history by Frank Zaic's year books. But what of the models of Dick Bodle and Jesse Bieberman? The designs of their models, and in fact the men themselves, seem to have become lost in the intervening 50 years.

The Great Depression of 1929 was still being felt in 1937 and money for trips to Europe was hard to come by. The supporters of the American team could not pay the way of the Americans and the AMA was not yet a national organization that could pay the team's way. When Herb Fish's mother-in-law, who lived in Akron, Ohio heard of the plight of the Akron Boys, she went to her women's group and presented the problem to them. The women went to work and in less than five days, Herb Fish and Dick Bodle had their steam ship tickets in their hands. Frank Zaic, who was vacationing in Europe at the time, was able to get to the flying site, the race track in Warwick, England and fly his model. Herb Fish also had other problems, he had lost his model at the NATS while winning a place on the American team and was forced to build a new one onboard ship during passage over to England.



Dick Thompson (U.S.A.) in the white cap, talking to the only entrant from France, Jean Marie Peidnoir. The airplane is an Oldtimer called "Corsare" being flown on rudder-only radio.

The biggest thrill that I got, besides the thrill of participating in the flying itself, was the tremendous enjoyment derived from looking over the many contestants' models. The workmanship and the originality shown by the builders in producing the many, many flawlessly built models had to be seen and touched in order to appreciate the skill required to produce a model with a wingspan of 42" - 50", powered by a huge rope of rubber, and still weigh no more than 4-ounces. This is probably one of the most difficult and demanding tasks in modeling today. The workmanship requires the patience and skills of an "indoor" modeler, and the know-how and guts of an old time free flyer to handle the big rope of FAI rubber which is the choice of most of the modelers.



Dick Sherman, only American to get into the top three finalists in the 4-oz. event setting up his "Little Red Wagon." Dick is from Plymouth, New Hampshire. Dick's box is typical of what's required to get your model overseas, traveling in the baggage compartment.

At the trophy presentations on Sunday evening, just before the rains came, all those present were rewarded by a chance to snap pictures of three of the "greats" of pre-war rubber flyers. Etched crystal bowls (provided by the British) and magnums of champagne (provided by the French Antique group) were presented to Bert Judge, Bob Copland, and Chester Lanzo — all names that are very familiar to Pre-WW II modelers. Emanuel Fillion, the French modeler who won first place at the 1937 Wakefield contest, was unable to attend this year's event at Warwick. He, however prepared commemorative books that contained 8-1/2" x 11" drawings of 41 of the models that were flown in 1937. These booklets were presented to each of this year's contestants at the close of the meet by Jean Marie Piednoir, secretary of the French group.

The modelers all bid a lingering *adieu* as the sun was setting in the west, all promising to attend the planned gathering in the U.S.A. next year when we will salute Jim Cahill, the U.S. winner of 1938.

Jim Adams

4-oz. WAKEFIELD RESULTS

F. Chapman	Northern Arrow	Max.	Max.	Max.	+ 1-56
P. Ball	Ying	Max.	Max.	Max.	+ 1-43
R. Sherman*	36 Copland	Max.	Max.	Max.	+ 0-11
J. Macay*	Mayfly II	Max.	Max.	1-59	5-59
R. Haywood	Gordon Light	Max.	Max.	1-53	5-53
K. Horry	36 Copland	Max.	1-45	Max.	5-45
M. Mikkelsen*	Ying	Max.	Max.	1-44	5-44
C. Strachen	36 Copland	1-40	Max.	Max.	5-40
R. Alban	Northern Arrow	Max.	Max.	1-37	5-37
C. Lanzo*	Lanzo Duplex	Max.	1-34	Max.	5-24
P. Michel	Lanzo Duplex	Max.	Max.	1-27	5-27
T. McCoy*	Lanzo Duplex	Max.	1-42	1-35	5-17
B. Jukes	Gordon Light	1-19	Max.	1-43	5-02
K. Cooper	Lanzo Duplex	1-40	1-35	1-45	5-00
T. Hopgood	36 Copland	Max.	1-22	1-23	4-45
A. Richardson*	Gordon Light	1-29	1-07	Max.	4-36
D. Beals	36 Judge	1-32	1-18	1-25	4-15
M. Hetherington	Bob Jefferey	1-49	1-26	0-55	4-10
E. Novak*	36 Verdier	0-44	1-12	1-52	3-48
A. Gallas*	36 Verdier	0-09	1-45	1-34	3-28
A. Faykun*	36 Copland	Max.	1-15	—	3-15
D. Fairlie	34 Fairlie	0-39	0-53	0-52	2-24
C. Yost*	36 Copland	1-09	0-08	1-00	2-17
J. Adams*	36 Lanzo Duplex	Max.	—	—	2-00
A. Judge	36 Judge	1-10	—	—	1-10
R. Copland	36 Copland	—	—	—	—
R. Langdon*	Gordon Light	—	—	—	—
K. Hinton	36 Copland	—	—	—	—
G. Spencer	36 Copland	—	—	—	—
R. Parham	36 Copland	—	—	—	—
M. Myers	Verdier	—	—	—	—
L. Barr	36 Copland	—	—	—	—
— Martin	Gordon Light	—	—	—	—
J. Jella*	Lanzo Duplex	—	—	—	—
J. Bennett	36 Copland	—	—	—	—
M. Woodward	36 Copland	—	—	—	—

* = U.S.A., @ = France, all others G.B

Total of 37 in 4-oz.

Total of 41 in 8-oz.

8-oz. WAKEFIELD RESULTS

M. Hinton	Yankee IV	Max.	Max.	Max.	+ 2-47
C. Strachen	Yankee IV	Max.	Max.	Max.	+ 2-25
W. Beals	Lockvogel	Max.	Max.	Max.	+ 0-58
B. Yearly	Yankee IV	Max.	1-59	Max.	5-59
T. Hall	Korda	1-45	Max.	Max.	5-45
M. Kemp	Hereward	Max.	1-48	1-54	5-42
A. Beales	Boyles Wake	1-41	Max.	Max.	5-41
R. Parham	'50' Gutteridge	1-33	Max.	Max.	5-33
R. Brownson	Korda	1-26	Max.	Max.	5-26
R. Thompson	Fillons Wake	Max.	1-38	1-48	—
R. Langdon*	Strucks Flyng Cld	1-24	1-48	Max.	5-11
D. Goddard	'40 Gutteridge	1-33	1-41	1-55	5-09
G. Stephenson	Korda	Max.	1-34	1-31	5-05
J. Macay*	A. Casano Champ	Max.	1-43	1-16	4-59
J. Peidnoir@	Wild Geese	1-43	1-49	1-13	4-45
B. Jukes	Korda	1-17	1-35	1-50	4-42
P. Michel	GB 3	1-52	1-39	1-09	4-40
R. Alban	Zombie	1-04	1-09	1-41	3-54
K. Horry	Horry's Wake	1-52	Max.	—	3-52
F. Chapman	Gypsy	1-12	1-13	1-25	3-50
M. Hetherington	Adams Wake	0-56	1-12	0-52	3-00
M. Fryer	Gypsy	1.17	0-34	0-55	2-46
J. Adams*	50 Aarne Ellias	1-25	1-18	—	2-43
G. Johnson	Zombie	1-19	1-13	—	2-32
A. Faykun*	GB 3	1-17	1-02	—	2-19
C. Yost*	Fish Contender	1-08	0-12	0-54	2-14
R. Copland	GB 3	Max.	—	—	2-00
D. Beals	Simon	Max.	—	—	2-00
E. Roberts	Jaguar	Max.	—	—	2-00
E. Redfern	Korda	1-41	—	—	1-41
L. Barr	Vanstead	—	—	—	—
T. McCoy*	Hi Climber	—	—	—	—
P. Thorp	Larsen's Victory	—	—	—	—
B. Horsley	Vanstead	—	—	—	—
M. Myers	37 Kansas Winner	—	—	—	—
F. Holland	Zombie	—	—	—	—
K. Cooper	Fletcher's Surprise	—	—	—	—
A. Richardson*	Korda	—	—	—	—
J. Lawson	Simon	—	—	—	—
R. Prentice	'41 Gutteridge	—	—	—	—
— Martin	Jaguar	—	—	—	—



Dick Thompson, Imlay City, MI with his absolutely gorgeous replica of Emanuel Fillon's 1937 champion. Ship was finished in bright yellow with red, white & blue tri-color stripe on the wing and fuselage. Dick received the Concurs trophy.



Ever popular English flyer, Peter Michel, flew this diesel powered design called the "Bikini" from the fifty's in Saturday's O/T Gas event.



Old British friend Reg Parham, who gets younger each year, flew his 1950 Gutteridge Trophy winner. That's the City of Warwick in the background.



Bert Judge, 1936 winner, holds his very nice replica of his '36 4-oz. winner.



Andy Faykun, Los Angeles, CA releasing his 8-oz. Streamliner on the take-off mat at Warwick. John O'Donnell, "Aeromodeler" magazine photographer in the background.



Seldom seen design in the U.S., was the "Victrace," a '36-'37 Wakefield by famous English designer, Ted Evans. This model is held by its builder, Vic Westcar of London.



Group photo of the Americans at Warwick Wakefield Meet. L—R, Jim Adams, unknown (G.B.), Dick Thompson, Charley Yost, Abe Gallas, Dick Curtis, Chet Lanzo, Andy Faykun, Mike Myers, Joe Macay, Bob Langdon, David Baker, and Ed Novak. Missing were Mik Mikkelsen and Dick Sherman.



Charley Yost, San Diego, CA releases his Herb Fish design at Warwick. In the background Tom McCoy, Al Richardson, Chet Lanzo, and Don Knight looking on.



Jack Jella, Salinas, CA adjusting the motor in his "Lanzo Duplex." Breathlessly beautiful workmanship, made you want to hide your own model.



Exciting new design uncovered by Tom Curtis, Detroit, MI. The ship was designed by Bob Bienstein, called the "High Climber."

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L-R, Bert Judge, 1936 Wakefield champ, talking with Chet Lanzo, Famous American pre-war modeler, and Bob Copland, England's most respected Old Time Rubber Modeler.

SAM SPEAKS

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2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721



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SAM SPEAKS

Official Publication of the Society of Antique Modelers

November-December 1987

DEDICATED TO OLD TIME MODELERS EVERYWHERE

Number 80

SAMS Editor Speaks By Jim Adams

This month we wanted to share with you our experience of attending a big Old Timer "Vintage" Rally in England. Old Timer flying in England and the rest of the European countries is so different from the U.S., Canadian and Australian type of contest activity.

Imagine if you will, attending a two-day Old Timer contest and not seeing one Lanzo Bomber or a single oversized "RC-1!" Every model builder tries to build something that is different. There were no displays of raw power, with ships blasting straight up under limited control (in the R/C area that is), but over in the free flight area, rubber powered Wakefields were going up like rocket ships. What a difference!

The word Vintage even means something different. Because there was so little gas model activity and modeling in general in England, France and Germany during the WWII years (1938-1945) the European modelers have elected to include models up through 1950 as Old Timer, or Vintage as they call them. This gives them a bigger selection of models to choose from. Many choose to build pre-war American designs from the pages of *M.A.N.* and *Airtrails*, but many build the obscure designs from the pages of *Aeromodeller Magazine*. These unusual, and I almost said quaint, designs, give a different flavor entirely to an Old Timer meet in the British Isles.

Is it possible that we are missing some of the fun in Old Timer modeling by putting so much emphasis on competition and so little on Nostalgia? It would be interesting to know what the turn-out would be like if we promoted a new Old Timer event at the SAM CHAMPS that would emphasize uniqueness of design, workmanship, fine finish, and nostalgic pride in doing it yourself. This could be a special event for R/C or Free Flight. A flight demonstration of the model would be frosting on the cake. There would be no power loading or wingloading rules, and no measurement of flight times. The road we are traveling seems to be producing fewer and fewer of the unique Old Timer designs that we remember from the thirties and forties, and instead more and more clones of the winningest designs.

I'll bet that we could see dozens of the most beautiful models ever flown at a national model airplane contest. An event such as this could start a return to the objectives spelled out in the SAM Preamble. "It is neither desired to advance the state-of-the-art of aeromodelling, per se, other than to increase participation in the sport generally, nor to reprove again that which is already recorded in aeromodelling history books".



SAM SPEAKS Photo Contest

How many names can you identify from this old picture? Send your answer to SAM SPEAKS and win our mystery prize. Dick Korda is on the left end.

NOTICE

SAM MEMBERS

IT'S TIME TO RENEW

YOUR 1988 DUES

Send \$10.00 To:

Robert Dodds
209 Summerside Lane
Encinitas, CA 92024

AMA Vintage - An Official Event - By Joe Beshar

"Modern Free Flighters Take Notice!"

AMA has it -- an official Vintage category approved by the Rules Committee and released for the modeler's challenge. Free flight and radio control will be flown together and as one. A real break thru with Vintage paving the way.

The rules are simple and basically consist of Vintage Free Flight (Old Timer) Rulings limited to models designed, kitted, or published prior to December 31, 1942 with RC acceptable. The rules are as in Free Flight with RC assist acceptable in a way that makes them competitive to one another and flown at the same site. Maximum flight will be determined just as present in the Free Flight activity, dependent on the prevailing winds and size of the field available. Radio control is acceptable only during engine run, the instant the engine is shut off no RC control is allowed until it is desired to dethermalize; that is, it is not to be used during the endurance part of the flight. Use of radio for any other reason completes the flight. Glow engines are not acceptable and only two-stroke ignition engines may be used with gasoline and oil mixture fuel. The Vintage Events will consist of three classes: A, B and C, with limited engine runs for original ignition engines at 20 seconds, replica ignition engines at 17 seconds, and modern engines converted to ignition (cross scavenged only) at 14 seconds. The Vintage category will be run at the next NATS at Virginia Beach, Virginia in 1988. So, Old Timers and Newcomers Get Your Act Together! Modern Free Flighters take note... the Vintage category is paving the way to survive the lack of Free Flight fields being experienced by simply amending the Free Flight Rules to allow RC assist in the basic manner outlined in the new Vintage category.

For an early start and for your immediate reference, the Official Rules are as follows:

AMA Vintage Event Rules - (Gas)

A combined Free Flight and Radio Control Event.

Basically a Free Flight Event with the option to use mechanical means or radio control assist to shut off engine or dethermalize.

1. Radio control is acceptable only during engine run. The instant engine is shut off, no R/C is allowed until it is desired to dethermalize (not to be used during endurance part of flight). Use of radio for any other reason completes flight.
2. Dethermalizer is acceptable by R/C or automatic.
3. All models must have been designed, kitted or published prior to December 31, 1942. (Scaling up or down unacceptable.) Claims for prior design date shall be authenticated by submission of documentation (dated photos, affidavits, etc.) for approval by three (3) man Review Board appointed by AMA Technical Director.

4. Fidelity of model must be maintained; such as, airfoil, external outlines, span, dihedral, polyhedral, etc. (Substitute materials are acceptable as are internal structural changes.) Burden of proof of authenticity remains the responsibility of contestant.
5. Only two (2) stroke ignition engines may be used with gasoline and oil mixture fuel. (Glo-Engines are not acceptable).
6. Minimum weight required eight ounces (8 oz) per sq. ft. of wing plan (flat) area.
7. Classes
 - a. Engine displacement to .20 cu. in.
 - b. Engine displacement over .20 to .30 cu. in.
 - c. Engine displacement over .30 cu. in. to .65 cu. in.

Cabin and pylon models may be combined or separated if desired. Pylon models are those with wings mounted on pedestal or cabane mount -- all others are defined as cabin.
8. Limited Engine Runs - (Engine run is complete when its running sound ceases.)

Original ignition manufactured prior to 1950 - 20 sec.

Replica ignition engines of original - 17 sec.

Modern engines converted to ignition (cross scavenged only--no schneurles) - 14 sec.
9. Flight under 40 sec. is considered an attempt, six (6) attempts allowed to make first three (3) official flights--total of which is score). In case of tie, winner will be determined by fly off. Engine run reduced five (5) sec. per round.
10. Maximum time to be determined by field conditions and announced by C.D. of the meet prior to any official flight.



Friedhelm Mink, with his "Liepziger Canard." He's from Hanover, Germany. The design is by Gel V. Klank.

SAM New Rule Changes

The 1988-89 rule book is at the printer and should be in the mail by the time you read this.

Your editor would like to apologize for omitting the results of proposal F/F 4 from last month's newsletter. The proposal to redefine and rename the cabin class of models to the fuselage event was passed 502 yes votes to 57 no votes. This change will allow models such as low wings and shoulder wing designs to fly with the cabin models.

We also misspoke when we said the 60% displacement rule in R/C was deleted. This should be clarified: The 60% displacement rule now applies only to the older, open rocker, 4-stroke designs. The new 4-strokes with enclosed rocker boxes will fly to the same displacement rules as 2-cycle engines.

Let me also clarify the statement on the five year freeze. The freeze applies to R/C Rules only. Free Flight rule proposals can be submitted in 1988 and should be sent to the president no later than July 31.



Two motored geared, Aarne Ellia's 1950 Wakefield design, recently flown for 21 minutes on test flight by SAM's editor. That's my favorite grandson, Steve, holding grandpa's new ship.

N.F.F.S. 20th Anniversary Edition

SAM SPEAKS received our copy of the 1987 N.F.F.S. *Symposium*. The excellent book is must reading for modelers with a technical bent or those that like to know what's the latest in modeling.

Very professionally done articles on the theory and practice of *Free Flight Modeling* by both hobbyists and aerospace engineers; includes, model of the year selections and recipients of the N.F.F.S. Free Flight Hall of Fame, plus, past recipients of national trophies and events.

Beautifully done, this book is well worth the price. Order yours today from: Fred Terzian, 4858 Moorpark Ave., San Jose, CA. 95129. The price is \$13.00 for members, \$14.00 for non-members.



George Armstead with the old time hand launch glider at Old Warden in August 1987. George, past SAM CHAMPS manager, traveled from the U.S. for this meet.

Stitts M80 Micro-Spark Plugs

The Stitts Company announced the release of 1/4" 32 model spark plugs at the Seguin SAM CHAMPS. We bought several of the plugs and found them to be excellent.

Subsequently SAM SPEAKS received correspondence from the company indicating that they were halting production temporarily to correct a glitch in their manufacturing technique.

A letter from them on October 5th, 1987 tells us that they have made their changes and are now ready to deliver their "new" plugs. Furthermore, they will be happy to replace any of the earlier sparkplugs that you purchased from the initial run. Return the plugs to: Stitt Spark Plug Company, P.O. Box 327, Conroe, Texas 77305 and ask for an exchange.

So, for the future, all M80's will incorporate a high temperature hermetic, center insulator bore seal that will be sintered at the same temperature as their regular production spark plugs, nominally 1700 F. Also, the cold crimp method of insulator retention will be replaced by the hot crimp method that they use for all of our other products that require 0cc/min. "gas-tightness" for long operating intervals at elevated levels of thermal loading. As far as we can tell, this will be the first time that these "best" methods of construction will be offered in a 1/4"-32, model engine spark plug. The best news is that the price will remain at \$7.60 (MFG. Sugg. Retail).

Looking Ahead

Plans are underway for the 1989 SAM CHAMPS to be held in Reno. John Pond has announced due to the invitation from the Reno Air Races Pilots Association, and the splendid cooperation of the city of Reno, and the hotel owners, the plans are going well.

Things look so promising that it is pretty safe to say that AMA will accept an invitation to stage the 1989 NATS there.

Plans are to hold the Old Timer events both F/F and R/C at Stead Field. Two thousand (2,000) foot runway plus 1-1/2 mile drag strip adjoining gives promise of adequate flying area.

Plans for special rates in area hotels are in the works.



Friedhelm Mink, SAM 85, Germany and his 1934 Old Timer Glider. The design is a "Groper Winkler" and is R/C controlled. Picture snapped at Old Warden 1987.



Tom McCoy shows us his beautiful 1936 Lanzo Duplex. Tom is from Sterling Heights, Michigan.

The 1988 SAM CHAMPS

Bob Larsh, Mid-Western V.P., announced this week that the 1988 SAM CHAMPS is to be held at Vincennes, Indiana during the week of July 19 thru 22 (Tuesday thru Friday). The flying field is actually located at Lawrenceville, Illinois, five miles away.

The contest manager is Bud Brown and his assistant is Don Sachten. R/C contest directors will be Tom McCoy and Buck Zehr. The free-flight contest director is Pat English and his assistant is Rey Mazozzo.

Vincennes University, Emison Hall Dormitory will be SAM headquarters for the CHAMPS. Dormitory accommodations will be available to all SAM flyers. Motel locations in nearby locations will be available in next months information release.

The CHAMPS schedule calls for a MECA collecto to be held on Monday the 18th and flying to commence on Tuesday and run thru Friday. The annual SAM banquet will conclude activities on Friday night.

In conjunction with the SAM CHAMPS, but run separately by the National Free Flight Society (N.F.F.S.) The 1st Annual Nostalgia CHAMPS will be held on Tuesday and Wednesday, July 19 and 20.

This meet is being managed by Moe Whittemore under official recognition of Tony Italiano and Hardy Broderon of N.F.F.S.

The NOSTALGIA CHAMPS will feature six (6) events. Tuesday's events will be: "1/4A," "A," and Class "C." Class "C" engine sizes are .301-.65 displacement. Wednesday's events will be "1/2A," "B," and ignition. Ignition is a new class to be added this year for the first time.

The N.F.F.S. events will be run separately from SAM and will have their own awards.

If you're wondering about what to fly when you attend the CHAMPS this year, here's a list of the events to be flown: all basic F/F and R/C events per the '88 rule book plus a list of special events: .020 Replica, Pre-37 Wakefield, Twin Pusher, Slag, Gas Scale, Rubber-Scale, Commercial Rubber, Compressed Air, Ohlsson 23 and 19 Sideport Cabin (must have windows). By my count 32 events, is everybody happy? There will probably be more by press time next month.

Reports are that it is an excellent paved field, plenty large and the surrounding crops should be cut by the time we get there. Plan to be there - don't miss out on the FUN.

Correction

Our apologies to Tom McCoy, Sterling Heights, MI for getting his name mixed up in last months issue. Tom was with the group that attended the 50th Anniversary Wakefield Meet at Warwick. We are running another picture this month to try and clarify who Tom McCoy is.

Call For Nominations

Persons interested in running for office in SAM are reminded that nominations will be accepted beginning January 1, and no later than March 1, 1988. Elections to be held by mail during the month of May.

The office of president and the four regional vice presidents are open. Bob Larsh, Mid-West V.P., Jack Bolton, Eastern V.P. and Bob Angel, Western V.P. have announced that they plan to run again.

If you are interested or would like to submit the name of another SAM member, send the nomination to SAL TAIBI, 4339 Conquista Avenue, Lakewood, California 90713.

You are reminded that you should have his permission to submit another members name prior to doing so.

SAM SPEAKS will publish a resume on each candidate in the March-April issue.



Mike Farrell shows off his "Bowden Midget" at Old Warden meet. Ship is powered by E.D. "Baby" diesel engine. Note the full span slats.



A Bill Winter design the "WOG." An R/C model snapped in the impound area at Old Warden.



A "Twin Gull," design by Rupert Moore, built by Mike Heatherington. Ship is rubber powered amphibian and has unique prop drive system.

SAM 35 Yearbooks

The SAM 35 Yearbook #4 is currently available from Ken Sykora, OLD TIMER MODEL SUPPLY, P.O. Box 7334, Van Nuys, California 91409.

Book #4 became available late last year (1986) but immediately sold out because of the increased demand from old time modelers in England, Australia, Germany, and France.

The SAM 35 Year Book is 165 pages of articles on Vintage Flying in the UK Covering, O-Control, Indoor, Towline, Radio, F/FGAS, Wakefield, and Rubber Scale. Fifty pages of plans from M.A.N. Aeromodeller, and Airworld Magazines.

Fifty Years of Aeromodeller the unfolding pattern of UK Aeromodelling as illustrated by a hugh range of excerpts from the pages of "Aeromodeller", which completed 50 years of publication in 1985, a must for nostalgia and vintage enthusiasts. Almost 200 plans to scale, about 100 illustrations.

Ken has a new shipment in, but don't wait too long to order yours. The supply is limited. He also has "50 Years of Aeromodeller", by Vic Smeed. Both Books are of special interest to OLD TIMERS. The yearbook is \$9.00 P.P. and the "50 Yr's" is \$9.50 P.P.



SAM 52 Holds Calgary Sam Champs

By John Bortnak

October 1, 1987

Contestants from North Dakota, British Columbia, Calgary, Edmonton, and St. Albert descended on Calgary for the Canadian SAM Champs (Free Flight version). The weather for the first day of the Meet was shades of Seguin, Texas, the only difference being in the humidity, and temperature. Sunday dawned clear, and warm with winds gusting to one MPH--a free flighters dream!

Attendance was down from last year, for some unknown reason, but the calibre of flying more than made up for it. Most of Sunday's events had triple maxes, with flyers having to go all of 150 yards to recover their models after having posted a max! In his first Old Time Meet, David Seath of Kaslow, B.C. picked up a first in Cabin Rubber with his Korda Wakefield, and second in Rubber Stick. Father T. Dignan of Hettiger, ND, needed a wheelbarrow to cart-off his trophies, nine to be exact. It was nice to see Jason Youck, a Junior flyer, so enthusiastic at his first F/F Meet. No models were lost, but a number of them kissed terra firma rather hard on Saturday, because of the high winds. Maxes on Saturday entailed a chase of one to two miles but motorized retrieval was allowed, so it was no hardship on anyone. The hay had been mown recently, so the grass was all of three inches high. The tallest obstacle on the field was a few uncut clover on the field perimeter! Eat your heart out all you SAM Champ contestants.



Stan Horn, Leeds, with his D.C. diesel powered "Wedgy." Picture was snapped just after first flight at Old Warden.



Father Dignan, SAM member from Hettiger, ND, with his O.S. Max .15 conversion powered Class "A" So-long.



David Seath, Kaslo, B.C., holding his Jimmy Allen Bluebird and Korda Wakefield at the Calgary SAM CHAMPS.



John Bortnak, packing in the turns in his "Goodrich Trophy Winner." Look at those hay fields as far as the eye can see.

South Western Regionals

The Southwest Regional Model Airplane Contest has been moved from Buckeye, Arizona to Eloy, Arizona. Eloy is on Interstate ten (10) about halfway between Tucson and Phoenix. Our flying site is three miles west of the Toltec (203) Exit. Both Free Flight and the Old Timers will fly at this excellent field. The Control Line events will be held at the Eloy Municipal Airport. So much for the site.

The hotel and restaurant facilities are very good. Best Western, Ramada Inn and Golden Six, plus several restaurants.

We will be using the 1988 - SAM rules along with the new frequencies. In limited engine run events, a contestant may fly either ignition or glow but not both in each event.

Event Schedule:

Saturday, January 16 1988

Class A-L.E.R. Ignition or Glow
Class B-L.E.R. Ignition or Glow
Class C-L.E.R. Ignition or Glow
Antique Glow
Pure Antique

Sunday, January 17, 1988

1/2 A Texaco
Texaco
Old Timer Electric
Ohlsson 60 Side Port

The Regional Flyers and Registration forms are to follow. SAM 31 is a small group so we would appreciate pre-registration wherever possible to ease the paperwork. Area maps and motel phone numbers will be covered in the Regionals' Flyer. If more information is needed, contact:

Dick Bringgold
937 E. Lois Lane
Phoenix, AZ 85020
(602) 997-9303



Readers of *Model Craftsman Magazine* (1947) will recognize Arthur Fox's 1 1/2 size "Dragonfly." Arthur is from Nottingham.



Rare photos of a Brown Jr. engine converted to a rear rotary valve by Walt Addems. Mr. Addems was a pilot for United Airlines until retirement in 1960.



A one-of-a-kind twin made by Walt Addems. Mr. Addems was chief pilot for NAT, National Air Transport, and flew the Chicago to New York run in 1930.



A much modified Brown Jr., by Walt Addems, whose hobby was machining beautiful engines in his spare time. These photos were donated by Lee Norcross. (Deceased)

Old Warden 1987 By Jim Adams

Once each year, SAM 35, in conjunction with the S.M.A.E., holds a Vintage Day at Old Warden, home of the famous Shuttleworth Air Museum in Biggleswade. Located some 50 miles north of London, the field is centrally located to all of England. Held each year, usually in August, the weather always seems to smile on this two-day rally.

The usual meet format features all types of low-key events. U-Control, Rubber, Gas F/F and R/C Old Timer. Many of the Rubber events such as Scale, Twin Pusher and Wakefield are mass launch events, that are great crowd pleasers. The Wakefield event is unique in that endurance is not used to determine a winner, but instead the model that reaches the greatest height in forty seconds is declared the winner.

The flying is done from the grass runways of this very small airport. The field is tiny by our standards, but since the emphasis is on having a good time "sport" flying, fly-aways do not seem to be a problem.



Newest craze sweeping the Old Timer world is 200% Earl Stahl scale models. Here is Mike Heatherington (Spitfire), Mik Mikkelson (ME109), and Don Knight (Miles Magister).

The hazards of flying from this picturesque little airport are all taken in stride by the British modelers. There is a row of tall trees running along the southeastern corner of the field and many models were observed hanging from the limbs during the two days of the meet. The north side of the field is bordered by a large, thick hedge that hides the two-lane road that adjoins the field. Of course there are several "holes" through the fence and the hedge, established by the hundreds of model builders that fly there on many Sundays of the year.

If you are "lucky" enough to drift to the west there is the car parking, area, and the museum hangars. The parking area directly outside the hangar doors, contains a thousand cars, or more, on a busy day, with many tailgates open displaying model supplies for sale or providing a table for numerous picnicking groups. Along the flight line fence, all the "cottage industry" and hobby industry folks set up their tents and display their wares. It is almost a carnival atmosphere.



One of two float equipped "Scorpion Major's," a Dan Bunch design from 1937. Four-stroke power permitted tail-offs from the grass.

Some people take advantage of the chance to visit the Shuttleworth Museum, which contains dozens of beautifully restored WWI & WWII Aircraft as well as many between the wars civil light aircraft. The bookstore and the small restaurant were also a delight.

The Old Timer R/C events allow scaling of the models the same as U.S. rules, but since endurance is not the determining factor in choosing a winner more emphasis is placed on looks, paint jobs, and compliance with the original model design. All the R/C models are on display in a large roped off area. If you are a contestant you are allowed to walk through the area and look at the models. The public is kept behind the ropes surrounding the compound and allowed to observe the models from a short distance away. Each R/C pilot is given several chances to fly his model during the two-day event.

Three circles were provided on the east-west runway for the use of the U-Control modelers and there was a great deal of activity on these circles during the meet. All of this was separated from the Free Flight and R/C Runways.



Shereshaw "Nimbus", R/C design flown by Jim Schelly. Power is a magneto equipped "Laser" engine.



Just a small part of the impound area for the R/C models at Old Warden. This photo represents only a forth of the R/C models there at the meet. Yes, that's an R/C "Civv Boy" behind the gentleman in the foreground.

The Free Flight groups were separated, usually by the type of event being flown. There were Earl Stahl Hi-Wing events, and Earl Stahl Lo-Wing events, and twice-size Earl Stahl events; also unique Small Rubber and Gas events known only to the British modelers.

The thing that immediately gets your attention is the tremendous **variety** of models in each event. Since endurance is not a factor in choosing the model that you will build, then sheer nostalgia takes over. The models range from famous performers, to funny stuff, to nostalgic oldies; in-fact, it appears that there is a conscious effort by each modeler to build something **different** and unique.

Safety conscious people would shudder at the hazards of flying literally hundreds of models in close proximity in the F/F area. Since most of the models are small and light, not too many serious collisions were noted during the meet.

R/C frequency control was well controlled using a variation of the "clothes pin" system. The number of models airborne at one time was seldom more than five.



Bob Stanley, Oxford, with his 1 1/2 times size "Junior Sixty." Ship is R/C and powered by O.S. 90 four-cycle, weight 16 lbs. In the background a fleet of tailless R/C models by Alan Mason, Burton-on Trent.

Beautiful, gorgeously painted models were everywhere in the R/C area; pushers, tailless, canards, enlarged rubber designs; you name it, and there was one of them there. What was needed was a collection of vintage "Aero Modeler" magazines to help you identify the many old designs. Also present, of course were many American designs from the pages of Air Trails and M.A.N..



A Keilkraft Falcon R/C, four-stroke model looks to have Shereshaw family heritage.

We met several members and their wives of the newest SAM (Chapter #85) who were there from Germany. Friedhelm Mink and Herbert Lippke from Hanover, invited us to attend their Old Timer rally held in late August at the famous pre-war glider site the "Wasserkuppe." This is an annual affair and SAM SPEAKS will endeavor to print the dates of this meet in 1988. The Germans use the "Groper Winkler" a famous 1934 model glider design, as the club insignia. They had an R/C version of the glider there on display. The ship will be remembered for its homely appearance, as it appeared in a cartoon in one of Frank Zaic's pre-war books.

We met modelers there from around the world, Rick Richardson, U.S. SAM member from Slidell, Louisiana; Thomas Nathanson and Thomas Leison from Sweden, Andy and Robert Gardner, SAM members from Australia; Sebastian Robinson and George Blair from Scotland; and perhaps the kindest one of all, Ken Tanglesley from the "Northern Heights" area who presented us with a pin from Bob Copland's old model club. Needless to say, we were impressed and happy to get a pin from such a famous old club. The whole meet takes on the atmosphere of a nostalgic reunion.

At the R/C headquarters tent we met Ron McCairn, Chairman of the S.M.A.E., who was so kind as to present us with an invitation and pass to attend the British Nationals that were held August 29-30 at Barkston.

If you are ever in the British Isles in August when this vintage affair is run-off you are encouraged to attend. The meet is pure spectator sport and will be worth your time, it's the most eye-popping, spectacular modeling event that you will ever attend.

Old Warden 1987 By Jim Adams



Three R/C models snapped in the impound area. The one in the foreground is a 1947 "Super Skylark." Ship was enlarged 2 1/2 times and powered by a SAITO 45. Ship is an enlarged rubber job by Mike Conrad, London.



Sebastian Robinson, Edinburgh, Scotland, poses with his Ted Evans "Clipper" Wakefield model at Old Warden.



Gorgeous R/C "Scram," by Jeff Smith, of Rugby, Midlands. Ship is powered by Webra 61 with diesel head. How about those wing slots?



Allen Hardwick, with his CO₂ powered "Dwarf." Allen is the son of Dick Hardwick and comes from Bedford.



Very large four-stroke powered R/C model at Old Warden. The pre-war design was by Col. Bowden, famous English model builder.



A popular event in England, Old Time R/C glider, shown here is Peter Michel and David Beales with Ron Warring's 1949 contest glider design. Ship is scaled twice size.



Alan Jarman starts up his diesel powered "Ajax." Alan is from Letonworth, Hartfordshire.



Close up shot of Laser engine equipped with a minimag. Flown at Old Warden by Jim Shelly in a Shereshaw Nimbus."



Dick Thompson, Imlay City, MI, poses with his 1938 Cahill "Clodhopper" at 1987 Old Warden meet.

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Sal Taibi, SAM president, with his new F00-2U2 model powered by Herb Wahl's Bunch Tiger replica engine. Sal's wearing a club shirt from SAM 57, the host club for the 1988 SAM CHAMPS.

SAM SPEAKS

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

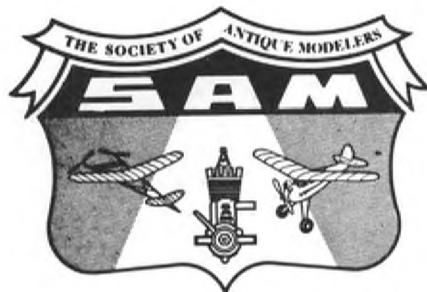
Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

1383
R. W. FRIESTAD
1640 NORTH KELLOG ST.
GALESBURG, IL 61401



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SAM SPEAKS

Official Publication of the Society of Antique Modelers

January-February 1988

Number 81

SAM Editor Speaks by Jim Adams

This month's issue of SAM Speaks contains the entry blank and contest information for the 1988 SAM Champs to be held July 19th thru 22nd at Mid-America Air Center, Lawrenceville, Illinois.

Note the loose center page is your entry blank that should be filed out and sent to: Bud Brown, R.R. #4, Box 51, Lawrenceville, IL 62439. You are asked to indicate the number of persons who plan to attend the Bean Feed on Tuesday night and the number you will bring to the awards banquet on Friday night. Your Check should be enclosed to cover the cost of entry and the Bean Feed and banquet cost.

On the reverse of the entry form you should list the ships you plan to fly, giving their names, engines, wing area and required weight. If they are R/C models please indicate the FCC frequency number that you will be flying on. (Reference the 1988 AMA frequency numbering system.)

If you will be staying at the dormitories at the Vincennes University please fill out the form at the bottom of page nine (9) of the information pack and mail to:

Mr. August Schultheis, Director
Conferences and Conventions
Vincennes University
Vincennes, IN 47591

Send no money for the rooms at this time, payment for the rooms will be made at check-in time.



Andy Faykun, California, and Don Knight, England, flew their "Skua" designs in the Earl Stahl event at "Old Warden" in August '87.

If you plan to fly in the NFFs nostalgia events on July 19th-20th you should write to Moe Whittemoc, RR #1, Box 296, New Palestine, IN 46163. His phone is (317) 861-4266. When you write for entry forms he requests that you include two (.22) stamps.

On page seven (7), along side the map of the flying site and roads to Vincennes and Lawrenceville, you will find a list of the available motels and camping facilities. Note, NO camping will be allowed at the flying site.

The Engine Collectors Association will be holding their Grand Collecto at the Executive Inn on Monday July 18th in Vincennes. Time is 9:00^{AM} to 10:00^{PM}.



Cliff Betz, ready to fire up the Simplex 19 in his "Buccaneer B." Cliff was caught on the runway at the Seguin SAM Champs.

1988 Dues Are Due Now

Dues are \$10.00 per calendar year, January thru December, \$20.00 for two (2) years, \$30.00 for three (3) years, life membership \$100.00. You don't need to use an application form to renew, the easiest way is a check with your SAM # on it. Send to:

Bob Dodds
209 Summerside Lane
Encinitas, California 92024

Another Replica Engine

Just re-released is the O.S. Type 6 (K6) Ignition Engine. The company announced manufacture of the O.S. Type 6 to celebrate their 50th anniversary in 1986. The new engine has a displacement of .58 cu. in. (9.56cc) and is a replica of their 6th model, originally produced in 1940.

The engine retains all of its original detail, but uses modern precision manufacturing techniques.

Mr. Sal Taibi, president of SAM, has announced approval by the engine committee, of the engine for SAM competition. Mr. Taibi, and the committee reported that the engine tested produced a maximum R.P.M. lower than a Brown Junior, but gave remarkable fuel economy. The engine was test run on a 14-6 propeller.

Jim Adams Donates K-G to Aero Space Museum

On December 2, 1987 Jim Adams, SAM Speaks editor, donated his authentic K-G gas model to the San Diego Aero-Space museum for use in the History of Model Aviation Museum. Jim built the model in 1965, carefully following the 1935 plans for this first published gas model. The plans appeared in the April-May issues of *Model Airplane News*. This particular model is reported to be the ship that resurrected the "Texaco Event" in Southern California in 1965. The K-G was sought by museum curator of models, Ray Crowell, for one of the ten large-model displays to span modeling history. Another of the ten large-model displays will be the Zaic Twin Pusher built and donated by SAM 41 (Aeroneers) Ernie Wrisley.

The museum still needs an appropriate engine to install in the K-G. The K-G's were usually powered by a Brown Junior or a Forster 99. If you have an engine that you think might be suitable see or call Ray Crowell at the museum at (619) 234-8291.



Jim Adams K-G is shown here at the first SAM Champs in Denver in 1967. The model is authentic right down to the color scheme, the shock absorbing landing gear and coil spring tail skid. Power was a Forster 99 and very marginal at Denver's 5000 foot plus altitude.

Canadian Gas Model Club RE-Activates

Fred Lord and Vern Anthony are trying to re-activate the Canadian Gas Model Club. The club was originally organized in 1936, with the intent of bring together as many modelers as possible, who were interested in gas powered model aircraft, building and flying.

The club is shaping up and they have their club decals and are busy signing-up old and new members. If you are interested in joining, get in touch with Fred Lord; 55 Long Branch Avenue, Toronto, Ontario, M8W-3J1, Canada, (416) 255-6679.



Bob Milligan, a Canadian now living in Sunny Southern California with his "Fred Bowers Wakefield." Bowers was on the Canadian Wakefield team in 1939. Ship is an excellent flyer.

A Book Worth Reading

We recently purchased a new book entitled *Model Four Stroke Engines* by Peter Chinn. The book is published by Air Age (\$13.95). The author gives a very complete history of four stroke model engine development beginning with Stranger's VEE-Four that was built in 1907. He then recaps all of the developments up to the present day.

There are chapters covering design, operation, carburetors, valves and valve gear, and care and maintenance. There are also chapters covering cam shaft drives, rotary valves and sleeve drives, and rotary combustion engines. There is a wealth of beautiful photographs of all the types and makes of engines. This book is well worth the cost and will give you a better understanding of the model engine in your future.

Setting the Record Straight by Jim Adams

An article appeared in the January 1988 issue of *Flying Models Magazine* by Steve Boucher, columnist for *Old Timers*. This article made a number of statements about the new SAM rules that are misleading and are sure to cause confusion.

I would like to clarify the points mentioned in the article to insure that SAM members get a clear understanding of the new rules for 1988.

Question: The article states: "Now that rule change R/C #11 has been approved, members are welcome to the world of "high tech texaco." The article infers that ignition points are no longer required and that systems utilizing the hall effect, or an induction effect to time the spark, are now legal for SAM contests.

Answer: Nothing could be further from the truth. A change was made allowing the omission of the condenser from transistorized ignition circuits on R/C models. Below is reprinted the sections of the rule book dealing with ignition systems.

Page Two (2) Free Flight, Section I, Paragraph #5:

5. Ignition engines are defined as those engines using cam operated points, spark plug(s), batteries, coil, and condenser (or magneto) to ignite the fuel.

Page Nine (9) R/C Section II, Paragraph 1,A, 1 & 2

SECTION II - ENGINE DEFINITIONS

1. All engines must be of conventional reciprocating piston design. No turbines, Wankels, or other non-reciprocating designs allowed. Old Timer and antique models may be flown with original ignition, converted ignition, diesel, or glow engines as described below:

A. Ignition engines are defined as those engines using cam operated points, spark plugs, batteries, coil, and condenser (or magneto) to ignite the fuel. Breaker point operated transistorized switching systems are acceptable.

1. To qualify as an **original ignition engine**, the engine must be of a type first produced prior to 1950, or must otherwise meet SAM engine committee qualifications described in the 1988-89 SAM free flight rules, section III, para's 3, 4, or 5.
2. A **converted ignition engine** is a glow engine to which ignition points and a spark plug have been added, or a modern (post-December 31, 1949) designed ignition engine. Converted ignition engines are limited to cross scavenged 2-cycle, and to 4-cycle engines only.

Question: The article states that use of alcohol-based fuels were approved for use in ignition engines. The article goes on to say that there are potential problems in monitoring the proper application of this rule.

Answer: It should be noted the use of alcohol-based fuels in ignition engines was only ok'd for FREE FLIGHT models. The enforcing of this rule does present problems for the local C.D.

Page Two (2) Free Flight Section I, Paragraph #6:

6. Any fuel may be used in ignition engines with the exception of nitromethane, nitropropane, or nitrobenzine. Engine shut-off must be accomplished by the use of an ignition circuit breaker. No other method of stopping the engine will be allowed.

Page Ten (10) R/C Section III, Paragraphs #1, 2, & 3:

SECTION III - FUELS

1. All ignition engines, except diesels classed as ignition, must use gasoline and oil(s) only, no other additives.
2. Diesels and glow engines may use any fuel that has not been banned by AMA for safety reasons.
3. 1/2 A Texaco engines may use no gasoline based fuels or additives. They may use only commercially available glow fuel, or any percentage blend of alcohol, nitromethane, propylene oxide, and lubricants.

These are not conflicts, just differences in the wishes of the F/F and R/C flyers.

Question: The article in "Flying Models" goes on to say that there are conflicts concerning minimum wing loading in rules 5, 6, and 11. I assume that he is speaking of R/C rules. However, we will reprint both R/C and F/F for sake of clarity.

Answer: Page Two (2) Free Flight Section I, Paragraph #4

4. Old Timer Fuselage and Pylon models shall weigh a minimum of 8 oz. per sq. ft. of wing area (projected).

Note: These are gas model weights, F/F rubber, scale, glider & special events such as .020 replica are not covered by this paragraph.

Page Eight (8), R/C Section I, Paragraphs #5:

5. All SAM R/C models must weigh a minimum of 10 oz. per square foot of planform wing area, except for 1/2 A Texaco models, which must weigh a minimum of 8 ounces per square foot.

I see no conflicts in the statements in the rule book. The different weights called out reflect the opinions of the voting majority of the SAM membership.

Question: The article states that there are conflicts on "scaling" in rules I and II.

Answer: In Free Flight **NO** scaling is allowed.

Page Eight (8) R/C Section I, Paragraph #2, 4A, & 7:

2. The contestant must, if requested, prove the fidelity to the original design by submitting to the Contest Director (C.D.) a copy of the original, or authenticated blueprints from which the model was built, or scaled.

4. Aircraft Types Explained:

A. **Antique:** A pre-1939 design as defined above, and flown in events which may be segregated by engine sizes and types, known as "antique" events. Also flown exclusively in the specialized Texaco fuel allotment event. A **Pure Antique** model is a separate sub-class of antique, which may be powered only by an original ignition or pre-50's diesel engine, and may not be scaled up or down from its original size.

7. All models may be modified in the following ways: Minor changes to the thrust line, i.e., upright instead of inverted engines; strengthening or lightening of structures and provision for control surfaces. Outlines, areas, moments and cross sections may not be changed except for direct scaling.

These are not conflicts, just statements reflecting the differences in requirements.

Question: The article goes on to say that the area to displacement rule is in error by a factor of 10.

Answer: The statement in R/C Section I, Paragraph 6, has been confusing folks for several years.

6. All glow and converted ignition engine powered models must have a minimum of 225 square inches of wing area, per .1 cubic inch of engine displacement.

For Example: If you have a 850 square inch gas job and you want to find out what the maximum engine size is for your model, you use this formula:

$$\frac{850 \text{ Sq. In.}}{225} = 3.777 \times .1 = .37 \text{ DISPLACEMENT}$$

Obviously you will use an engine with a displacement no larger than .37. You would not use a 3.7 displacement engine such as would be dictated if the number 1.0 were used or .037 if the factor .01 were used.

Question: The last complaint is probably the least justified of all those in the article. The author of the column is complaining that SAM did not include a dimensional tolerance when specifying that wheels and dihedral should be in proportion to the original when scaling a model up or down.

Answer: It might be pointed out that nowhere in the SAM rule book or the AMA rule book does a dimensional tolerance appear when measuring areas, engine runs, engine sizes, or model weights. The rule books generally state a maximum or minimum size, interpretation is left to the discretion of the C.D. or the judges.

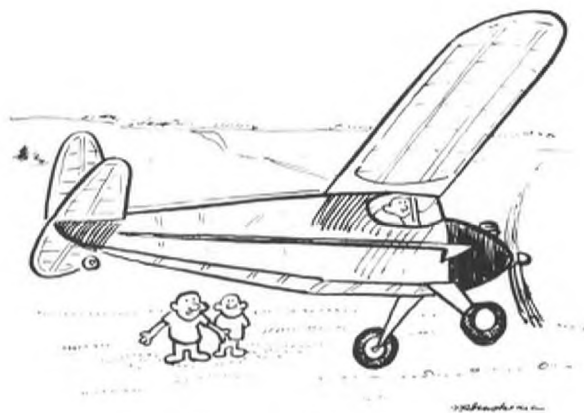
It is unfortunate that the article such as the one that appeared in *Flying Models*, based on misunderstandings or rumors or whatever should appear in a national model magazine. The impression left is that SAM is hopelessly confused. I hope this will correct any misunderstandings that the article may have created for SAM flyers.



Tailless design by Bernard Gross from 1941 *Airtrails*, built and flown by Ute Tileston, SAM 51, Carmichael, California. Power is Enya 46 four-stroke.



Marion Knight with his 1/2A "Roll" from Zaic's 1938 year book. The ship is scaled down considerably. The original was 10 or 12 foot span.



"Quickly, what other theories do you have about the spiral dive?"

22ND ANNUAL SAM CHAMPS

Organized by SAM Chapter 57

WHEN: July 18 thru 22, 1988. WHERE: Mid-America Air Center, Lawrenceville, IL.
CONTEST MANAGER: Wallace "Bud" Brown, RR 4, Box 51, Lawrenceville, IL 62439;
 Tel. (618) 943-2076; CO-MANAGER: Don Sachtjen, RR 5, Box 56B, Bloomfield,
 IN; Tel. (812) 384-3102.

SAM HDQ's: Vincennes University, Emison Hall, Vincennes, IN. See maps.

See Dormitory Request form for information regarding University lodging, reservations and breakfast accommodations. Motel information listed elsewhere.

TECHNICAL QUESTIONS AND RULE CLARIFICATIONS: For R/C Assist, contact the R/C Contest Director, Buck Zehr, 1381 Timberlane Dr., St. Joseph, MI 49085; Tel. (616)429-5815. For Free Flight, contact the FF Contest Director, Pat English, 823 Broadway, Vincennes, IN 47591; Tel. (812) 882-3649, or Bud Brown if Pat is unavailable to take your call at the time.

NFFS ANNUAL NOSTALGIA CHAMPS: SAM is proud to help kick off this endeavor of the NFFS to establish a permanent, stand-alone contest for the early glow and post war ignition models. Further details to be found on the entry blank and in the Special Events information.

SPECIAL EVENTS: We have a number of great Special Events added for your enjoyment. Check the listing for details and for specific information regarding the Compressed Air and Twin Pusher Rubber events.

MECA COLLECTO: We are happy to announce that Engine Collectors Association is favoring us once again by holding their Grand Collecto in conjunction with the SAM Champs. They will be using the Executive Inn in Vincennes, IN. See map. The date is Monday, July 18 and time is 9:00 AM to 10:00 PM. Sandwiches and beverages available. Contact MECA Director Robert Cowles, 2424 DuCharme Lane, Green Bay, Wis. 54301, or Tel. (414) 435-7975 for further information. Bring your sellers and swappers and get in on the fun. Repro parts manufacturers will be there also so bring that bones engine for rebuild.

FIELD AND FLIGHT RULES: Enter the field from the access gate shown on the map and look for the assigned parking areas. Chase bikes permitted, but be alert at all times as full size A/C may be active. Also, watch out for drains, animal holes and farmers' crops when retrieving. Do not ride bikes through crops. Help us keep our field by using your head. All youngsters riding motor bikes are to be closely supervised. Porta potties will be available on the field. Restrooms, drinking water and telephone are available in the airport administration building. Food concession stand to be on field. Official flying will begin at 8:30 AM and end at 5:00 PM each day except for the last day, Friday, which will be from 8:00 AM to 4:00 PM. The F.F. Gas Old Timer Events will fly with a 16 sec. motor run hand launch and 20 sec. ROG. F.F. Antique will fly 25 sec. motor run ROG. Motor runs will be reduced if flyer maxes out. Motor runs and max flight limits will depend on weather conditions so always check at the officials' desk each morning for any possible changes. Rubber powered models will increase flight limits by an additional minute per flight after maxing out. All rubber powered cabin models will ROG.

SCHEDULES: Sunday, July 17. Dormitory check-in to start and continue thru the week. Rooms are air-conditioned. See Dorm Accommodation Request Form if interested. Test flying may be available at the field Sunday and Monday. We will advise.

Monday, July 18. MECA Collecto. Test flying (will advise). Dorm check-in.

Late SAM and NFFS Nostalgia Champs Registration and model processing to be conducted at the Emison Hall lobby from 3:30 to 9:30. Models that require weighing, engine and wing area checking for the events to be flown on Tues., Wed., and Thurs. will be processed then. 020 Replica will not be checked. Only a short time can be devoted at the field for entering and processing. Back-up models, if used, will be checked at the field.

Tuesday, July 19. R/C Events to be flown are $\frac{1}{2}$ A Texaco and Texaco. Free Flight Events are 020 Replica, 30 Sec. Antique, Pre 1937 Wakefield and the NFFS Nostalgia classes. See notes on Twin Pusher and Comp Air. Bean Feed at Tecumseh Dining Center - 7:00 PM. Doors open at 6:30.

Wednesday, July 20. R/C Events: Class A Ignition, Class C Ignition, Class B Glow. Free Flight Events: Class A Fuselage, Class C Pylon, Slag, Gas Scale. Small Rubber Stick, Large Rubber Cabin, NFFS Nostalgia classes. SAM Annual Business Meeting at the Health Occupations Bldg., 7:00 PM.

Thursday, July 21. R/C Events: Class A Glow, Class C Glow, 05 Electric. Free Flight Events: Class A Pylon, Class B Fuselage, Ohlsson 19/23 Sideport Cabin, Large Rubber Stick, Small Rubber Cabin. Model Processing Thursday night, 7:15 PM to 9:30 PM for Friday's events to be conducted at Emison Hall Lobby.

Friday, July 22. R/C Events: Antique C, Class B Ignition, Pure Antique. Free Flight: Class B Pylon, Class C Fuselage, Rubber Scale, Commercial Rubber, H.L. Glider. Awards Banquet to be held in the Green Auditorium. Doors open at 6:30 PM and serving begins at 7:15. Everyone should plan to attend the Champs wind-up whether they win a trophy or not. Nice door prizes will be given away. Trophies and merchandise will be awarded to five places in the basic events and three places in the special events.

GRAND CHAMPIONSHIPS: Both the R/C and FF high point winners will be determined by their performance in the basic events.

AIRPORT TELEPHONE NUMBER: For emergencies, call (618) 943-5753.

RULES FOR SPECIAL EVENTS:

OHLSSON 19/23 CABIN EVENT: Model must be an Old Timer or Antique Cabin model (with windows) powered by an Ohlsson 19 or 23 Side Port engine. Engine runs and flight limits to be the same as the Old Timer events. The eight (8) oz. per square foot of wing area rule will be in effect. Front intake Ohlssons may not be used.

SLAG ENGINE EVENT: Engine must have an aluminum cylinder and piston, neither of which can be plated. Example engines would be Thor, Judco, Buzz, Rogers and Genie and must run on spark ignition and had to be in production before 1950. The Mark Fechner assembled Thors are legal. Modification of points on any of the engines is acceptable. Any Old Timer or Antique model may be used. Motor runs, flight limits and weight rules to be the same as for Old Timer events.

GAS SCALE: Models must be of a pre-1943 aircraft. Any plan date OK, but it must have been commercially available in a publication or kit. Any size or type motor (Glow, Diesel or Ignition) may be used and there is no limit on engine run or on flight time. Models may be hand launched. The score will be the best of three flights, no attempts given. To be scored as an official, the flight has to land or D/T within sight of the timer. Models must be of built up construction. No sheet quickies or profile types allowed. No scale points will be given.

COMMERCIAL RUBBER: Models must be an acceptable Old Timer rubber design. No limit on the amount of rubber to be used, but it must be enclosed within the fuselage. Plan must show a fixed or free-wheeling propeller. Fixed props may be modified to free-wheel. Folding props are not permitted. If the propeller is not shown, a diameter of up to 1/3 of the projected wingspan may be used. Pitch is builder's choice. Prop must be made of wood. There is no minimum flying weight requirement, but covering materials, wood sizes and the number of structural members may not be reduced in an attempt to build an ultra-light model. Structures may be strengthened, but cannot substitute a geodetic construction for a straight forward design. Reinforcement spars may be added to the wing and stab. Flight limits are the same as Old Timer Rubber. Maximum wingspan allowed is 36 in. projected. Plan must show a fixed landing gear and wheels. Models will ROG, wind permitting.

.020 REPLICA: Must be a scaled-down or full-size replica of an Old Timer gas or Antique design. May be glow powered with a maximum displacement of .020 cubic inches. No minimum flying weight requirement. Engine run will be 10 seconds and will be hand launched. Flight limit will be two minutes. If three maxes are obtained, the motor run will be cut to seven seconds which will be used until a max flight is missed. Models must be constructed of wood and not carbon rod or other hi-tech material. Plastic covering OK.

RUBBER SCALE: Model must be of a pre-1943 aircraft and pre-1943 plan from a national publication or kit. Scale points will not be awarded. Models may be hand launched or flown ROG. Five flights over 40 seconds will be permitted with the best three being totaled for the score. Flight limit will be two minutes. If a max score is achieved, the max limits will be increased by one minute each flight thereafter until a max is missed. The propeller on the plans may be used or if undersized, the diameter may be increased up to 1/3 of the wingspan and changed to free-wheel if fixed. Props must be made of wood.

COMPRESSED AIR: Six flights over twenty seconds will be permitted with the best three totaled for the score. The contestant has the prerogative to fly official flights on any of the four days of his choosing and/or elect to make flights on different days.

PRE-1937 WAKEFIELD: The rules used for the 1936 Wakefield class will be followed, i.e., 200 sq. in. wing area, plus or minus 10 sq. in, minimum flying weight of 4 oz., cross section of overall length squared divided by 100. No restriction on stab area. Models must have existed prior to 1937 and must be a faithful reproduction. Models are to ROG, wind permitting, and the flight limits are the same as Old Timer Rubber. Bring proof of design.

TWIN PUSHER: To be flown on a day selected by the sponsor, Danny Sheelds. Flight will be a mass fly-off with the last one down being declared the winner.

NOSTALGIA GAS: All Nostalgia events will be run by the NFFS and will operate independently of the SAM Champs. Six events including one for Ignition Nostalgia will be flown over the days July 19 and 20. NFFS rules will be used. Ignition Nostalgia rules are as follows: Engine must be original ignition-type or replica thereof. Converted glow and diesel engines are not eligible. Recent production engines, such as Remco, Spielmaker's Golden Eagle, Morrill Hornet and Simplex, etc., are eligible. Fuel to be gas and oil only.

Models must be a legal Nostalgia design which shows only an ignition engine on the plan or referenced in a published article. Models which show both ignition and glow installations such as the A/B Zeek and Civy Boy are not eligible. Models may not be scaled unless sizes are specified on the plan or article. A wing loading requirement of 8 oz/sq. ft of projected wing area will be required. Motor run to be 16 seconds and models are to be hand launched. Entry forms and contest information may be obtained by sending a large SASE with two stamps to: Moe Whittemore, NFFS Nostalgia Champs Manager, RR #1, Box 296, New Palestine, IN 46163. Ph. (317) 861-4266.

AWARDS: Trophies to fifth place in the SAM Basic Events and to third place in the Special Events. Merchandise will also be given.

RECAP OF NON-FLYING ACTIVITIES:

MECA COLLECTO, Monday, July 18, 9:00 AM, Executive Inn Motel, at intersection of Routes 41 and 50 in Vincennes, Indiana.

LATE REGISTRATION AND MODEL PROCESSING, Monday, July 18, 3:30 PM, Emison Hall, Vincennes U.

BEAN FEED, Tuesday, July 19, 6:30 PM, Tecumseh Dining Center, Vincennes U.

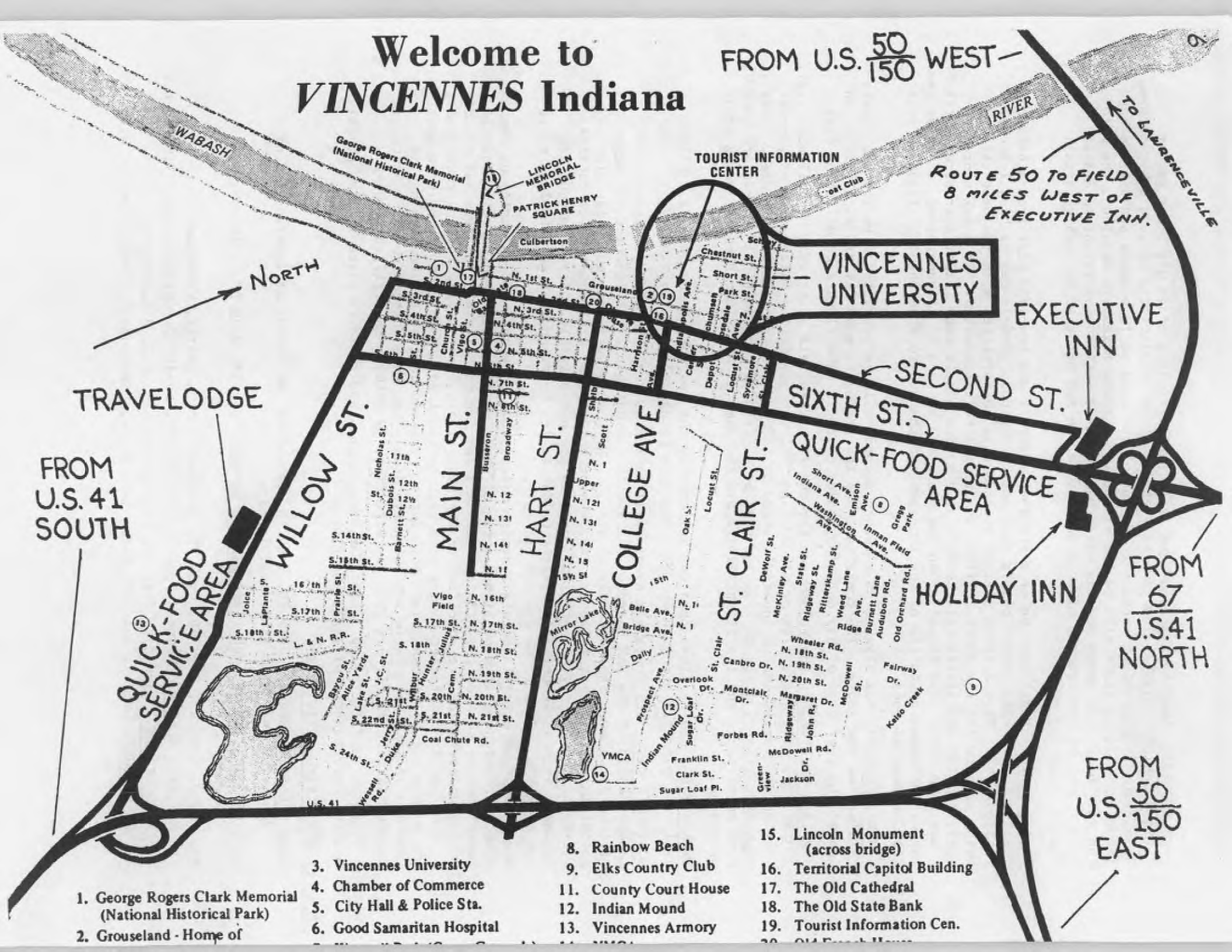
SAM BUSINESS MEETING, Wednesday, July 20, 7:00 PM, Health Occupation Bldg., Vincennes U.

MODEL PROCESSING, Thursday, July 21, 7:15 PM, Emison Hall, Vincennes U.

AWARDS BANQUET, Friday, July 22, Green Auditorium, Vincennes U. Doors open at 6:30 PM.

Welcome to VINCENNES Indiana

FROM U.S. $\frac{50}{150}$ WEST



- 1. George Rogers Clark Memorial (National Historical Park)
- 2. Grouseland - Home of

- 3. Vincennes University
- 4. Chamber of Commerce
- 5. City Hall & Police Sta.
- 6. Good Samaritan Hospital

- 8. Rainbow Beach
- 9. Elks Country Club
- 11. County Court House
- 12. Indian Mound
- 13. Vincennes Armory

- 15. Lincoln Monument (across bridge)
- 16. Territorial Capitol Building
- 17. The Old Cathedral
- 18. The Old State Bank
- 19. Tourist Information Cen.
- 20. Old French House

FROM U.S. $\frac{50}{150}$ EAST

1988 SAM Champs

PRESENTED BY S.A.M. 57



AMA SANCTION AAAA # 120

JULY 18-22, 1988

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Bloomfield, IN 47424
(812) 384-3102

R/C CONTEST DIRECTOR
Buck Zehr
1381 Timberlane Dr.
St. Joseph, MI 49085
(616) 429-5815

ENTRY FORM

(See reverse side for list of events)

Early entry will avoid last minute rush. Please mail entry with remittance to

S.A.M. c/o Bud Brown RR #4, Box 51 Lawrenceville, IL 62439

Entry fee: \$9.00 first event, \$5.00 each additional event up to \$28.00 max. Entries received after July 5 will pay a \$8.00 late fee, max. of \$36.00. Entry fees refunded if no show.

Total _____

Bean Feed, Tues. night, July 19
\$5.00/person, children under 16 \$2.50

No. of tickets _____ Total _____

Awards Banquet, Fri. night, July 22
\$9.50/person, children under 16 \$4.75

No. of tickets _____ Total _____

Sorry, no refunds on Bean/Banquet after July 5.

Total _____

Name _____ AMA # _____ S.A.M. # _____

Address _____

City _____ State _____ Zip _____

Waiver: I (We) hereby release the SOCIETY OF ANTIQUE MODELERS, The Bi-State Authority 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 in this meet.

Signature (parent or guardian if under 21) _____

NFFS NOSTALGIA CHAMPS to be held during the SAM Champs. (1/4 A, A, C Gas on Tues., July 19, 1/2 A, B, Ignition on Wed., July 20.) Entry forms and info from Moe Whittemore, NFFS NOSTALGIA CHAMPS MANAGER, RR #1, Box 296, New Palestine, IN 46163. Phone (317) 861-4266. Please send SASE. Two stamps.

NAME _____ CONTESTANT # _____ DATE RECEIVED _____

Please check events and fill out completely

TUESDAY, July 19 8:30 AM to 5:00PM

	EVENT	MODEL NAME	ENGINE	WING AREA	REQ WT	FREQ
*	R/C 1/2 A Texaco					
*	R/C Texaco					
	FF .020 Replica					
*	FF 30 Second Antique					
	FF Pre 1937 Wakefield					
#	FF Twin Pusher					
#	FF Compressed Air					

WEDNESDAY, July 20 8:30 AM to 5:00 PM

	EVENT	MODEL NAME	ENGINE	WING AREA	REQ WT	FREQ
*	R/C Class A Ignition					
*	R/C Class C Ignition					
*	R/C Class B Glow					
*	FF Class A Fuselage					
*	FF Class C Pylon					
	FF Slag					
	FF Gas Scale					
*	FF Small Rubber Stick					
*	FF Large Rubber Cabin					

THURSDAY, July 21 8:30 AM to 5:00 PM

	EVENT	MODEL NAME	ENGINE	WING AREA	REQ WT	FREQ
*	R/C Class A Glow					
*	R/C Class C Glow					
	R/C .05 Electric					
*	FF Class A Pylon					
*	FF Class B Fuselage					
	FF Ohlsson 19/23 SP Cabin with windows					
*	FF Large Rubber Stick					
*	FF Small Rubber Cabin					

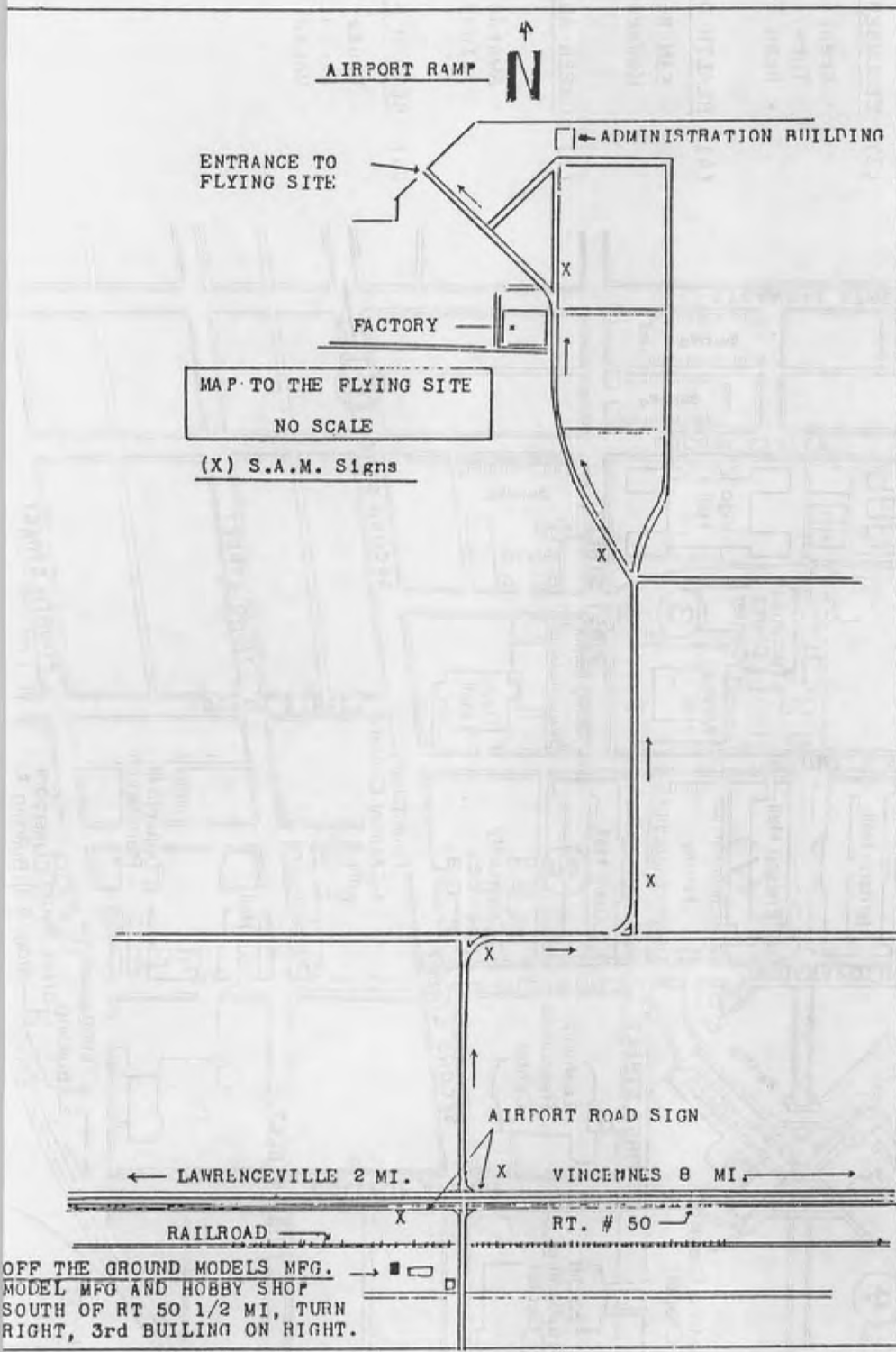
FRIDAY, July 22 8:00 AM to 4:00 PM

	EVENT	MODEL NAME	ENGINE	WING AREA	REQ WT	FREQ
*	R/C Antique C					
*	R/C Class B Ignition					
*	R/C Pure Antique					
*	FF Class B Pylon					
*	FF Class C Fuselage					
	FF Rubber Scale					
	FF Commercial Rubber					
*	FF H. L. Glider					

1. * High Point Events

2. Nostalgia will be sponsored by NFPS and will involve 6 separate events to be flown on July 19 and 20. See Champs information for details.
3. # Compressed air can be flown on any of the four days. Flyers option.
4. # Twin Pusher will be flown on a day selected by the sponsor, Danny Shields.
5. Only one R/C Antique event may be entered. Not two as per SAM rule book.
6. Note that the 1988 Rule Book EXCLUDES Pylon Models from competing in the 30 second Antique event.

1988 S.A.M. CHAMPS MID AMERICA AIR CENTER
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Call 812-882-4316





- (1) EMISON HALL
 - SAM Headquarters
 - Late entry and model processing Monday.
 - SAM Dormitory
- (2) CLARK HALL
 - SAM Dormitory
- (3) TECUMSEH DINING CENTER
 - Breakfast served Tues. thru Fri.
 - Bean Feed Tues. Nite.
- (4) HEALTH OCCUP. BLDG.
 - SAM Business Meeting Wednesday night.
- (5) GREEN AUDITORIUM
 - Awards Banquet Friday night.
- (6) SECOND STREET
 - Route to the Executive Inn and Route 50 to Field.

VINCENNES UNIVERSITY JUNIOR COLLEGE
 VINCENNES, INDIANA 47591

REQUEST FOR SAM CHAMPS DORMITORY ACCOMMODATIONS, July 17 thru July 22, 1988

Send required information (bottom portion) to:

Mr. August Schultheis, Director
Conferences and Conventions
Vincennes University
Vincennes, IN 47591
Phone (812) 885-4139

Other Phone Numbers of Importance:
Mr. Schultheis - home (812) 882-6735
Campus Housing (812) 885-4225
Campus Police (812) 882-1400

The charge for dorm accommodations is \$8.50/person per night regardless of the number of persons assigned to a room. Towels, linens and soap provided. Bring your own blankets and pillows. Room service is not available. Two, three and four person rooms available. Family accommodations available on special request. Please state requirements.

Shower and bathroom facilities available on each floor, dormitory style. All rooms are air-conditioned. All liquor is prohibited on the school premises.

Breakfast accommodations will be available July 19 thru July 22 at the University Tecumseh Dining Center. Doors will be open from 6:40 AM to 8:00 AM.

All reservations will be acknowledged and at that time room/building assignments, phone numbers and a map will be provided.

Send no money now. Payment for the room accommodations to be made directly to the University at check-in.

Cut - - - - -Cut- - - - -Cut

PLEASE FILL IN THE REQUIRED INFORMATION AND SEND TO THE ABOVE ADDRESS.

I/We will require a room with beds for _____ person/s for _____ nights.

I/We will arrive on _____ and depart on _____.

I will be attending by myself but am agreeable _____ not agreeable _____ to room sharing.

I require family accommodations, separate quarters for female/s or other special requests. _____ (Please attach a separate sheet with details.)

Total number in my party that will attend the S.A.M. Bean Fest. _____

Total number in my party that will attend the S.A.M. Business meeting. _____

Total number in my party that will attend the S.A.M. Awards Banquet. _____

I will be flying or officiating in the S.A.M. Championships. Yes _____ No _____

Name: _____

St. Address: _____

City _____ State _____ Zip _____

Phone No: _____

Director, Federal Bureau of Investigation
Washington, D.C. 20535
Telephone (202) 452-4000

Mr. J. Edgar Hoover
Director, FBI
Washington, D.C. 20535
Telephone (202) 452-4000

The following information is being furnished to you for your information and is not to be disseminated outside your agency. This information is being furnished to you for your information and is not to be disseminated outside your agency.

It is requested that you advise the Bureau of any changes in your contact information.

Very truly yours,
Director

Enclosed for you are two copies of the report of the investigation conducted by the Bureau on the subject of _____.

Very truly yours,
Director

PLEASE PRINT IN THE REQUIRED INFORMATION ON THE ABOVE ADDRESS.

I will receive a copy with data for _____ for _____

I will receive on _____ and _____

I will be attending by myself for an interview _____

I require family accommodation. See the minutes for details on other special requirements. (Please attach a separate sheet with details.)

I am unable to attend that will attend on _____

I am unable to attend that will attend on _____

I am unable to attend that will attend on _____

I will be attending on _____

I will be attending on _____

I will be attending on _____

I will be attending on _____

Flying Wings For SAM Events, By Eut Tileston

There have been more than just a few flying wing models built in the old time/antique era. Some of these were flown in competition but most were built to satisfy a whim of the designer.

I have built three of these old timers (one an antique) and have flown two of them in major SAM contests including the SAM Champs. Both of these were 1/2A Texaco models -- the "Li'L Misery" is the original size, the Tex Rickard Flying Wing was scaled down. The Li'L Misery placed Third at the Plainsmen's Regional Championships at Fort Worth, Texas in 1986, flying against some of the best competitors in SAM. This model flies well but has very poor take-off characteristics. It, like others of its type, has a glide that is not up to that of a conventional model. The climb is good. Control (elevons) is poor but satisfactory. It tends to nose over on landing because it is so short and does not want to flair (ground effect).

The Tex Rickard Flying Wing is a better flyer and more controllable. Its take-off characteristics are unexcelled -- it was the only 1/2A to ROG in the wind at Saguin. It has won several SAM contests including the SAM 41 Annual at San Diego and the SAM 26 Annual at Taft. It placed second at Seguin. Its main drawback is that it is hard to see at a distance as it does not have a fuselage. This limits the distance that one can "chase" lift. It is an easy model to build and to build light. The engine is far aft of the CG so it is not suitable for heavy engines, such as, the 4-cycles (not important now that they have been rendered useless for SAM competition by the new rules). Robin Pharris, of SAM 51, has built a full sized one and powered it with several engines including a Torp 29 on ignition. It proved to have a very good climb but was a little hard to control as it got higher, due in part, because there is not much to see to give the pilot attitude reference. The Rickard Wing does have the potential to win SAM contests. Scaled up it would make an interesting Texaco model.

My newest "Tailless" was not named. It was designed and built by Bernard Gross, in 1941, and is the best looking of all the "tailless" models. The original had a wingspan of six feet and was powered with a Brown Jr. A picture of his model appeared in the January 1942 issue of "Air Trails." My version is scaled up slightly for an Enya 46, 4-cycle (not legal under the new rules). It has the best glide of the three -- as good as many conventional models. Its climb is outstanding but not consistent, because I lose directional control about 15 seconds into the climb (which is vertical). The control is by elevons (no rudder) and this is part of the problem. I am sure that by incorporating rudders this problem can be overcome; but with the new rules outlawing its engine, I do not have the incentive to work out the bugs. This is the first "tailless" that I have flown that spins -- a situation encountered more than once while circling too tight in a small thermal! Recovery is normal and no problem has been encountered in landing. Roll control is poor (surprising for a tailless). Pitch is sensitive, unlike the other two.

It can be concluded that some of the old time "tailless" models may be competitive in some SAM events. They do pose a challenge, as in general their glide is poor, but their climbs are good. Most, if not all, are pushers which make prop selection more difficult if the rotation of the engine cannot be reversed (no problem in 1/2A Texaco). For 1/2 A Texaco, control by elevons seems to be best. High-powered models, which climb steeply, may need rudders.

Summing Up:

The advantages may be:

1. Good climb
2. Easy to build and light
3. Unique

The disadvantages are:

1. Poor glide
2. Hard to see
3. Control problems
4. Limited selection

The following old time "tailless" models come to mind:

1. Tex Rickard Flying Wing*
2. Li'L Misery
3. Borysko Tailless*
4. Bob Tail Contender*
5. Sky Car*
6. Gross Tailless*
7. Several by Ed Manning -- no plans as far as I know

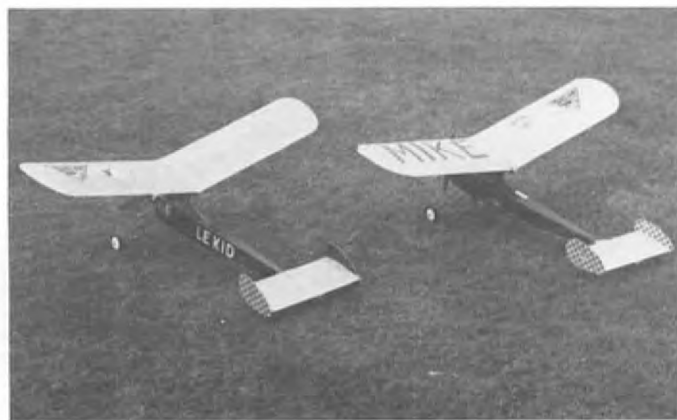
* John Pond has plans.



Very successful tailless design by Tex Rickard from 1938 Frank Zaic year book. This ship is powered by Cox .049 and flown in 1/2A Texaco.



Tom McLaughling (standing) with his Forster 29 powered "Zipper." Seated is Norm Byrd with his O & R 23 powered Henry Struck "Cabruler." This shot was made at SAM 46's (Melbourne, FL) fall contest.



Two California built "Le Kid" designs snapped at the recent meet at Warwick, England. The design was done by G. Bougueret of France, in 1940. Ships are class 'A' Gas.



Paul Hucke, SAM 85 Germany, Launches old time R/C glider at meet in West Germany



GROUP PHOTO OF SAM 85 BUNCH IN WEST GERMANY: Left to right, top row, Paul Hucke, Josef Moos, Herbert Bayer, Friedhelm Mink, Erich Punke; bottom row, Helmut Regenhardt, Gottself Wiederman, Joachim Koeuzer.



The Super Scorpion is a descendant of Scotty Murray's "Answer." This one, kitted in England, uses a Goldberg G-5 Airfoil. Very nice R/C ship.



Elmer Wassman with his "So-Long" at SAM 46's fall contest. Near Melbourne, Florida. Elmer is 80 years old.

Dick White memorial Trophy

The Dick White Trophy that was not presented at last years SAM Champs has been located and is now being held by Sal Taibi, SAM president.

This fine perpetual trophy will be presented this year at the 1988 SAM Champs. The trophy is to be presented to the top man in class "C" cabin event.

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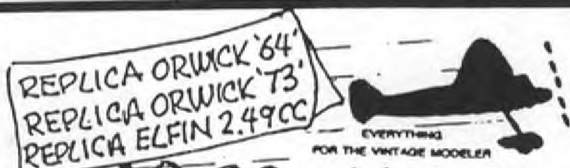
Want to correspond with American modelers. Am 54 years old and looking for an American Petrol Engine for my "Dr. Walter Goods Rudder Bug." Write to Selwyn "Sel" John Knowles, 106 Warrensway, Woodside, Telford, Shropshire, TF7-5QE, England.

Wanted: Needle valve for E.D. Comp. Special, R.J. Mikkelsen, 2249 Cheremoya Ave., Hollywood, CA 90068. (213) 461-7938

Desperate: Need a Cox aluminum firewall mount for Cox Space Hopper .049 engine. Name your price. Mik Mikkelsen, 2249 Cheremoya Ave. Hollywood, California 90068 (213) 461-7938.

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The 1987 SAM #1 Chapter 1/2A Texaco team, standing L-R, J. Lang, K. Brueggeman, G. Strevey, A. Grosheider, M. Fields. Kneeling, L-R, W. Leiper, L. Payne, Jack Warkins, C.D. & Terry Edwards.
How many of the ships can you name?

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721



1383
R. W. FRIESTAD
1640 NORTH KELLOGG ST.
GALESBURG, IL 61401

#8:



ADDRESS CORRECTION REQUESTED

SAM SPEAKS

Official Publication of the Society of Antique Modelers

March-April 1988

Dedicated To Old Time Modelers Everywhere

Number 82

SAMS Editor Speaks By Jim Adams

As I sat down this morning to put together this issue of *SAM Speaks* I reflected upon the tremendous wealth of good will, and comradery that has been created by the emergence of the SAM Old Timer movement on the world modeling scene. The Old Timer movement was a natural thing that had to come, with the passage of time, the kids of yesterday have become the retired modelers of the "eighty's" and soon to be come the "nineties".

This reflection came to me as I sat reading three of the SAM Chapter newsletters (I receive 29 each month) the quality and the effort that is put into each of these newsletters, to make them individual and interesting, gives credit to the devotion to modeling that each of these editor's feels. I never cease to be amazed by the time and effort that these editors put into their "babies".

This morning I read a detailed story in "*Seks Talks*" (SAM 47) by Jim Walston, about Bob Milligan, who created the "Wasp" Pylon model that was kitted by Ontario Model Aircraft Company, a Canadian firm. Another newsletter "*Aero News*" from SAM 41 (Jim Alaback) told the story of Joe Havlik, model building pro at age 14 that reads like the who's-who of model building. Joe retired in 1979 from the Navy Electronics Model Shop in San Diego where he had built brass ship models for almost 30 years to resolve radar antenna problems for the U.S. Navy. The third Newsletter "*Michigan Antique Modelers*" (SAM 4 by Karl Spielmaker) contained an interesting re-run of Paul Delgatto's and Christy Magrath's magazine articles on Alphonse Penaud, (1850-1880) and his world famous rubber powered stick models. These were the very first rubber powered models in the world and were brought to this country by Dr. S.P. Langley before the Wright's flew, and now reside in the Smithsonian Museum.

I initially started receiving these newsletters on an exchange basis, but have now joined many of the other chapters to insure that I will continue to receive these very interesting newsletters monthly. If you are interested in reading what other editors are writing about in the SAM organization, send me a S.A.S.E. and I'll send you a list of the SAM Editors from around the world and their addresses. Most of them will be glad to send you a complimentary first copy, I'm sure, with the hopes of catching another regular paying customer.

This issue contains the 1988 Ballot of SAM Officers. The voting for new officers comes around every two years in SAM. President Sal Taibi and Jim Thomas, Rocky Mountain V.P., have announced that they will not seek office in 1988. The slate of officers and a photo of each candidate with a short resume of each man is included to assist you in making your choice for our new SAM officers.

A separate ballot (post card) with pre-paid postage, is attached in the pages of this issue. **PLEASE** take the time to mark your ballot and send it in. It is important that each member make the effort to make his desires known in the choice of the men who will guide SAM's future.

Let's have a 100% return from the membership and let the officer's know that you care!



Clarence Bull, Eugene, Oregon, launches his "New Ruler" at the Madera SAM CHAMPS. The New Ruler is a Henry Struck design, from Air Trails 1941.

1988 Dues Are Due Now

Dues are \$10.00 per calendar year, January thru December, \$20.00 for two (2) years, \$30.00 for three (3) years, life membership \$100.00. You don't need to use an application form to renew, the easiest way is a check with your SAM # on it. Send to:

Bob Dodds
209 Summerside Lane
Encinitas, California 92024

NFFS Hall of Fame

The National Free Flight Society has announced the recipients of the Free Flight Hall of Fame for 1988. The Society is extremely proud to recognize their contributions to the development and continuity of Free Flight model airplane activities throughout the USA and the world.

Frank Cummings - A most prolific competitor who's name was invariably at the top of the winners list during the late 30's on through into 1965. He flew any and all free flight types and was a member of the USA indoor team in 1965.

Walter Erbach - A very creative talent whose pioneering effort kept indoor activity alive. He has been a continuing spirit in the development of ornithopter flight.

Tom Hutchinson (deceased) - An educator of aviation principals to the young and creator of top competition model designs.

Elbert J. Weathers (deceased) - A free spirit in innovative model aircraft development. His "Mystery Man" was a most graceful design, unforgettable for its uniqueness.

Robert P. White - A top competitor who pays attention to details with a winning end result. A world champion in 1987 Wakefield. His competition record is truly outstanding.

Awards will be given at the NFFS Symposium on Thursday, July 28, 1988, during the 1988 Virginia Nationals.



ETB 24 and Westmark models at a model show conducted by SAM 85, in West Germany.

Classifieds:

Wanted 1937-8 Gwin-Aero crank shaft, prop washer, and prop drive washer (cam). Howard A. Bueschel, P.O. Box 5341, Trenton, New Jersey 08638. Have other parts for trade.

West Coast SAM CHAMPS

John Pond has announced that a three (3) day meet will be held June 24, 25 & 26 at Reno, Nevada. This meet will be run in conjunction with the A.M.A. Fun Fly meet in Reno on the same dates.

Friday, June 24th, will be for registration, model processing and transmitter processing at the Stead Field Administration Center. The new Old Time R/C Glider Event (per SAM 26 rules) will be flown on the aircraft parking ramp on Friday.

The contest C/D's are Jim Persson for F/F and Ted Kafer for R/C. Free Flight events on Saturday and Sunday will be flown from a mile and one half long airstrip located north of the main runways. The R/C events for the two days will be flown from the Stead Aircraft parking area.

The R/C events will be:

R/C Saturday

A & B Combined
Ignition L.E.R.
C Ignition L.E.R.
Texaco
Pure Antique
Electric
(New Provisional Rules)

R/C Sunday

A & B Combined
Glow L.E.R.
1/2A Texaco
Antique
Ohlsson 60
C Glow L.E.R.

The F/F events will be:

F/F Saturday

.020 Replica
Large Rubber
(Cabin/Stick Comb.)
A & B Cabin Gas
30 Second Antique

F/F Sunday

C Pylon Gas
Small Rubber
(Cabin/Stick Comb.)
A & B Pylon Gas
C Cabin Gas

John says they are considering splitting Rubber Stick & Cabin into separate events if he gets enough calls or letters asking for more Rubber events.

The AMA Fun Fly that is being run concurrently is running four (4) days (Friday thru Monday). The AMA R/C events are being flown from the Reno R/C Clubs field about two miles from Stead Air Field.

John Pond will have a flyer available soon that will list motels and places of interest to see. Write to him for this information. Since AMA modelers are also going to be in town, *SAM Speaks* suggests that you arrange your motel as soon as possible.

John Pond
4269 Sayoko Circle
San Jose, California 95136

AMA Vintage -- Don't Confuse It!

This year will be a first at the NATS, published as event 701 in the '88-'89 AMA Competition Rule Book as "AMA Vintage". The AMA Vintage event allows R/C assist in free flight, does not preclude it, but follows it and will be flown one on one.

The event is based on Old Timer free flight limited engine run competition Classes A, B & C ignition and R/C assist during engine run and for dethermalizing, model is to free flight during the period between as in regular free flight. Engine is restricted to ignition type original, replica or converted with engine runs of 20, 17 & 14 seconds respectively.

The choice to fly free flight with mechanical dethermalizer or R/C assist is up to the contestant. The max. of the day is determined by free flight limits.

ENTER NOW! and come to the NATS at Chesapeake, Virginia, south field on July 25, 1988, and be part of the charter in the start of a new era. Entry forms are available from AMA Headquarters for the asking, Event Director Joe Beshar.



Ken Sykora, Editor of the "SCIFS" Flight Plug, with his diminutive gas scale Bellanca, at Madera. Ken goes by the pen name "King Sugar".

Eastern States Contest Coordinator

Mike Granieri has volunteered to act as the Eastern States Old Timer contest date coordinator.

It is important that contest directors register with him before finalizing dates of a contest to avoid conflicts and consequently reduce participation in your meets. Mike can be reached at:

Dryden Road
Box 78
Pottersville, NJ 07974
201/439-2933

SAM Geographic Areas

Some of you may have wondered how the four areas of the North American Continent are divided up for SAM purposes. The following is a breakdown by geographic areas of the states and countries of North America. The SAM organization has a Vice President responsible for each of the four areas, the East, Mid-West, Rocky Mountain, and West. A ballot for selection of these Vice Presidents is published elsewhere in this issue.

East

Connecticut
Delaware
District of Columbia
Florida
Georgia
Maine
Maryland
Massachusetts
New Hampshire
New Jersey
New York
North Carolina
Ontario
Pennsylvania
Puerto Rico
Quebec
Rhode Island
South Carolina
Vermont
Virginia
West Virginia

West

Alaska
Arizona
British Columbia
California
Hawaii
Nevada
Oregon
Washington

Mid-West

Alabama
Arkansas
Illinois
Indiana
Iowa
Kentucky
Louisiana
Michigan
Minnesota
Mississippi
Missouri
Ohio
Tennessee
Wisconsin

Rocky Mountain

Alberta
Colorado
Idaho
Kansas
Mexico
Montana
Nebraska
New Mexico
North Dakota
Oklahoma
Saskatchewan
South Dakota
Texas
Utah
Wyoming

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VOTE

VOTE

1988
ELECTION
BALLOT

1988 SAM Officers Slate of Candidates

President:

- Jim Adams, *SAM Speaks* Editor, past West Coast V.P.
 Don Bekins, past President SAM 21 and SAM 27 (San Francisco Bay Area)

Rocky Mountain Vice President:

- Bill Schmidt, President SAM 56 (Wichita)
 Karl Brueggeman, past President SAM 1 (Denver)
 Charles W. Brannon Jr., past President SAM 45 (Casper)

Western Vice President:

- Bob Angel, incumbent, West Coast V.P.

Mid-West Vice President:

- Bob Larsh, incumbent, Mid-West V.P.

East Coast Vice President:

- Jack Bolton, incumbent, East Coast V.P.
 Mike Granieri, past President of SAM

Secretary/Treasurer:

- Bob Dodds, incumbent, Secretary/Treasurer SAM

You are asked to vote for one person for each of the offices. Make your selections and mark the **pre-paid postcard ballot** enclosed with this issue, and mail to:

Karl Hatrak
 3825 W. 144th St.
 Hawthorne, CA 90250

All votes must be mailed before June 15, 1988 to allow time for compiling the results prior to announcement of new officers at the annual SAM CHAMPS business meeting, in Vincennes, Indiana, on July 20, 1988



Don Bekins, candidate for President

Don Bekins, Candidate for President

Began modeling career around 1939 at the age of 8. By age 11, I had built and flown my first gas model, a Cleveland Playboy with an OK .60 engine. Flew in my first free flight contest in 1942, later moving into U-control competition with my own designs.

My modeling was interrupted with departure for college (degrees in aeronautical engineering and business) and the discovery of girls. Many years, much travel, and two children later, I rediscovered the joys of model building and flying old timers with radio control assist. Then I met John Pond and was hooked on SAM!

I have been active in all phases of SAM Chapter organization--past president, treasurer, and newsletter editor of SAM 21 and I helped found SAM 27, going through all the officers chairs in that club as well. In 1979, I helped some of the California chapters rewrite and submit the R/C assist rules to SAM for a vote. Later I was named chairman of the Rules Review Board, which did a complete overhaul of the rules in 1984.

I am a keen competitor, being four times sweepstakes winner in R/C assist at the SAM CHAMPS. I am a CD, directing our SAM 27 contests each year and will be the R/C assist contest director for the 1989 SAM CHAMPS to be held in Reno.

Antique ignition is my first love. I helped form and encourage the all-Ohlsson sideport special event, which we hope will become standard fare at future SAM CHAMPS.

I believe that the SAM flying rules should be as fair as possible for all old timer enthusiasts and should encourage new participants in antique modeling. I do NOT believe in, nor do I encourage the "power race". I feel our SAM ByLaws and the spirit of our Preamble should be honored and strictly adhered to.

Jim Adams, Candidate for President

Started modeling at an early age and was active in Junior Birdmen rubber and glider competitions. Started building gas models in 1937 and got my first Brown Jr. when I graduated from Santa Ana High School in 1939. Won my first gas model trophy flying a Leon Shulman "Banshee" at a contest held by the San Diego Aeroneers in 1947. Have remained active in modeling thru the 50's and 60's to the present with time out for raising a family, building a home, etc.

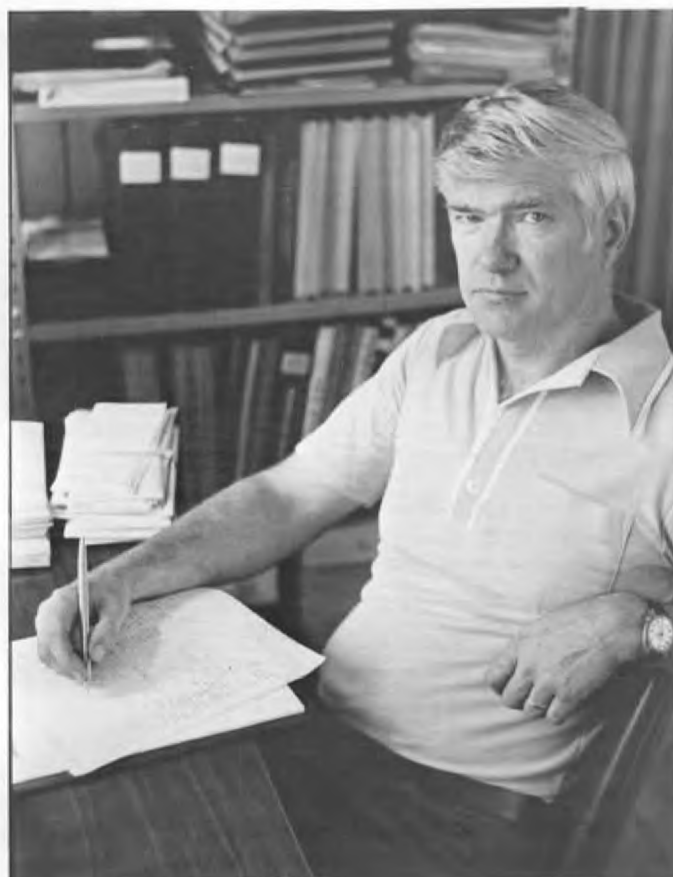


Jim Adams, candidate for President

Over a period of fifty years have been active in Free flight, U-Control Team Racing, single channel R/C, Old Timer Free flight, and Old Timer R/C. I am a non-declared engine collector and model kit collector. I flew a Rudder-Bug in 1952 and belonged to the LARKS, an early Los Angeles R/C club. I became interested in Old Timer Free Flight in 1964 and attended a meet at Santa Barbara, California. That same year I joined one of the pioneer SAM Chapters, the SCAMPS #13. Attended the first SAM Champs held in Denver in 1966 and have gone to most of the champs to the current date. I won the Frank Ehling Trophy, flying, my K.G. at the 1966 Nationals and have won numerous trophies in F/F and R/C Old Timer competition.

I have served as secretary/ treasurer of SAM Chapter 13 for twenty years, a position I thoroughly enjoy, and have been an active AMA contest director (#463) for the same period. Served as SAM west coast V.P. for 1979-80 and accepted the position of *SAM Speaks* editor in November 1979. My goal has been to improve the quality and increase the circulation of *SAM SPEAKS* in the eight years that I have held the job as editor. In this way I have hoped to improve the status of the SAM organization among the other special interest groups within AMA. I think that the goal has been more than achieved within the AMA as well as around the world. I served on the Engine Rules committee in 1979 and the flying rules committee in 1984. Have been instrumental in establishing many guidelines and revised the By-Laws in the SAM rule book dealing with Balloting on rules and officers.

I am retired from Rockwell International (1984), formerly formerly North American Aviation, where I worked for 40 plus years. I served my apprenticeship as an aviation mechanic and worked as a manufacturing liaison Engineer, department head in the electronics division (Minuteman Missile), Sr. Tooling Engineer (Saturn Booster), Program Manager (Appollo Test Program), and Design Engineer Specialist (Space Shuttle). I hold awards for dedicated service from the President of the Rockwell Space Systems and NASA.



Bob Larsh, (incumbent) Mid-West V.P.



Karl Brueggeman, candidate for Rocky Mountain V.P.

Karl Brueggeman, Candidate for Rocky Mountain V.P.
AMA 2611 & SAM 880

It is great to see interest in SAM on the increase in this region. Who'd a thought we would have three candidates for V.P. this time around. In spite of the competition I would like to serve as V.P. in my native region.

I was raised in Bennet, CO -- about 20 miles east of Denver. My first competition model was a twin-pusher from American Boy and I built and flew rubber exclusively until 1937. That was the year I built a Miss America with a Brown "B". I continued in free-flight gas until 1942. After WWII I got my 16 a.m. band ticket and have been flying R.C. since 1950 on the Ham Band.

Since entering the SAM ranks I have flown only R.C.--due to bum knees--but free flight still intrigues me and our club is active in both fazes of the sport.

I am a Registered Professional Engineer in Colorado. I spent my entire career as a mechanical engineer. I was a supervisor in industry and an officer in the Corps of Engineers during WWII. I am now retired.

I have been a hobby shop owner, President at SAM #1, co-worker and flyer at SAM CHAMPS, and high point winner in SAM #1 Annual R.C. Events.

And speaking of antiques--I am truly an antique flyer, an AMA Contest Director who has been C.D. of Rocky Mountain Annual SAM CHAMPS, and I am an advocate of the present SAM rules.

I ask for your support and for your vote to make me V.P. and the Rocky Mountain SAM movement stronger.

Bill Schmidt, Candidate for Rocky Mountain Region V.P.

I am an active member of SAM and was 1987 Grand Champion in R/C events. I design, build and fly many old timer models and enjoy experimentation with various air frame and engine combinations. I was a serious antique engine collector even before I took up flying the old planes and engines, again. I've also made several of my own engines such as the Junior Brown Jr. project. I have modeled since I was a child. Along with the help of my wife, Marilyn, I have watched the trials and tribulations experienced by SAM as an organization and try above all to remain objective in my views and actions related to happenings in SAM with which I do not always agree.

Our local SAM 56 Chapter is about five years old now. I served as President last year and was re-elected to serve again in '88. Our chapter is a growing one with lots of enthusiasm!

I want to represent the constituency of the Rocky Mountain Region and serve as a collecting point for the views and opinions of these people who must surely need expression over SAM matters from time to time.



Bill & Marilyn Schmidt, candidate for Rocky Mountain V.P



Charles W. Brannon Jr., Candidate for Rocky Mountain V.P.

Charles W. Brannon Jr. (Chuck), AMA 464, SAM 2023. I have built and flown model airplanes since I was nine years old, 1939 to be exact. I have been an AMA AVP for the State of WY, now retired from that job. I've held all the offices in our local SAM Chapter 45 and fly R/C Old Timers, some rubber and FF also a little CL. I fly for fun and in competition, too, so I feel I have an insight into any problems that might come up during the term of office as the R.M. V.P.

I'm a contest director, instructor and was the assistant R/C CD at the SAM CHAMPS in 1983 at La Junta, CO.

I'm retired both from the USAF and medically so I have lots of time to use up. I'm the editor of the SAM 45 Newsletter and as there are only eight active flyers year round including myself there's a lot of spare time after the Newsletter is written and printed.

I feel that with my experience in the offices I've held and all phases of model building and flying that I'm well suited for the office of Rocky Mountain SAM Vice President.

Nostalgia Anyone?

If you need an entry packet for the Nos Gas Champs being held at Lawrenceville, Illinois, July 20-22 write to: Moe Whittemore Jr., RR #1 Box 296, New Palestine, IN 46163. Enclose S.A.S.E. for return packet.

If you would like a newly revised nostalgia eligible model list and complete rules write to Moe and Enclose \$1.50 to cover costs.

Mike Granieri, Candidate for East Coast V.P.

- Started modeling in 1928
- Attended his first nationals at Atlantic City in 1932
- Formed a junior birdmen squadron at his elementary school in 1934
- President of his high school model club, started Intercity High School model competitions
- Attended first gas model contest held at Newark airport--Joe Koval and Maxwell Bassett in attendance
- Grew up in Newark, NJ. Was a member of Bamberger Aero Club and Kresge Model Club
- Attended "Eastern States Model Contest" in 1935 at Hadley Field, New Jersey



Mike Granieri, candidate for East Coast V.P.

- Kresge Model Club sponsored him to the "Eastern States Contest" in 1936
- Posted the highest total time (75 minutes) at the 1936 nationals in Detroit
- At the 1938 Farmingdale, NY, meet flew the first Bantam 16 engine
- 1943-46 member of U.S. Air Force with 9th Bomb Group, 99th Squadron stationed on Tinian. (Atom Bomb!)
- Flew first old timer equipped with radio in NJ area in 1947-48
- Served on R/C committee with Walt Good, Maynard Hill, and Jim Walker to evaluate 27.255 frequency for model use. (Citizens Band)
- Joined SAM in 1975
- Served as SAM president during 1980-1982
- Currently president of SAM 36 (J.A.M.) NJ



Jack Bolton, (Incumbent) Candidate for East Coast VP

- Started modeling 5¢ balsa solids around 1939
- Lone Eagle/G-8 and his Battle Acres reader
- First Gas engine was a Phantom P-30 in 1943
- Playboys, Rangers, Stratostreaks, Megow Cub, etc. followed.
- AMA number 1946
- Member of Stubenville Ohio Skyhawks in 1946
- USN 1949-53 air traffic control (Tower and GCA)
- Kent State 1953-56
- USN flight school Pensacola 1956
- Medically retired USN 1974, Commander, USN, Naval Aviation
- Into Old Timers in 1973 while stationed Lakehurst Test Facility Member of Old Time Eagles chapter, heavy into R/C assist
- USN liaison and organizer of the Air Olympics/SAM CHAMPS 74
- Member of Pensacola F/F Association 1975
- Editor of *SAM Speaks* for two years
- Initiated Model Aviation R/C Assist old timers column, later relieved by D.B. Mathews
- Presently member of D.C. Maxcutters

Have migrated back to Old Timer Free Flight and Rubber Scale. Have a Rocketeer "A" under construction. I am planning to present the Pensacola area as a site for the 1990 SAM CHAMPS. Tom McLaughlin and group will provide the basic support structure. The Free Flight area is excellent, choice of 2 one mile square mowed fields--one with octagonal (WW II) concrete runways--excellent for R/C assist.

Pet SAM peaves--Engine controversy and bastardization of the intent of SAM, ie., space age materials, scaling up or down, etc.

Election Platform:

1. Have Fun
2. Enforce the existing rules
3. Require proof of construction (size materials etc.)
4. Have more fun



Bob Angel, (incumbent) West Coast V.P.



Bob Dodds, (incumbent) Secretary/Treasurer

National Lee Renaud Memorial Contest Expanded in 1988

Sponsored by Airtronics Inc. in 1987 the Lee Renaud Memorial Contest program was restricted to 1/2A Texaco as an introduction. In 1988 it is again offered and expanded to include competition in any model aircraft interest area-R/C, free flight, soaring, control line, old timer, helicopter, quarter scale etc., etc., etc., and again completely sponsored by Airtronics Inc.

To Participate Simply

1. Announce your Lee Renaud Memorial Contest & Date.
2. Complete entry form (available from Airtronics Inc. 11 Autry Irvine, CA 92718).
3. You will receive three (3) Olympic type necklace awards.
4. Register winner as shown on entry form who will be eligible to win a complete Airtronics radio at the final sweepstakes drawing to be held at the 1989 Toledo Show.

In memoriam to Lee Renaud "Hall Of Famer" it presents a great opportunity for your club to run a sponsored contest.

Director Joe Beshar 198 Merritt Drive Oradell, N.J. 07649

THE 1987 WINNER WAS BOB WALTER OF SANDUSKY OHIO WHO GETS A COMPLETE AIRTRONICS RADIO.

In addition surprise awards of six (6) .049 Cox Black Widow motors, 6 K. & B. and two (2) Airtronics gift certificates were awarded.

ALL ARE INVITED TO PARTICIPATE IN 1988!

New Improved Flight Cards

SAM 51 is using a new style flight card that they have introduced for use at SAM R/C events.

The cards are very easy to use, with no confusing blanks or unnecessary wording on them. The cards are color-coded by event and the cards have the rules for the particular event printed on them as an aid to the timer. Each type card is designed for a particular SAM event.

SAM 51 is offering kits consisting of 280 cards--50 cards each for Texaco, and 1/2A Texaco; 30 cards each for A, B, and C, L.E.R., Antique, and Pure Antique; and 30 cards which are for general use and would be for special events. These kits would normally be enough for two contests. If your club is interested, write:

Mrs. Christy Barton
160 Park Avenue
Woodland, CA 95695



Quality return gear unit made in steel and aluminum by Old Timer modeler Thomas Sigurdson from Sweden, just the thing for that "Elilla Wakefield". (Very light and very strong!)

Looking For Wakefield Gears?

Some of our vintage rubber men had gear trouble last year when trying to make-up return-gear systems for models like Ellila's 1950 Wakefield Winner, and if they have not lost interest in the subject, they might care to look at the gear set produced in Sweden that is shown in the accompanying photo.

This is based on the Thomas E. Murphy Wakefield Gears described in the 1951-52 *Frank Zaic* Yearbook which description commences with: "The first requisite of an efficient gear installation is a mounting that will not flex under load thereby causing binding of gears and excess friction... Ball thrust bearings are a necessity..". These points have been kept very much in mind with this product, made in an outstandingly fine manner by Thomas Sigurdson, Myrvagen 12, S-902 32 Umea, Sweden. The set is a true engineering job. Look at that square section gear post with lightening holes. I'll eat my hat if that flexes even under the strain of 20 strands of 1/4 inch FAI rubber on full turns. Good things are never cheap, and especially with an important item like this it pays to have quality. Price per set is \$35.00 plus postage.

Mr. Sigurdson also has a new item, Nose Gears, which are very popular in Europe. The unit consists of three gears with a ratio of 1:2.5. You can use a small propeller and two rubber motors. The size of the unit is 1" x 1" x 1 1/4".

When ordering use an international money order.

Classifieds:

For Sale: Plans for Jim Bohash's 1939 Wakefield. Member of the 1938-1939 U.S. Wakefield team. Write to: James J. Bohash, 20721 Millard St., Taylor, MI 48180

Winner Of The SAM Speaks Photo Contest

The SAM member who correctly named all the guys in the picture of the winners at the contest run on page one of the Nov-Dec issue of *SAM Speaks* is Ted Just, of San Diego, California.

Just in case you would like to check your guesses against Ted's, here are the names: L-R Bill Blair, Joe Boyle Jr., Jim Quinn, Clark Hinkle, Charles Harris, Glen Naugle, Russ Hironimus, and Dick Korda.

Ted will receive, free, a one year's subscription to *SAM Speaks* for his letter. The contest was held at Johnstown, Pennsylvania, in September 1939 and Ted was the C.D. (How about that for a coincidence.)



Al Heinrich, SCAMPS member from Costa Mesa, CA, tunes up his Ohlsson 23 powered "Cleveland Cloudster" at the Madera, CA, CHAMPS.

Lee Renaud Memorial Event At '88 SAM CHAMPS

As at the 1987 Seguin, Tex., SAM CHAMPS another Lee Renaud Memorial Event will be held at Lawrenceville, Ill., during '88 SAM CHAMPS scheduled for July 20, 1988--it will be another 1/2A Texaco event separate from the official 1/2A Texaco being flown July 19. Official events and rules will prevail except flights exceeding max. will be penalized one point per sec. It is an opportunity to fly a 2nd time and to win a necklace type Olympic Medal and an Airtronics radio by the winner in the National Lee Renaud Sweepstakes Drawing.

Register on July 20th at the flying field, there is no entry fee. Event directed by Joe Beshar.

Southwest Regionals, by Joe Klause

During the first twenty-one years, the contest was held at various sites. For the next sixteen years, it was affectionately known as "Buckeye". That's a nice sounding name for the small Arizona community where the Southwest Regionals were held. This year, the thirty-eighth consecutive Southwest Regionals had to move due to the non-availability of the Buckeye site.

The new location, about halfway between Phoenix and Tucson, has all the desirable features of a great contest site. Unquestionably, it's as good or better than any free flight site in the U.S. The only problem, as I see it, is the name: ELOY. Somehow or another, it just doesn't sound as charismatic as "Buckeye." Perhaps time will help.

SAM events have been held at the S.W. Regionals since 1983. Traditionally held on a Saturday and Sunday in January, the dates this year were the 16th and 17th. As usual, the weather on Saturday was great -- clear, cool in the morning, mid 60's by noon, and light breezes. Unfortunately, on Sunday a high overcast and hefty winds put a damper on the flying. Nonetheless, everyone seemed to enjoy themselves. Many thanks to the fine work of the members of SAM 31 and C.D. Dick Bringgold. Here are some of the statistics:

The eleven SAM R/C events were staged with Texaco having the largest number of contestants (16). All events were very well attended except electric L.E.R. and Class B Glow that had only four (4) entrants each. High point winner was Jack Albrecht of SAM 49.

Although many contestants came from southern California and the Arizona area, some came from as far as San Francisco and the Dallas, Texas, area. You might do well to give a lot of consideration to attending the thirty-ninth S.W. Regionals in January, 1989. Just remember: A super site, excellent and very reasonable accommodations, a mighty fine Saturday night buffet, and a well organized contest. Hope to see you there.



Doc Patterson launches Jack Albrecht's Bomber, at SAM 31's South West Regional contest.



Tom Jozwiak's Playboy with a Veco .19 on pressure, at the South West Regionals, January, 1988.



We have it on good authority that "Uff Da" is what a Norwegian says when he accidentally drops his tobacco chew on the floor of the barn. "Ish Da" is what he says when he picks it up and stuffs it in his mouth.



An organized C/D - Dick Bringgold, despite quite a few attempts, the Bandit (lower left) never got airborne for more than a second.



According to Jim Reynolds of San Antonio, Texas, the Dodge Caravan almost looks like it was designed for the modeler.



Steve Roselle, from the San Francisco Bay area, SAM 21, with his Bay Ridge Mike 1/2A Texaco. He uses a rev-up 8-5 prop. When the picture was taken, Steve was doing a "miles per gallon" check -- he uses K&B 1000 fuel and gets about six minutes.



Everyone is entitled to his own opinion. Although the writing isn't legible in this photo, the logo to the lower right (an armadillo hugging the state of Texas) says: "Wild bull rider, Armadillo eater, and famous cowboy lover."

SAM 77, December 20, 1987, Contest

The West Pasco Model Pilots Association hosted an Old Timer contest at Starkey Field at Odessa, Florida, just five days before Christmas. The C/D, Fred Mulholland reports that the weather was cool, clear, with a light breeze.

SAM 77 had 14 contestants who entered 20 models. Fred says they had only two crashes, a Big Guff and a Hawk. (He didn't identify the Hawk by name.) Several of the pictures from the meet are included in this issue.



Gorgeous R/C Buzzard Bombshell snapped at SAM 77's December contest. Sorry we didn't get the builder's name. The ship placed 1st in Class "B".



Winner of "Best of Show" at SAM 77's December contest, Russ Preston and his "Miss America".



Happy winners at the SAM 77 Week-Before-Xmas contest--Sorry we didn't get the names.



Arnie Hernandez, equipment inspector, weighs-in Russ Preston's Miss America at the SAM 77 winter contest.



Contestants gathered for a group picture at the SAM 77, Winter contest held at Starkey Field, Odessa, Florida. Nice looking awards that were presented to the winners are on the table.

Letters To The Editor

Dear Jim,

Just a note to say, "Hi" and extend my personal invite to next summers SAM CHAMPS at Lawrenceville. Most of the contests we have had there have been in early summer or late fall to avoid any possible problems with crops. The field is very large for our part of the country, but they do plant crops north of the runway. And all around for that matter, but most are things like potatoes, green beans, wheat and other stuff that is not impassable. They had a large corn crop in about half of it last year so they do not normally put corn in two years in a row. I guess the Lawrenceville group and the airport management have had a farmers meeting or two to fill them in on the "Locusts" that will descend on them in July--HA! Should be a good show--They had 98 contestants at their fall meet (10 years ago they had 19... How's that for growth?)

Again, I will congratulate you on the marvelous job you are doing with *SAM Speaks*. I look forward to each issue. Your front page editorial in the last issue caught my eye and is another reason for this "Red Inked Special"

I also, am interested in an event for "New Old Timers". The idea is not new. I think Bob Oslan tried it a number of years ago with his "New Old Ruler" concept. I think that his only problem may have been the timing as the O.T. movement may not have been quite ready for it yet. A good example is that I have two nice flying '39 Zippers--one of which was originally a "Demon" which was built in '66 and had to be rebuilt after about ten years in the trenches of O.T. competition. When I rebuilt it I just made a new fuselage and made it a full-fledged Zipper. The main reason for this was that I never felt the Demon had sufficient rudder (fin) area (SAM rules wouldn't let me enlarge it, so I made it into a Zipper to solve the problem.)

Now comes nostalgia gas ignition which intrigues me because it lets me build some different designs other than what I am used to seeing. First, I thought that a good design that would be competitive would be a '49 Zipper. So



Jim Walston releases his Class "A" "Swoose" on the home made take-off board at Madera SAM CHAMPS.



Bruce Augustas, Sun Valley, Idaho, releasing his Elfin 2.49 diesel powered Playboy Junior at Madera SAM CHAMPS. Looks like Honda City in the background.

I reworked a P & W kit and even got the stab built--then, I said, "Whoa not another Zipper," "A whole new event and I'm still building Zippers! Where's the escape for design creativity? It sure isn't in any O.T. or Nos Gas events and AMA/FAI folks think you're nuts if you aren't building some bullet around a Nelson or some other racing machine, etc.

I like messing around with new designs; I also like ignition better than glow--however, there is no event to permit this. SAM rules wouldn't let me enlarge the rudder on my demon which is an insignificant change to keep it from being so squirrely and it seems even though the new Nos Gas Ignition event opens a few doors, it is not the total solution. I think I would like to see an ignition event that has complete freedom of design while retaining the 8 oz/sq. ft wing loading and the L2/100 fuselage cross section rule. (For that matter, I think we are remiss to approve any more new designs for O.T. that do not meet L2/100. I pushed for approval for the Kerswap originally), now I wish I hadn't because it doesn't comply with L2/100 as most others do--Oh well...)

If the event catches on, and the resultant models do not show much superior advantage over traditional O.T. designs, then it might even be conceivable that the "Design Regs" of O.T. might eventually be opened to permit "original designs" in all O.T. categories as long as they meet all of the regs that produced those vintage designs. Well, what do I know??? This "note" is now a letter and heading into a soap manuscript so I better shut it off.

See you downwind,

Sincerely

Murph

P.S. Is there an interest in CA for such an event--or are we both just dreaming???

Respond To:

Harry Murphy
3824 Oakwood Blvd.
Anderson, IN 46011

1988 National 1/2 A Postal Team Challenge

The annual National R/C Postal Team Challenge meet, open to all SAM chapters, has just been announced by Don Bekins of SAM 27, Marin County, California. The entry form has been reprinted here for all interested clubs. Please contact Don at your earliest convenience if your chapter plans to compete.

SAM 27
Marin County, California
1988 National 1/2A Texaco Postal Team Challenge
Saturday, August 20 or Sunday, August 21

Please mail your completed entry form after flying by Monday, August 22 to:

Don Bekins
P.O. Box 722
Tiburon, CA 94920

Open to any SAM Chapter, worldwide. Your team may be any size, but only five scores can be entered. SAM rules apply. No rain date. All teams must fly on Saturday, August 20, or Sunday, August 21.



Clarence Myerscough, last years free flight grand champion, working on his Morrill Hornet powered Class A "Ranger".

If your team does not fly due to weather, or you do not elect to fly at this time, just return the form with a note of explanation.

To expedite processing of results, completed entry forms received after August 30 will not be counted.

Trophy will be forwarded by UPS to the winning team and all teams will be notified of the results as soon as possible.

Don Bekins, CD

National 1988 1/2A Texaco Postal Team Challenge Entry Form

SAM CHAPTER NUMBER: _____

TEAM MANAGER: _____

ADDRESS: _____

CITY: _____ STATE: __ ZIP: _____

Team Results (Please Print)

TEAM MEMBER: _____

SAM #: _____

AIRCRAFT: _____

WING AREA (SQ. IN.): _____

WEIGHT (OZ.): _____

TIME (SECONDS): _____

TEAM MEMBER: _____

SAM #: _____

AIRCRAFT: _____

WING AREA (SQ. IN.): _____

WEIGHT (OZ.): _____

TIME (SECONDS): _____

TEAM MEMBER: _____

SAM #: _____

AIRCRAFT: _____

WING AREA (SQ. IN.): _____

WEIGHT (OZ.): _____

TIME (SECONDS): _____

TEAM MEMBER: _____

SAM #: _____

AIRCRAFT: _____

WING AREA (SQ. IN.): _____

WEIGHT (OZ.): _____

TIME (SECONDS): _____

TEAM MEMBER: _____

SAM #: _____

AIRCRAFT: _____

WING AREA (SQ. IN.): _____

WEIGHT (OZ.): _____

TIME (SECONDS): _____

OUR TEAM FLEW ON SATURDAY () SUNDAY ()

TOTAL TEAM TIME: _____

SOLCRAFT

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Bob Schafer from SAM 8 (Washington) flying a beautiful George Reich design, the Albatross, at the Madera SAM CHAMPS. The engine is a Super Cyclone.

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oakton, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

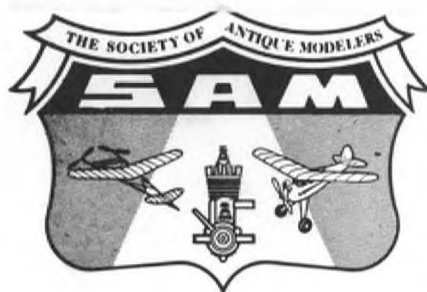
Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

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SAM SPEAKS

Official Publication of the Society of Antique Modelers

May-June 1988

Dedicated To Old Time Modelers Everywhere

Number 83

SAM Editor Speaks By Jim Adams

It's the first of June and the 1988 SAM Champs to be held at Lawrenceville, Illinois, is only a little over a month away. The dates are July 19 thru 22 and you should have your reservations made by now. In this issue we've included thumbnail sketches of the contest manager, Bud Brown, and contest directors Don Sachtjen, Buck Zehr, and Rey Mazzoco, who will be running the 22nd Annual SAM Champs.

This promises to be a really big contest. The site is probably one of the best in the mid-west and the temperature should be good and warm. The planning for this meet has been under way since back in January and contest manager Bud Brown reports that all is going well and they don't expect any problems.

The NFFS is sponsoring their first Nostalgia Champs along with the SAM Champs. The Nostalgia events will be run on Tuesday and Wednesday, July 19th and 20th. The events are listed on our entry blank.

There will be a MECA collecto on Monday July 18th from 9:00am to 10:00pm. The location will be the Executive Inn in Vincennes. Sandwiches and beverages will be available.

Dormitory check-in for those attending the Champs will start Sunday July 17th. The field will be available Monday for test flying.

Another special event has been added for serious Rubber flyers. Joe Macay is running a one flight flyoff on Monday morning at 6:00am. Any Old Timer Rubber design will be eligible.

Balloting on SAM officers is reported to be proceeding briskly with over 600 ballots received so far. The results of the vote will be announced at the SAM Champs, and *SAM Speaks* will carry the vote tabulation in the July-August issue.

SAM Speaks recently published a photo of SAM member Elmer Wasman from LeRoy, Illinois, who also winters in the Florida area. At the time we mentioned that Elmer is still flying free flights and is 80 years old. Well it seems that is not his only claim to fame. Elmer was one of the entrants at the first Radio Control event held at the 1937 Nationals. We have published excerpts from an article by Walt Good, published in the April 1986 *Model Aviation*. Elmer's model had a most interesting control system that modern R/C'ers might study in order to appreciate how tough it was to put radio in a model in 1937.



Picture taken at the 1937 Nationals of Elmer Wasman (SAM 826) with his own design R/C model.

Volunteers Wanted

As you know, SAM Chapter 57 is hosting the 1988 SAM Championships this July at the Mid-America Air Center near Lawrenceville, Illinois. SAM Vice-President Bob Larsh has been instrumental from the beginning in convincing us that we could meet this challenge. His past experience with SAM Champs has provided us with a proven format for our activities. Bud Brown is the Champs manager with Rey Mazzoco as Free Flight Contest Director and Buck Zehr as R/C Contest Director. Of course these fellows can't do it all by themselves. That's where you and I become an important part of the '88 Champs. They need our participation, both as entrants and to lend a hand so all can join in the fun.

I response to popular demand and to make a few bucks, Chapter 57 is offering SAM 57 hats and shirts commemerating the 1988 SAM Champs. Their design is similar to those previously available at last year's "Variety Old Timers Meet." Please order as soon as possible to aid in our planning and to guarantee delivery in time for the Champs.

1988 Dues Are Due Now

Dues are \$10.00 per calendar year, January thru December, \$20.00 for two (2) years, \$30.00 for three (3) years, life membership \$100.00. You don't need to use an application form to renew, the easiest way is a check with your SAM # on it. Send to:

Bob Dodds
209 Summerside Lane
Encinitas, California 92024

Wakefield Drawings - 1949 thru 1965

Bert Pond reports that he has many Wakefield drawings available. His are copies from smaller drawings from 1949 to about 1965. They are not necessarily the championship designs, but all have flown in Wakefield events. The prices of these plans are only 45¢ a sheet. Most are on one sheet but three of them require two sheets. One requires three sheets and one takes six. If enough are ordered at one time the price drops to 40¢ per sheet. Handling is 10% additional.

Send a S.A.S.E. to *SAM Speaks* or to Bert Pond for the list of plans:

Bert Pond
128 Warren Terrace
Long Meadow, MA 01106

Bert Pond is publishing a new book that will be must reading for historical minded SAM members. The book entitled "*Expansion Engine Powered Model Aircraft - CO₂, Stream, Compressed Air*" is all about a period of modeling that most of us know very little about. Data ranging from the 1800's to the present is included. Experienced modelers will find that they can duplicate many of the designs, working from the drawings and illustrations in the new book. A plastic ring continuous bound book of 180 pages, it contains 225 photos, plans, and illustrations. Priced at \$17.95 plus \$2.60 for insurance and postage. This book sounds like one that every Old Timer collector must have. An order form is included on page 10 of this issue.



Larry Clark, SAM 3, with his rare O/T Texaco job. A "Marsden Cabin" with Ohlsson sixty power.

Perpetual Trophy Holders

All holders of SAM Perpetual trophies are reminded that it is time to return them to the contest manager, Bud Brown, RR #4, Box 51, Lawrenceville, IL 62439. Trophies are the Compressed Air, Fuel Allotment, and Pylon (Ernie Shailor) "C" Cabin, Twin Pusher, 30 Second Antique, and the Feather Merchant trophy.

Trophies should be shipped by U.P.S. to Bud in time for this years presentations. You can be reimbursed for your expense by presenting your bill to Bob Dodds, SAM Secretary/Treasurer. His address is:

209 Summerside Place
Encinitas, California 92024



Some of the entrants at SAM 26's first R/C Old Timer Glider event held at Taft in February. Right to left, Bob Sliff, Doc Patterson, Ken Myers, Ross Thomas, and John Lubbergert.

Roy Nelder 50th Anniversary

A one design contest is to be held on Saturday, September 17th, 1988, from noon till 5:00pm at the 33rd annual Eastern Canada Open at Gananoque, Ontario.

The Nelder event will be flown by the 1938 Moffett Rules, e.g. R.O.G., best one of three flights wins. Also Saturday, "Classic Wakefield" -- 3 flights, R.O.G. and "A Plucking of Chickens" (one flight only, no max. for Wakefields.)

In July 1938, at the 11th Nationals, Detroit, Roy won the Moffett event with a flight of 5 minutes 17 seconds, using the model which won in the eliminations for 10 minute 37 second plans are in Air Trials, December 1938, and Model Builder, August 1975 (Plan 875 O.T.)

For advance entry forms write to:

Peter Mann
36 Sydenham Street
Guelph, Ontario
Canada N1H 2W4

Nostalgia Champs

The Nostalgia event is gaining greater acceptance as time elapses. NFFS has decided that the time is prime to capture the interest in one big concomitant event with the SAM Championships in 1988.

Come to the NFFS Nostalgia Championships on July 19th and 20th, 1988, at the Mid-America Air Center, Lawrenceville, IL. Join in with the Old Timer fever and fly some of the really ancient designs of the 30's too.

Nostalgia: First day: 1/4 A, A, C Gas
 Second day: 1/2 A, B, Ignition

All to NFFS rules.

For details, send a large SASE with 2 stamps to:

Moe Whittemore
 RR #1, Box 296
 New Palestine, IN 46163



Bob Sliff with his Zaic Thermic 100 R/C, talks with Ute Tileston, SAM 51.

6th Annual Canadian SAM F/F Champs

John Bortnak, chief honcho at SAM 52 located in Calgary, has announced that they will be holding their annual on August 27 and 28, 1988.

All SAM Basic Event will be flown. Special events to be flown will be Rubber Scale, Gas Scale, and .020 Replica.

The location of the contest will be the C.M.A.C. Free Flight Field. The time will be Saturday from 8:00am to 8:00pm and on Sunday from 8:00am to 4:00pm.

There will be trophies to third place in all basic events and special events, plus one huge grand champion trophy.

For more information about this up and coming annual event write to:

John Bortnak
 740 Lake Ontario Drive SE
 Calgary, Alberta Canada
 T2J-3J8



Cliff Silva, Livermore, California, amid a bunch of his Texaco airplanes at SCAMPS Spring Texaco meet. Note the Twin Boom Pusher job in the foreground.

North Jersey R/C Club

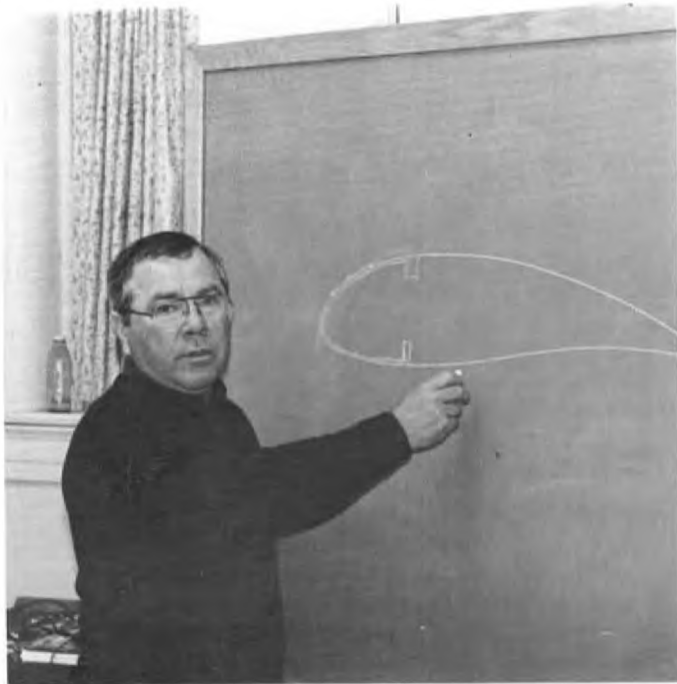
The North Jersey R/C Club has completed its road for the new flying field. Any SAM members who would like to fly at the field and participate in Old Timer activities should drop a line to:

Richard Tanis
 391 Central Avenue
 Hawthorne, NJ 07506

Richard will be glad to send you a map of the area and put your name on the mailing list for contests and special events.



Very nice antique design the "Twin Cyclone", designed by Tom Laurie. The builder, SAM 538 was not identified. (His hat is plugging the Alamo, that should give us a clue.)



Bud Brown, Contest Manager

Born in Illinois in 1931. Started building models during the late 1930's, the usual stick and tissue scale models such as those from Comet, Megow, Witman, etc. Stayed active throughout the school years, flying both Free Flight and U Control. Became active in full size sail planes while in college, finally earning a Gold Badge with two Diamonds, much of it in a sailplane which he built. Manufactured a line of U Control kits under the name of Elimination Models, one of which held the national Jet speed record for a number of years. Dropped out of modeling during the 1960's to build a house, pursue a career as an Art teacher. Became active again in 1983 when he saw some Free Flight models at a contest being held at the site of the up-coming SAM Champs. Primary interest is in all types of rubber models, but also does build some power and A-2 gliders. Has CDd Free Flight contests for the past three years at the Mid-America Air Center.

Rey Mazzoco, F/F Contest Director

Rey Mazzoco is 30 years old and grew up in Cleveland, Ohio. His wife is Maria and they have three children. Rey was a member of the Cleveland Free Flight Society where he rubbed elbows with many famous modelers.

After time off to start a family he returned to modeling in 1985 and joined SAM 57. He flies mostly A.M.A. Modern events but likes Old Timer Rubber.

In his spare time away from modeling he is a soft ball coach and coaches T-Ball for his kids.



Buck Zehr, R/C Contest Director

I thank GOD every day for my good health that lets me enjoy this wonderful hobby. Now that I'm retired I can do full time what I've been doing for over 60 years, on a part time basis. I'm more thankful for the GREAT BUNCH OF GUYS that allow me to call them my friend.

I took a little time out from modeling to teach Army cadets to fly World War II. Owned my little airport for awhile after the war. Had a Waco RNF a Cub and an Aronca, GI bill of course. Sure wish I had them now.

I have received so much from the hobby that when asked to CD the 1984 SAM Champs and now again in 1988 I think I owe the hobby whatever I can do to try and repay the debt.

Yours truly,

Buck Zehr



"Why didn't you dethermalize up there!?"
"Why did you dethermalize two feet off the ground!?"



Don Sachtjen, Assistant Contest Manager

Don Sachtjen, Assistant Contest Manager, started modeling in the 40's and returned to modeling in the 70's. He has held positions as newsletter editor, club officer, and is currently contest chairman of SAM 57. He was very prominent in organization of the first two "Variety Old Timers Meets."

Membership Chairman At NFFS Changes

A change in NFFS responsibility has taken place. Mr. Don Hughes has been at the helm of the membership roster for approximately 5 years. (He had agreed to take on the job for 2 years.) He is now relinquishing this duty and is being replaced by another able volunteer, namely Mr. Sal Fruciano, 6146 East Cactus Wren Road, Scottsdale, Arizona, 85253, (602) 948-5798.

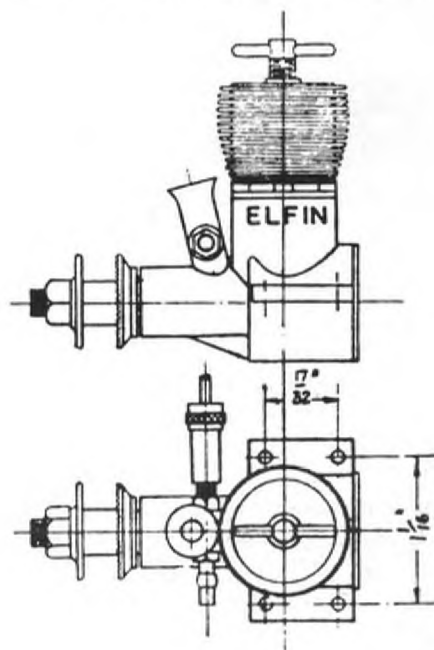
Don has performed an exemplary job of maintaining a smooth membership operation.



Mik Mikkelsen, SAM 13, holds his newest Wake, a 1936 Copland. Picture was taken at the S.C.I.F.S. Opener at Taft.

Australian Elfin Diesel

Australians, Gordon Burford and Ivor F. are again collaborating to produce an engine of potential interest to SAM free flighters and R/C assist modelers. It is the smaller Elfin diesel with a displacement of 1.49 cc (about .09 cubic inch). John Pond and Bob Munn have been testing and flying prototypes of this engine, and report that it is very easy to handle and appears to have about 3/4 the power of the 2.49 cc version. Bob is using one in a 350 square inch Playboy Junior, turning an 8 x 4.5 propeller, and finds the plane definitely competitive in Class A ignition.



The ELFIN 1.49

Production of the components of the engine is now in full swing, and Ivor F. advises that they hope to have everything ready for assembly and delivery of the engines in about January. The price is \$100 Australian, which at the moment is \$75 U.S. dollars. Ivor says that he will put your name on the waiting list without payment at this time if you wish, but points out that the Australian currency is strengthening, which means that if you wait, it may cost you more U.S. dollars to buy the \$100 Australian. It's probably a good idea to buy a bank draft or international reply coupon for \$100 Australian now, and send it along with your order.

Send it to:

Ivor F.
P.O. Box 11
Doonside, NSW 2767
Australia

For Sale: Plans for Jim Bohash's 1939 Wakefield. Member of the 1938-1939 U.S. Wakefield team. Write to: James J. Bohash, 20721 Millard St., Taylor, MI 48180

Walt Good History of RC Flying

THIS IS THE STORY of how Radio Control model aircraft got started in the U.S. It tells of the pioneers who developed the RC hobby by combining their knowledge and skills with the related experiences of earlier inventors.

The background prior to the invention of hobby RC was presented in the preceding issue. The gas model and gas engine were two of the essential ingredients which arrived during the early 1930s. Ham radio with its compact homemade receivers and transmitters also came during the same period. Military and commercial interests had demonstrated the feasibility of RC in large boats and aircraft during the 1920s. All the ingredients were there—technically—for clever, dedicated, and inspired modelers to invent hobby RC aircraft.

An important stimulation came in June 1936 with the announcement, by the newly-formed AMA, that an RC event would be added to the 1936 National Contest in Detroit. But no RC models made an appearance at this 1936 event! However, rumors were rampant that RC ships were being secretly built.

The 1937 AMA Nats was a different story. Six RC models actually appeared, causing great excitement and expectations. The following is an account of the RC event at the 1937 Nats (again in Detroit), the first-ever RC contest in the U.S. (Whether it was the first in the world is not known with certainty. That point may be covered later when more information is available. Perhaps this article will stimulate some foreign responses!)

Sunday, July 11, dawned warm and clear at the Detroit Wayne County Airport. There was a promise of afternoon showers. Hundreds of Free Flight modelers, who had been competing most of the week in various events, were already testing their models at the field.

That morning, the six RC models were being assembled in the hangar. A variety of concepts had been converted into reality by these pioneers:

Chester Lanzo, Cleveland, OH
Patrick Sweeney, Chicago, IL
Elmer Wasman, Jacksonville, FL
Walter Good, Kalamazoo, MI
Leo Weiss, Brooklyn, NY
B. Schiffman, New York, NY



Elmer Wasman holds his 10lb R/C model which won 3rd place in 1937. It has rudder/aileron and elevator control, also engine cutoff. Rearview of Wasman's plane shows the air-driven, 4-bladed propeller, mounted on front of the fin for power for moving the control surfaces.

With the help of their radiomen, they were tuning and adjusting to ready their machines for the ground demonstrations of control operation by radio for the judges.

The planes ranged from eight to 14 feet in span and weighed from six to 16 pounds. Controls varied from rudder only to full house (rudder, ailerons, elevator, and engine). No two were alike; all were originals.

The judges carefully observed each plane as the pilot demonstrated the remote operation of its controls during the pre-flight ground tests. They made written notes of what they observed. There were no RC regulations then, so the judges were novices and pioneers, too. All six models were accepted as being eligible for the RC category. Official flying attempts were scheduled to commence in the early afternoon.

These attempts are related now in the order of their actual flight sequence. They are based on the magazine reports of the Nats, recent interviews between the author and the living fliers, and (to a small extent) upon the author's memory of that exciting day.

Patrick J. Sweeney was the first entrant to attempt a flight. In his late thirties, he was the oldest pilot of the six.

His own-design cabin plane had a 10-ft. span and 18-in. chord. Total weight was 9 lb., of which 3 lb. was the radio gear. Almost 2 lb. were batteries; his system needed 90 volts, which meant two of the 45-volt "B" batteries.

Pat ran a hobby store in Chicago at that time, so he had plenty of materials and know-how to build a large plane to carry this payload. He also had been flying gas models in competition and had placed 17th out of 43 at the 1936 Nats. Leo Vartanian of the Chicago Aeronauts told me recently that Pat competed regularly in those days.

His radioman, Ben F. Porter, came up with a three-tube receiver using a super-regenerative detector on the 5-meter band (56 to 60 MHz). For controlling the rudder, the only control, he used an old spring-wound alarm clock with a four-point cam and switch to give positions for neutral, right, neutral, left, etc., in sequence. Each pulse from the transmitter push button stepped the rudder to the next position. A magazine article stated that they "began and finished their entry in about a month, complete with radio equipment," so it is assumed that they probably had no extra time for pre-contest test flights to trim the plane and shake out any problems.¹

But back to the meet with Phil Zecchitella's description:²

"Finally, Pat Sweeney warmed his engine and signalled that he was ready for an official flight. With a few picked officials, Pat brought his model to a deserted tract of runway and prepared for launching. The transmitter was established at a distant point, and the receiving set in the plane was tested. While this was being done, the newsreel crew moved the camera to the approximate location of the takeoff, and finally Sweeney raised his arms to the radioman to stand by. Soon the engine was roaring, and we were actually to behold the first official flight of a radio-controlled gas model.

"Guiding the model from its wing tip, Pat ran behind it until it started to lift its wheels off the ground. The newsreel men were shooting rapidly. Suddenly the model pointed its nose to the sky in a high climb from which it was evident it could not recover. Slipping over on its left wing, it crashed into the ground. The entire flight lasted five seconds. A wing tip was demolished, and a slight injury was sustained by the motor mount. Insofar as could be judged, it would have been a swell flight except that the center of gravity of the model was too far back."

He did not make another attempt because of the damage. In any event, Pat Sweeney is credited with the first attempted RC flight at a National Contest.

Elmer Wasman was next with a well-designed system. It was called the White Mystery because it had a wind-driven propeller on the front of the fin. No one knew what it did except for Elmer.³

He had an industrial arts degree and was teaching aeronautics in a Jacksonville junior high school at the time. At 28, he was in the middle group of the entries concerning age.

His 11-ft.-span plane with a chord of 18 in. weighed 14 lb. including the radio gear. With 16.5 sq. ft. of area, that gives 13.6 oz./sq. ft. wing loading. This model really needed the Forster .99 engine with a 16-in. prop to fly it. Even then, the climb was marginally slow, but safe.⁴ This was his third gas model.

This plane was provided with controls for rudder/aileron, elevator, and ignition cutoff. All of the engines in the RC event were of the ignition type, requiring spark coil and batteries.

Elmer's control system was most elaborate for those early days. The radio signal went first to the airborne receiver, which closed the relay contact to the selector switch. This sequential switch had five positions to give up or down elevator, left or right rudder, and engine cutoff. Absence of signal gave neutral rudder and elevator—and full engine! A selector contact arm—driven by the air paddle wheel—could be stopped at any one of five contacts by sending the correct number of pulses. Ex-

amples: one pulse would give left rudder, two pulses right rudder, three pulses up elevator, and four pulses down elevator. Five pulses would cut off the ignition and stop the engine.

Note that only one control function was available at a time. That control was held as long as needed, then the pilot proceeded to the next control. This is the characteristic of a "sequential" system which does not allow simultaneous operation of the various controls. However, the desired single control could be obtained quickly.

A set of three navigation lights was mounted on the plane and connected so that red was left rudder, green was right, and white was down elevator. Thus he had a visual indication of the activated control.

How did the signal activate the control surface? The selector wiper connected the signal to one of five electromagnets which engaged a rotating shaft to the selected control surface. The rotating shaft was powered by a four-bladed air propeller mounted at the front of the vertical fin. Again, air power was the motive force! Very clever—and complex. Perhaps this is why the plane was called the White Mystery—because very few understood the complicated mechanism.

At the transmitter end he used a simple switch, watching the navigation lights to keep track of the airborne selector position.

The receiver, a three-tube regenerative detector, was on the 5-meter band. The whole control system weighed 3.5 lb., but this big ship carried that easily. A smaller model, powered by a Brown Jr., was used as a test bed to check out the individual components before mounting them in the big plane.

His turn to fly saw a dark thunderstorm approaching, so he tried to hurry things along. Roy Marquardt strained as he launched the giant plane into the gusty air, while Elmer worked busily at the transmitter control. The plane nosed up into a stall and sagged to the ground, ending its flight abruptly—and much too soon to suit Elmer.

He said, later, that he hadn't had the time to test fly the big ship before the meet. It turned out that it was tail-heavy, which had caused the stall. Such happenings are normal when developing something new! Hind-sight, says Elmer, tells him he should have entered a smaller ship with a simpler control for that first meet. He scored third place.

Elmer has been retired for several years, and he divides his time between Florida and Illinois. He still spends many of his hours on Free Flight models as well as RC power and glider models.

Chester Lanzo had the lightest plane of the entries. It was just under 6 lb., including 2 lb. of radio gear. He had flown it without the radio several times to obtain the proper balance, tail angle, and engine downthrust. It must fly well by itself before adding the

radio, he reasoned. It was a very wise approach.

Design of the plane was basic and functional. The wing had a 9-ft. span, 14-in. chord, and generous dihedral of 13 in. per tip. The body was a 5-ft. "tray" 3 in. wide and 1 in. deep, with a 6-in.-high wire cage to hold the wing well above the body. The radio parts were simply fastened to the "tray" in a location to maintain the proper balance point—and very good accessibility to the parts!

Lanzo told me that he had made a cabin-type gas model in 1934 and experimented with RC using a spark-gap transmitter and a coherer receiver.⁵ He said this approach was a failure for an RC plane, as the engine vibration interrupted the radio's functioning. Furthermore, the spark ignition from the engine swamped the nearby receiver/coherer with undesired instructions to the rudder, blocking out the desired signals from the RC pilot. He called that plane the RC-1, and today he flies a replica of it in Antique RC competitions.

The 1937 radio receiver was home-built using three vacuum tubes in a superregenerative detector circuit. This operated a homemade relay which, in turn, caused a small geared electric train motor to move the rudder, the only control, through a cycle from neutral to right to neutral to left, etc., as long as the transmitter key was held down. Straight flight was obtained in the key-down position because the slowly-responding plane would show only a slight snaking path as the rudder oscillated back and forth.

To make a turn, the key would be released at the moment when there was a full rudder deflection; then the deflected rudder would become effective, and the plane would bank itself into a circling path. It was very simple, but it required piloting practice to develop the skill for precision flight path control.

This scheme had another advantage, Lanzo said. The transmitter could be tuned to the receiver in the air by watching when the rudder wiggled! Such tuning was common in those days.⁶

Batteries were a problem for all of the entrants. They were heavy, costly, and short-lived—especially the 45-volt "B" battery for the vacuum tube plate supply. Chet found a source in Cleveland where a tiny 2-oz. (normal ones were 11 oz.!) battery was made for weather sondes. Its life span was a maximum of two hours, and it had a shelf life of just two weeks! I remember contacting this company back then; they recommended that this battery be ordered at the latest moment and that it be sent by airmail. I stayed with the 11-oz. units.

The two-tube transmitter used 500 volts on the output tube and required a 110-volt AC line at the flying site. The organizers had not anticipated the need for a long extension cord, so we started looking for one (my transmitter needed it, too). A friendly spectator brought a 200-ft. cord

SAM MEMBERS FROM AROUND THE WORLD



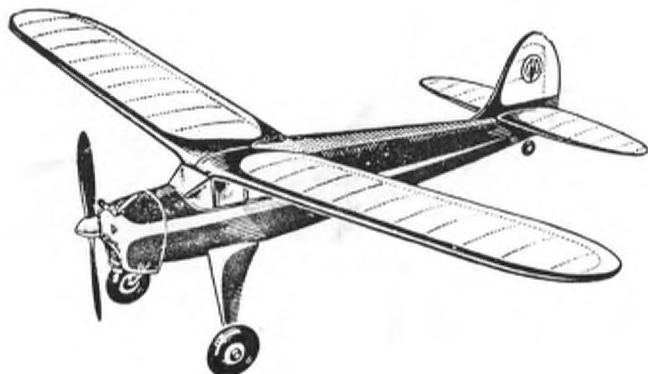
Jeff Brown, Newcastle, N.S.W., with his Foo-2-U-2. Picture snapped at the Canowindra SAM Champs, by John Pond.



Picture snapped at 1987 Canadian Nationals R/C event. "Playboy" by Dan McLeod, Turner Special by Harry Johns, and Buzzard Bombshell by Bruce Coldham.



Max Starrick, So. Australia, poses with his Paul Plecan design, the "Gas Flea." Max writes a column on an irregular basis for Airborne Magazine.



Brian Rule, runner-up in Beauty event, with his Shershaw "Eaglet" at the Canowindra SAM Champs.



Dan McLeod holds his version of the .020 "Commando." A real cutie and a hot performer.



Sal Taibi, putting in trim flights on a .020 replica "Commando" at the Canadian Nationals. The Commando is a 1938 Canadian Old Timer.

Press Release

The National Free Flight Society
Is Very Proud to Announce
Its 1988 Selection
for the
10 Models of the Year Award!

International Class

FIA - Nordic: VT-38 - Victor Tohop (USSR)
FIB - Rubber: RW-22 - Bob White (USA)
FIC - Power: EV-43 - Eugene Verbitski (USSR)

AMA/Outdoor

Large Power: Atlas MK III A/B - Rol Anderson
Small Power: Astro Star 1/2A - Terry Thorkildsen
Large Rubber: Le Nomade - John Lenderman
Small Rubber: Square Eagle P-30 - Phil Hartman
Hand Launched
Glider: Shockwave - Jim Leuken

Indoor

Rubber: Manhattan Pieces - Walter P. Van Gorder

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Accessories: Winder, Front End, Torque Meter, et al. -
Robert Wilder

Jon Zeisloft
NFFS - M.O.Y. Chairman

SAMS (Possibly) Youngest Member

Last month, Bob Dodds, our Secretary Treasurer, received a letter from Lisa Momet (SAM 2161), daughter of Stu Momet, 2002 East Florida Avenue, Urbana, Illinois, 61801.

We are reprinting this letter to refute the rumors that SAM is made up of a bunch of old fuddy-duddies in their second childhood.

Lisa is eight years old and an active old timer modeler. Her letter follows:

4/2/88

Dear Mr. Dodds,

I enjoyed ~~see~~ getting the letter from you.

Now I am 8 years old.

I do a lot of activities from swimming to brownies and only have time to make one airplane a year besides a Hi-climber. I will be bringing a Stahl Rearwin Speedster to Lawrenceville this July.

Sincerely
Lisa Momet



Paul Vignone, Jr., Birdsboro, Pennsylvania, with his Sal Taibi Pacer "C". Paul won 3rd place at R/C exposition in Pottstown, Pennsylvania, with his ship.

HISTORY OF R/C

from his camper and plugged it into the nearby hangar for our use.

Ready to fly, Lanzo walked off to find the judges when a stray Free Flight gas model spiraled in nearby, causing a frightened spectator to step backwards on Chet's plane, rupturing a few ribs in the wing. A quick repair was made with Pat Sweeney's help, and Lanzo was ready to fly. The weather was getting windier due to the approach of a summer thunderstorm, so he started to hurry.

He cranked up the Baby Cyclone engine, set the needle valve for medium speed, and started forward for the launch. Before he could release the plane, the engine slowed. A touch to the needle valve speeded the engine, and off went the plane in a slow-climbing circle while Chet raced back to the transmitter. The plane gently zigged and zagged while the pilot tried to coax it into a Figure 8 maneuver. Suddenly, the engine quit, and the plane glided down into a parking lot at the edge of the airfield. The flight time was around two minutes, but it must have seemed much longer to Chet.

Chester Lanzo used his gas model and Free Flight experience—as well as his radio knowledge—to pull off first place. Thus, he attained the historical honor of being the first winner in the first RC National Contest in the U.S.

Prior to the Nats, he had made a few RC test flights with the plane in Cleveland. In fact, the flights were made in a park next to Dick Korda's house where he ran the AC extension out of Dick's bedroom window to the transmitter.

Lanzo's philosophy of starting with the simplest plane and radio combination was a wise approach, but he would have been even happier with a much longer flight.

Chet was 23 at the 1937 Nats, and today he is still active with his models, specializing in FF Rubber and Power and RC-assisted Old-Timers. He's retired from NASA but still very busy. One of his recent

projects was building a replica of his 1937 RC winner and donating it to the AMA Museum in November 1984. It is complete with the Baby Cyclone, a vintage wing, and a working rudder control.

The first three places were awarded on the basis of flight performance. The placement of the last three entries was based only on the ground demonstration, as they did not attempt to fly.

Walt Good. My 8-ft.-span model was built in 1935 as a close copy of the Kovel-Grant KG-8 and powered by a Brown Jr. engine. It flew in many Free Flight Gas meets in 1936 and was well-tuned for stable flight by the end of the season. It was 36th in FF Gas at the 1936 Nats.

Twin brother Bill, just 21 years old and the resident radio ham (W8IFD) in the family, had been thinking about RC for the KG-8 and had even talked me into placing the receiver antenna wires in the wings when they were built in 1935. It was the fall of 1936 when he won approval at Kalamazoo College to take a lab course in the physics department to design an RC system, particularly the transmitter and receiver. Even though the professor was not a specialist in electronics, he offered great encouragement—and three semester hours of credit!

To our surprise, the receiver hurdle was passed quickly when we converted a one-tube superregen circuit to operate a sensitive relay rather than its normal headphones.⁷ The trick was in placing a variable resistor in the grid circuit which was then adjusted to give the best current swing to the relay. The first relay was constructed from an inexpensive meter movement. By November, a bread-board system was working on the bench. This system was mounted in the plane, and the RC rudder control was demonstrated at the Kalamazoo College Science Fair in January of 1937.⁸

During May, six flights under radio control were made at the Kalamazoo Airport using only rudder control. The results

from these tests showed it was necessary to increase the area of the rudder and its deflection to obtain more effective turns. This was also an indication that spiral stability of the KG was very generous and, therefore, very safe for rudder-only control. Once we had a working RC plane, it was given the name of Guff, a slang word from the college campus. Very loosely translated, it meant "that's a lot of nonsense!"

It's impossible to describe the thrill of those first RC flights. The change of path of the plane from left to right at the touch of a switch caused great shouts to rise. These flights were made at dawn to have still air (and to get us back to school for our eight o'clock class).

It was one of these mornings that the airport manager, Irv Woodhams, awoke just in time to see the Guff glide into a landing. He thought it was a full-size plane landing outside the airport, so he organized a search party to find the lost plane. By then we had packed up and driven back to school. It was several years later before he found out what had really happened. Irv, now in his 80s, lives in Florida, so we recently had the opportunity to meet again and reminisce about those days.

The rudder actuator was a rubberband-driven gear train. A small electromagnet operated by the relay allowed the gears to turn whenever the transmitter key was held down. In fact, the result was similar to Lanzo's cycling system, because the rudder would stop in its current position when the transmitter was off.

Cautious beeps on the push button would inch the rudder toward, or sometimes beyond, the desired position. Looking back, I now realize that this control method was too slow—three seconds from neutral to full-rudder. In addition, the pilot had no knowledge of the rudder position except by watching the action of the plane. But it did work.

The limited edition of the book—"Expansion Engine Powered Model Aircraft—CO₂, Steam, Compressed Air" by "Bert" Pond is ready for shipment to advanced orders. The book has 180 pages 8-1/2" x 11" with over 225 photos, plans & illustrations. It has plastic ring continuous binding so that plans lay flat. Some large plans will be folded loose along with some picture sheets.

The best way to get shipment of your books is to enclose remittance in US dollars along with postage & handling. Price of the book is \$17.95 & postage & handling in the USA is \$1.75. Add 85¢ for insurance because I can not guarantee delivery otherwise.

In order that address will be correct, please fill out your own address label at the right. Shipment will be made as soon as received except during period of SAM Champs & the NATS. If you like the book PLEASE TELL YOUR FRIENDS.

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Bert Pond

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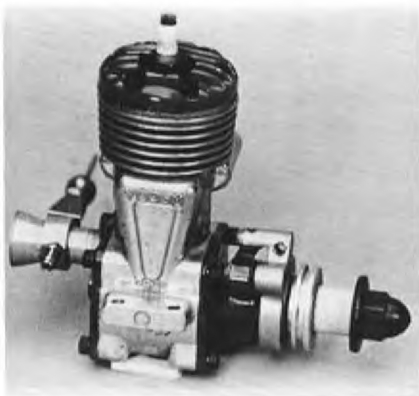
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"Spectre Gassy" built by Abe Gallas, SAM's F/F Rules Coordinator. The design is by Jerry Brofman and appeared in October 1942 Flying Aces Magazine.

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

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

Sal Taibi, President
4339 Conquista Ave.
Lakewood, CA 90713

Jack Bolton, Eastern VP
3433 Lyras St.
Oaktown, VA 22124

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

Jim Thomas, Rocky Mtn. VP
1050 Clarkson
Denver, CO 80218

Robert L. Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93455

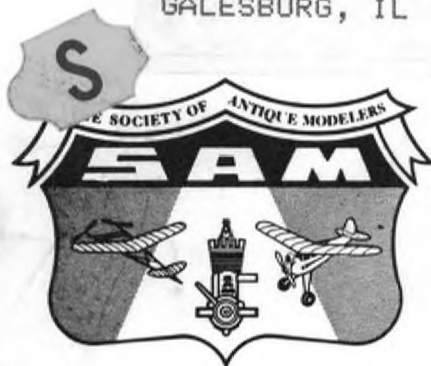
Robert Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, R/C Coordinator
233 Longview Dr.
Bayville, NJ 08721

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SAM SPEAKS

Official Publication of the Society of Antique Modelers

July - August 1988

Dedicated To Old Time Modelers Everywhere

Number 84

SAMS Editor Speaks by Jim Adams

The 22nd SAM Champs just run at Lawrenceville, Illinois, was without doubt the best and the biggest one yet. Sal Taibi and all the regulars were quoted as saying, "This was the most fun SAM Champs ever."

Bud Brown and his crew, Don Sachtjen, Rey Mazzoco, Buck Zehr, and Tom McCoy put on a great contest. They were backed up by Dorothy and Mike Granieri at the R/C tent and Ellen Brown and Sue Sachtjen at the Free Flight desk. Bob Larsh, mid-west VP, who tried to keep a low profile, but who was the guiding light for the contest crew, did a super job, even volunteering to help assemble the hundreds of big beautiful trophies given away at the SAM banquet.

This years SAM Champs was BIG. 207 contestants made over 1,000 entries. There were 760 F/F entries and 309 R/C entries. (Hey A.M.A. take a look at those numbers!) Some of the entry numbers read like this:

Entrants

.020 Replica	74
R/C 1/2a Texaco	64
Class A Fuselage	40
Class C Pylon	41
S'm Rubber Stick	53
L'g Rubber Cabin	53
Class A Pylon	50
Class B Fuselage	42
L'g Rubber Stick	47
S'm Rubber Cabin	50
Class B Pylon	45
H.L. Glider	47
R/C Texaco	46
R/C "C" Ignition	52
R/C "C" Glow	46

The incomplete report on the Champs from Bob Dodds shows that we ended up on the plus side of the ledger. This was not necessarily our goal, but this is just another indication that we had a BIG SAM Champs.

The Champs report shows:

Income From Entries	\$8,469.30
Expenses	
Trophies	\$2,865.00
Beanfeed	\$1,084.50
Banquet	\$2,329.00
Miscellaneous	<u>\$500.00</u>
Sub Total	<u>\$6,778.50</u>
Balance	<u>\$1,690.80</u>

The weather that had threatened to be over 100 degrees, turned out to be a real pussy cat. Light rains fell on the two days preceding the meet and several good showers fell on opening day, the end result was that we had lovely cloudless 85 degree weather for the rest of the week. Thermals were everywhere from 7am till quitting time every day. Two minute maxes were a sure thing, to miss a max you had to make your own mistake.

Last years F/F Grand Champ, Clarence Myerscough, was beaten by Canadian John Bortnak by one point. Clarence told me it all came down to a six (6) second engine run in class "B" cabin when he was going for his third max. A single grass seed was stuck in his K & B 29 needle valve... what luck!

Famous old time flyers were all over the place. Bob Edelstein, many time SAM competitor won 1st in the F/F Slag engine event. Joe Hervat old time hand launch glider designer was there, so was Donald J. Lockwood, famous twin pusher designer of the thirties. Donald entered his original 1929 winner (all refurbished in the twin pusher event). He also was entered in the compressed air event that had ten entrants this year. His assistant was Mr. Old timer himself, Jim Noonan. (Jim Noonan won first place in the compressed air event with a respectable time of 236.)

In the R/C area the Texans led by Joe Percy, Dick Huang, Doc Buice, Louis Faerman, M.R. Lipsey, Don McClusky, and Jim Reynolds. The Texans arrived in force with trailer loads of Lanzo Bombers, Playboys, and Shershaw cumulus's.

The West coast was represented by Ute Tileston, Ken Kullman, John Pond, Bill Bowen, Larry Jenno, Clarence Myerscough, John Sattler, Jim Adams, and Sal Taibi who were flying their share of Playboys, Kerswaps, Lancers, and Weathers westerners.

CONT. PG 2

1988

Official SAM Election Results

President	Jim Adams*	615
	Don Bekins	335
Rocky Mtn. V.P.	Bill Schmidt*	408
	Karl Brueggman	214
	Chas. W. Brannon Jr.	171
Western V.P.	Bob Angel*	812
Mid-West V.P.	Bob Larsh*	785
East Coast V.P.	Mike Granieri*	430
	Jack Bolton	426
Secretary/Treasurer	Bob Dodds*	909
Write in Votes	Buck Zehr	2
Void	12 Ballots	1

* Elected

CONT. FROM PAGE 1

The mid-west had a tremendous number of true old timers in the Free Flight and the R/C area. Art White and Chet Lanzo made a big showing at the winners table with their stable of Lanzo Bombers. Joe Elgin, famed designer of the Playboy, was there flying all sizes of Playboys in the R/C area.

The East coast was there in force with many old timers from up and down the eastern seaboard. I saw Joe Beshar, Larry Davidson, Mike Granieri, Art Peterse, Woody Woodman, Bill Brenchly, Walt Geary, David Acton, Jack Archibald, George Armstead, Bob Bissett, Mike Cook, Don Garofalow, Bob Langelius, Tom Lucas, Mike Moscow, Barney Onofri, Bert Pond, Ron Sharpton, Herb Wahl, Joe Wagner, and Martin Schindler. I am sure there were many others from the east coast that I missed, the list seemed endless.

Ken Hinton, our SAM 35 representative from England was there, but mostly as a spectator this year. Jack Warkins from Denver was there to represent the Rocky Mountain area and take home some R/C hardware. Bill and Marilyn Schmidt, the new Vice President and his wife from the Rocky Mountain area were there, but appeared to be mostly spectating this year. Bill was recovering from a case of tennis elbow that he got while shovelling snow.

Ben Cleveland, who lists Tullahoma as home base, won the coveted Ernie Shailor Trophy for high time in Class "B" Pylon, flying a Zipper powered by a Forster 29. Meredith Chamberlind, last months mystery modeler in SAM Speaks, won the Ohlsson 19/23 side port event flying his Twin Cyclone which he was holding in the picture on page three (3) of the May-June SAM Speaks.



Lisa Moment, 8 year old member of SAM, holding her rubber scale rearwin speedster

Smiling George Perryman, of Great Speckled Bird fame, won first place in large rubber stick and large rubber cabin. George was flying two of Chet Lanzo's 1940 designs. Krazy Karl Spielmaker pulled a real fast one on all the experts and took first place in the pre '37 Wakefield event. Flying against 26 hot dawg competitor including Joe Macay, Chet Lanzo, George Perryman, George Batuik, Ed Konefes, Ed Wallenhorst, and many others. Karl posted a time of 742 to walk away with the first place trophy.

The Ole' master, Sal Taibi, won Class "C" Cabin, flying his "Brooklyn Dodger", powered by an Ohlsson 33, with four (4) maxes and a 109 fifth flight, (as usual all done before 9:00am). In Free Flight Rubber Scale, Jim O'Reilly, flying a Lanzo Puss Moth, won first against 34 entrants. A close look at the results shows that Lisa Moment, SAM's youngest member placed 17th in the same event with a respectable time of 29 seconds, flying her Earl Stahl designed Rearwin Speedster.

Sand bagging, Jim Adams, took O/T Gas Scale again for the umpteenth time, flying his aging Fokker D-8, that was designed by Earl Stahl. After knocking the bumper off a Chevy van that got in it's way on the first flight, the Fokker posted a 3 1/2 and 5 1/2 minute flight in the rain on Tuesday morning. Jim has promised to retire the Fokker that has been coming to the Champs for 22 years. Ed Mate, old timer from Chicago, won first in the new event this year, Small rubber Stick, flying what else?, a Gollywock.

Ute Tileston was the big winner in Radio Control this year. His new "Lancers" and Weathers "Westerners" were beautifully trimmed-out and performed flawlessly. Only his 1/2a Texaco entry seemed to be giving him trouble this time. Ute took home the Grand Championship trophy and his buddy Ken Kullman took home the Roberts R/C trophy for High Time.

Joe Beshar was there flying his "Fox" in Class A gas and was entered in many of the R/C events. Woody Woodman was there flying his two hot R/C ships named Red Chief and White Chief. Walt Geary, also from the New Jersey area, was flying a beautiful Clipper, trimmed in the original red and blue colors called out on the Comet plans.

Well this reporter could go on and on remembering all the gorgeous sights and sounds of the four days at Lawrenceville, just let me close by saying you should have been there. It was the greatest!

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MINUTES
SAM Business Meeting
July 20, 1988
Vincennes, Indiana

The annual business meeting of SAM was called to order by outgoing President Sal Taibi at 7:00pm on July 20, 1988, at Vincennes, Indiana. Fifty-six members were present.

The Treasurer's Report was read. There is a balance of \$24,216 in the treasury. This is after \$3,100 was deducted for the 1988 SAM Champs.

The expected expenses of the 1988 SAM Champs.

Carl Hatrack was called to announce the results of the recent SAM election. the results were as follows:

President	Jim Adams	615
	Don Bekins	335
Rocky Mtn. V.P.	Bill Schmidt	408
	Karl Brueggman	214
	Chas. W. Brannon, Jr.	171
Western V.P.	Bob Angel	812
Mid-West V.P.	Bob Larsh	785
East Coast V.P.	Mike Granieri	430
	Jack Bolton	426
Secretary-Treasurer	Bob Dodds	909
Write-In Votes	Buck Zehr	2
	Karl Spielmaker	1

12 ballots were void because of no name.

Carl Hatrack then read the names of the SAM members who died during the past year. They are:

Ray Booth	England
Darrel Martin	California
Paul Carrion	Tornace, CA
Lee Norcross	Hawthorne, CA
Joan & Paul Matt	California
Kelso Barnett	Universale City, TX
Otto Gunnesch	Saline, MI
Woody Gregory	California
Fred Hamlin	
Loren Williams	California
F. L. Swaney	Colusa, CA
Pete Vacco	California
Dave Richie	Hatfield, PA
Lucky Moody	California
Omar Marsden	
Ed Morrison	Connecticut
Joe Haught	Casper, WY
Merl Shammo	Florida
Bill Biggs	Andover, NJ
Hugo Bixio	Texas
William B. Richards	Santa Rosa, CA
Claude Ditto	Michigan

Sal Taibi expressed his gratitude for being allowed to serve as President of SAM for the past four years and turned the meeting over to the new President, Jim Adams.

Jim Adams thanked the members for voting for him and introduced the new officers, Bill Schmidt, Rocky Mtn. V.P., and Mike Granieri, East Coast V.P.

A motion was made and seconded to approve the minutes of last year's meeting as published in SAM Speaks. The motion passed unanimously.

President Adams introduced Woody Woodman who is in charge of assigning numbers and sending certificates to new SAM Chapters. Woody reported that there are a total of 77 SAM Chapters. We have 10 new chapters since July of 1986. SAM now has chapters in Italy, England, New Zealand, France, Canada, and Australia. There may be a new chapter in Austria soon.

The following SAM Speaks Expense Report was then given by Jim Adams:

<u>Item</u>	<u>Cost</u>
Printing	\$9,097.00
Postage**	\$2,070.02
Labeling & Handling (This includes bulk postage on the 3 issues in 1988, U.S. & Canadian postage)	\$1,793.00
Typing	\$555.00
Telephone	\$231.75
Miscellaneous Stationery Supplies	\$60.37
Photo Shop Supplies	\$60.32
Computer Labels (1 time)	\$19.62
U.P.S. (Shipping Copies to Trade shows)	\$31.61
Income Generated by Advertising	-\$462.50
	<u>\$13,424.58</u>

** Included in this item was \$345 for prepaid postcards used as ballots in the officers' election.

President Adams read a report received from Secretary-Treasurer Bob Dodds. There are approximately 2,800 members (word wide) in SAM now. In the U.S. last year the membership was up 226 members and down 205 members for an increase of 21 members. There are 257 Life Members. The anticipated income for 1989 is \$18,200 including overseas income and SAM Speaks.

A new system for collecting dues will be discussed in the Executive Meeting. The proposal is to send a bill for dues to all members each December.

Bob Larsh, who is the newly appointed Chairman of the committee to approve model designs for SAM competition, gave the following report. All proposed designs, along with proper documentation, should be sent direct to Bob Larsh. He will then prepare a portfolio on the design and all the details from the submitter. This portfolio will be sent to each member of the Executive Committee for review. The design will then be voted on by members of the Executive Committee. A current list of designs that have been approved for use in SAM events will be published by the end of the year. Thanks was extended to George Armstead for providing information for the list of SAM approved designs.

John Pond has been appointed to the honorary position as the SAM Historian. John will serve as a member of the design approval committee.

CONT. ON PG. 4

BUSINESS MTG CONT.

New Business: John Sattler, SAM 41, San Diego, asked about the West Coast SAM Champs. John Pond reported that 143 contestants participated representing Washington, Oregon, Idaho, Utah, Texas, Arizona, and California. The field was changed from the original site.

John Pond reported that the 1989 International SAM Champs will tentatively be held June 11-16, 1989, at Stead A.F.B. in Reno, Nevada. John is expecting 35 members from England and 12 from Australia to attend the '89 Champs.

Final dates, accommodations, etc., should be finalized in about two months and will be announced in SAM Speaks.

Carl Hatrack asked what to do with the old ballots from up to six years ago. A motion was made and seconded that all ballots be destroyed after six months. Motion carried.

There is the possibility that the 1990 SAM Champs will be held at Pensacola, Florida, but nothing is firm. East Coast Vice President, Mike Granieri, is working on this.

Larry Fair brought up the subject of having the SAM Champs during a cooler time of the year. Discussion followed.

A motion was made and seconded to adjourn the meeting. Motion carried.



Hans Ochsner with his gorgeous Brooklyn Dodger powered by Forster 29.

Eastern States Contest Coordinator

Mike Granieri has volunteered to act as the Eastern States Old Timer contest date coordinator.

It is important that contest directors register with him before finalizing dates of a contest to avoid conflicts and consequently reduce participation in your meets. Mike can be reached at:

Dryden Road
Box 78
Pottersville, NJ 07974
201/439-2933

Lawrenceville**Unlimited Old Timer Fly Off by Joe Macay**

It was decided to hold the Unlimited Fly Off on Wednesday, July 20th, at 7:00am. It was raining so hard that you couldn't see the end of the runway. The contestants started showing up at that time and it was mutually agreed to wait for a break in the weather.

Seven contestants showed up and when the weather broke around 7:30am we decided to have the 15 minute window from 7:50am to 8:05am. I asked one of the spectators to be the official timekeeper, which he agreed to do.

There was a slight drizzle when Joe Macay launched first, followed by Bud Brown (who spun in) and Bob Watson. Perryman followed.

Time was running out and with four (4) seconds to go, Ed Wallenhorst launched his free-wheeling model into a real nice soft thermal. The flight was in full sight of all the contestants and when the model came down behind a tree line bordering the field, Ed had an amazing 10 minute 38 second flight; which entitled him to first place. In jest, George Perryman said that Ed had an unfair advantage over the fellows that used folding props, because Ed's prop never did stop running.

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SAM is indebted to the following manufacturers and individuals for their generous support of the 1988 SAM Champs.

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SIG Manufacturing Company
Peck-Polymers
Model Airplane News
Indy R/C
Mr. Hans Ochsner



1940 Scientific "Yellow Bird", flown in Small Rubber Cabin by Don Garofalow, Teaneck, NJ.

Editor's Note: This is a report from Friedhelm Mink, our SAM 85 correspondent on their annual Old Time Glider event, held at the world famous glider site, The Wasserkuppe.

4th Horst Winkler Gedachnistreffen on the Wasserkuppe/Rhon From June 16th - 19th, 1988

Many aeromodelers from all parts of Western-Germany, Austria, and Switzerland followed the invitation of the Antik Modellflugfreunde Deutschland e.V./SAM 85 to join the annual meeting on the Wasserkuppe/Rhon. In 1930 Horst Winkler from D-Berlin won the challenge trophy of the "Deutscher Luftsportverband" with his famous sailplane "Grosser Winkler" (plainfuselage). He had tremendous influence on the development and the building of efficient model-sailplanes in his time. (Built only of materials which came from Germany, pine and plywood.)

The AMD e.V./SAM 85 members and their guests showed a variety of reproductions of model-sailplanes from the history of aeromodeling from the turn of the century up to 1955. Each model was built from German materials and was radio controlled.

In the "AM" Antique model sailplanes category there were replicas such as: Baby, Strolch, Hast, Rhon and Sperber.

In the "FM" category aeroplanes (sailplanes) there were scale and semi-scale models of famous sailplanes of those times built only in wood just as: Rhonbussard, Grunau Baby, Habicht and a Rhonsperber which was started by Rubber rope just as the original. And while the antique model-sailplanes were flying, a replica of an original "Habicht" was launched by Jodel Robin and showed what is possible with such an aeroplane.

We arranged some comparison flights (small easy competitions) but we had enough time to talk and examine the antique models. Three of the best known constructors; Rudolf Salzmann from Austria (Austria Meise) and from Germany Erwin Tummler (ETB models sold by Graupner) and the 79 year old Hans Wechler (Sperber) were present. Hans Wechler was able to watch a 15 year old pupil with his excellently built Wechler-Sperber, display an elegant flight. Hans Wechler was obviously impressed.

The 4th Horst Winkler Gedachnistreffen was held under auspices of the president of the Fulda district, Mr. Fritz Kramer, who also is the president of the "Society for the promotion of gliders on the Wasserkuppe e.V." He was very happy with the presence of the Antique aeromodels, and lead the presentation ceremonies.

First prize for the category "FM" aeroplanes was a challenge cup founded by the "Pilotenunion Wasserkuppe e.V." together with a construction set. The winner was Rainer Nocht/D-Kassel (member). He won the cup by excellent flights with his beautiful "Mu 13e Bergfalke". The cup is a beautiful trophy, an imitation of the "Ikarus".

The challenger cup of the "AM" category: Antique model sailplanes was founded by the AMD e.V./SAM 85. Additional prizes were provided by the "Pilotenunion Wasserkuppe e.V.". This prize was won by Hans Antoni/A-Wien. It is pleasing to know that the interests of the Antique aeromodelers on the Wasserkuppe are now represented by the "Pilotenunion Wasserkuppe e.V." and the "Society of the promotion of the glider on the Wasserkuppe e.V.". This was not always a matter of course. For all the aeromodelers and antique enthusiasts, the days on the Wasserkuppe were very eventful. Our guests from Austria and Switzerland also confirmed this.

We hope at the "5th Horst Winkler Gedachnistreffen from June 16th thru 19th, 1989, we can welcome many aeromodelers from Germany and the neighboring countries (SAM-friends) again.

Contact address:

Friedhelm Mink, 1. Chairman
Im Wiesengrund 9
D-5778 Meschede 12
Tel.: D-02934/450 in German



Some of the Old Timer sailplanes and the spectators at the annual (SAM 85) Horst Winkler R/C Glider Meet held on the Wasserkuppe/Rhon site this year.



Karl Speilmaker tunes his Slag Engine in his 5th place winning, "Mercury Bullet".

Easy Built Models by Al Wale (Reprinted from SAM 86 Speaks)

During a recent visit to the Niagara Peninsula area I took advantage of some free time to visit Don and Ron Wilson, the proprietors of Easy Built Models. I had first met them about three or four years ago at Don's home in Grimsby, Ontario. They had set up shop at that time in Don's basement and were producing some of the first Easy Built models in decades. These kits had disappeared from shops around the mid-fifties. The present Easy Built line includes kits from the old Model Craft and several other kit lines which the Wilsons had acquired when they bought out the old Easy Built line around 1974. At the time of our first meeting they had just opened up the U.S. market a short time before, and were beginning to think that there might be some prospects for being in the kit manufacturing business full time. Ron thought that if they could market 20,000 kits a year they could make a living out of it.

They had set up a warehouse in Buffalo, New York, to help the distribution and acquisition of bits for their kit requirements. Soon after they opened up a small factory at 15 Ontario Street in Grimsby. I had not been able to meet with them there on previous trips and expected to see them there still. Luckily I called ahead to ensure they would be in, and found that they were now located in a much larger plant in an industrial park in Beamsville, a small town further east of Grimsby. They had gone from 1,800 sq. ft. in Grimsby to 6,000 sq. ft. in their new quarters. Also, they are planning a 1,500 sq. ft. addition to their end-unit factory. This addition will be for office space leaving the present factory area free for kit making, wood cutting, and all the other enterprises the company is into now.

The business is now definitely a full-time venture employing seven persons and manufacturing about 35,000 kits annually at present. The market has spread considerably, particularly into Japan, and it is possible that demand may increase to between 50,000 and 75,000 kits per year. Much of this potential is probably due to the variety of kits and sizes now marketed by Easy Built. Some models are unique, e.g. the 38" stick and tissue Lancaster bomber and the 54" Catalina flying boat. Still others are produced for different uses, like the 50" Stinson Voyager which has a rubber-powered free-flight form and an electric-powered R/C adaptation. Most of the line is reproduced from the old dies and is authentic vintage or old timer material. I saw an order from Simpson's for 1942 (I think) proving the age of most of the line. New models are also being produced, e.g. a 57" electric R/C Beaver, some swept-wing jet fighters for Jetex power, some indoor rubber-powered types designed by Ken Groves and some true-to-scale historic models such as the Wright Flyer and the Silver Dart. The Wilsons have also been pushing electric powered flying in a big way and are Canadian distributors for an extensive line of electric power units.

Plans for extending the line further continue to unfold. They are soon to produce a booklet of about 40 plans for a lot of the old-time solid scale models. They are not thinking of producing kits, but just thought that there might be some interest in such models still alive out there. They are the only manufacturers I know of who are producing quality display models in stick and tissue. Ron told me that the kit makers, still in business today, find things easier when they cooperate with one another on production matters. Hence, Easy Built produces some materials for

Guillows, and also cuts balsa for Micro Models among other things. I think I was most impressed by their success in Japan where the Easy Built Model Fliers Association of Tokyo Japan, who fly only the big rubber-scale models, are a good example of Easy Built's popularity. That club had sent over many good colour photos of their activities, and it is evident that they are getting good performances and enjoying it also.

Earlier it was Ron who did all the building while Don looked after the kitting and sales work. I was surprised to learn that Don, too, now is very much involved in building models for sales display purposes. They are very busy due to their current levels of sales and demand and often work seven days a week at this business. Don said that they still try to schedule one evening a week for model building. The number of models on display in their factory are evidence that they finish a lot of what they start. A great deal of time in particular went into trips to aeronautical museums to measure the Silver Dart, etc., for the designing and other jobs necessary to produce a kit model. Their prototype models are excellent!



Joe Wagner and daughter Loren. The model is a Cleveland Norseman.

In earlier times they sold sets of the old Easy Built and Model Craft and other companies' plans. I purchased a set of 125 or so plans a few years back when I also got the reduced size plan of the 1942 Model Craft Commando. I had hoped to be able to acquire a plan for the 57" Beaver, which they are now kitting, especially after I saw one almost complete in their workshop. Well, it didn't work out. The brothers decided some time ago that they were in the kit business now, and do not sell plans separately any more. They also have revised their plans and no longer provide full details of all shaped parts as they used to. Fair enough, I guess. They are working damned hard and deserve to earn a living from their efforts. I for one am equally happy to see their revered products back on the hobby shop shelves and do not begrudge them the right to enjoy a living from the business.

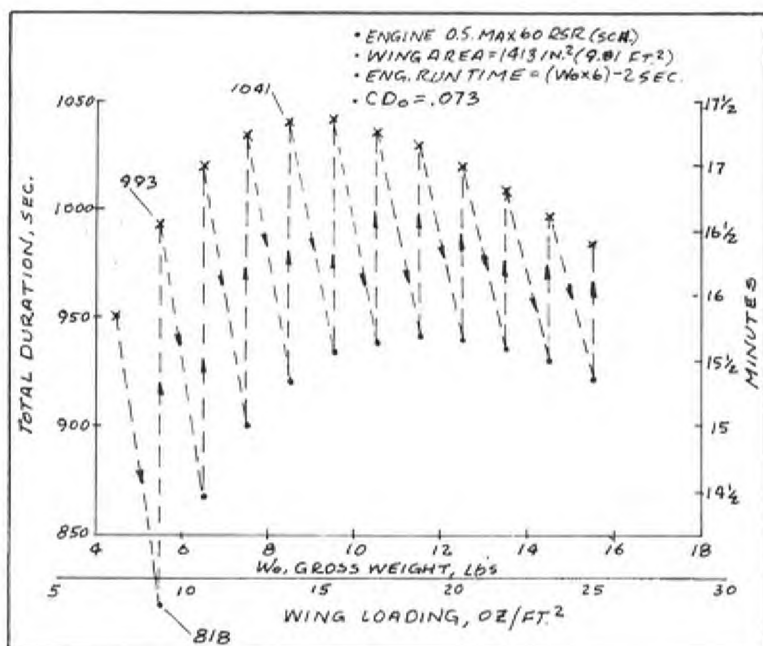
To Don and Ron I owe a special Thank-You for taking so much time out of their busy work day to show me around and talk model airplanes. I hope there will be another time, also, as I enjoyed the tour and conversation immensely. Best of luck and success with your business!

A Case for the Wing Loading Rule Change by Dick Huang - SAM 1477

In the process of changing my SAM models to the new 10oz/ft² wing loading rule (was 8 oz/ft.²) something interesting was discovered about total duration. The results are presented for the Sheresshaw Cumulus in the figure where total duration (engine run time plus glide time) is plotted against model gross weight and wing loading. The saw-tooth shaped curve is the result of six second engine run time increments for every pound of aircraft with step-functions occurring at every 1/2 pound. For example, at 5.49 lbs. the schneurle engine is allowed 30 seconds of run time (6 sec. per lb.) but at 5.50 lbs. the engine run time is 36 seconds where 5-1/2 lbs. is rounded to 6 lbs. This is shown on the curve where the estimated total duration at 5.49 lbs. is 818 seconds while the total duration is 993 seconds at 5.50 lbs. Since the wing loading or gross weight between 5.49 and 5.50 lbs. is basically equal, the aircraft sink speed is same. The extra six seconds of engine run time has provided almost 3 more minutes of duration due to the higher altitude gained.

Notice at 5-1/2 lbs. the Cumulus has a wing loading of 9 oz./ft.² which was what the Cumulus weighed before the rule change. I was working to add ballast to bring it to 10 oz./ft.² or about 6.1 lbs. gross weight thinking that the performance would go down from 993 seconds, and it did. Down to about 910 seconds. But, I wondered what would the performance be at 6-1/2 pounds? To my surprise it increased to 1020 seconds. It is known that weight increase causes the climb speed to decrease and the sink speed to increase (both bad on total duration) but, where does the six second run time no longer benefit the duration? The calculations were carried to a gross weight of 15-1/2 lbs. (25 oz./ft.², 96 sec. run time) and the duration is still about 985 seconds; the peak duration of 1041 seconds occurs at 8-1/2 lbs. (13.8 oz./ft.², 54 sec. run time). These data assume calm air and does not account for the weight increase due to added fuel, so the real peak may be at a lesser wing loading than shown.

Cumulus Performance



I am not recommending that we should all build 14 oz/ft² dogs, but the SAM wing loading rule change did result in a longer flight time for the Antique event if you add ballast to exceed slightly the 1/2 pound increment up to 8-1/2 lbs. for the cumulus. Of course, this was true before the rule change but I was not aware of it!

Each engine/aircraft combination will have its own peak performance weight in the Antique event so do your calculation or testing to find the optimum. Unfortunately, the same results cannot be expected for the other O/T events because the engine run time is constant for a given type engine.

EDITOR'S NOTE: The rationale for the 10 oz. wing loading was it would cut down on the number of max flights. It seems we went the wrong direction with the 10 oz. wing loading, at least as far as Antique "C" Class is concerned. Could it be we should have stayed at the 8 oz. wing loading for this class instead of going to 10 oz. wing loading??? Dick submitted this to your editor before the 1988 SAM Champs, then went to the SAM Champs and proved this by getting 3 maxs with his Cumulus, then winning the fly off rather handily... Our Thanks to Dick for the research involved in this article...

(Reprinted from SAM 29 Newsletter the "Planesman" by Editor Joe Percy.)



Ralph Turner, Avon, OH, shows off his very lovely R/C "M.G."



Walt Geary, New Jersey, poses with his beautiful red and blue R/C Comet Clipper.

**1988 SAM Champs
Lawrenceville, IL
Radio Control Results**

C.D. Buck Zehr

R/C Grand Champion: Ute Tileston

Contestant Model Score Engine

Radio Control 1/2 A Texaco - 64 Entries:

Davidson, Larry	Playboy Jr	1800	Cox Black Widow
Warkins, Jack M.	Bayridge Mike	1711	Cox Black Widow
Robinette, David	Bomber	1688	.049 (??)
Langelius, Robert	Miss America	1676	Cox Black Widow
McClusky, Don	California Chief	1632	Cox QRC
Kullman, Ken	Sailplane	1570	
Walter, Robert J.	Bomber	1532	
Shifko, John J.	Kerswap	1485	
Jordan, Si	Challenger	1440	
Lipsey Jr., M.R.	Quaker	1434	

Radio Control Texaco - 46 Entries:

Kullman, Ken	Bomber	2230	OS FS 61
White, Arthur F.	Bomber	1829	OS FS 60
Lanzo, Chet	Bomber	1816	Super Cyke
Hopkins, Kenneth	Hopalong	1754	OS 25 F ABC
Geary, Walt	Bomber	1450	Anderson 61
Mulholland, Fred	????	1296	
Williams, Tom	Dallaire	1284	
Jordan, Si	Lanzo's R/C Gas Model		
Percy, Joe	Bomber	1146	
Latowski, Lawrence R.	Powerhouse	1144	

Radio Control Class "A" Ignition - 19 Entries:

White, Arthur F.	Bomber	1260	Elfin 15
Phelps, Jack M.	Bomber	1253	Arden 19
Kullman, Ken	Bomber	1120	Elfin 2.49
Percy, Joe	Sailplane	1103	Elfin 2.49
Pond, John	Playboy C	990	Elfin Diesel
Huang, Dick	Playboy S	986	
Walter, Robert J.	Bomber	958	
Jenno, Larry	Gas Bird	862	
Geary, Walt	Cabruler	477	

Radio Control Class "C" Ignition - 52 Entries

Percy, Joe	Bomber	1712	O&R 60
Tileston, J. Ute	Westerner	1647	Anderson
Faerman, Louis	Intercept	1481	?????
Huang, Dick	Playboy S	1198	Anderson Spit.
Jenno, Larry	Kerswap 2	1035	Edco Skydevil
White, Arthur F.	Bomber	1020	
Lanzo, Chet	Bomber	1011	
Jordan, Si	Lanzo's R	1002	
Davenport, Jim	Playboy	970	
Hartung, Walter T.	Privateer	864	

Radio Control Pure Antique - 22 Entries

Tileston, J. Ute	Westerner	1606	Anderson
Geary, Walt	Bomber	1537	Anderson 61
Jordan, Si	Lanzo's R/C Gas Model	1518	Orwick 64
Walter, Robert J.	RC-1	1365	OHL. 60
Lanzo, Chet	Bomber	1343	Supercyke
Lipsey Jr. M.R.	Dallaire	1224	
Hartung, Walter T.	Privateer	1036	
Latowski, Lawrence R.	Powerhouse	775	

Radio Control Class "B" Glow - 23 Entries

Percy, Joe	Bomber	1260	ST 29
Tileston, J. Ute	Scorpion	1186	K&B 3.5
Turner, Ralph	MG-2	1166	K&B 4.9
White, Arthur F.	Bomber	1157	K&B 3.5
Peterse, Arthur	Swoose	1149	K&B 29
Mulholland, Fred	Bomber	1135	
Huang, Dick	Playboy SR	1130	
Thomas, Eddie	???	972	
Hopkins, Kenneth	Bomber	965	
Robinette, David	Bomber	834	

Radio Control Class "A" Glow - 26 Entries

Tileston, J. Ute	Scorpion	1146	K&B 3.25
Thomas, Eddie	Bomber	1118	ST 23
Geary, Walt	Playboy Jr.	1105	OS 15 III R/C
White, Arthur F.	Bomber	1069	K&B 3.25
Elgin, Joseph	Baby Playboy	1069	K&B 19
Williams, Tom	Playboy	1068	
Wolfe, Ted	???	843	
Huang, Dick	Playboy SR	795	
Percy, Joe	Bomber	758	
Shifko, John J.	Alert	725	

Radio Control Class "C" Glow - 46 Entries

Turner, Ralph	MG-2	1746	K&B 6.5
Peterse, Arthur	Swoose	1514	K&B 35
Tileston, J. Ute	Lancer	1148	OS 40
White, Arthur F.	Bomber	1100	K&B
Percy, Joe	Bomber	1082	ST 35
Lanzo, Chet	Bomber	1070	
Latowski, Lawrence R.	Buzzard Bombshell	1061	
Williams, Tom	Playboy	1046	
Huang, Dick	Playboy Sr.	954	
Grier, Al	Kerswap	840	

Radio Control .05 Electric - 11 Entries

Thomas, Eddie	Bomber	1073	Astroflite Cobalt
Geary, Walt	Bomber	996	Astro .05
Johannes, Robert P.	?????	840	????
Hill, Chas.	Playboy	764	
Pond, John	Playboy Cabin	743	
Lipsey Jr., M.R.	Playboy	723	
Brace, Richard	Bomber	653	

Radio Control Antique "C" - 22 Entries

Huang, Dick	Shereshaw Cumulus	2314	OS 60 FSR
Grier, Al	Gas Bird	2285	Rossi 61
Percy, Joe	RC-1	2174	ST 60
Kullman, Ken	Bomber	1651	ST 60
Turner, Ralph	MG-2ER	1618	Rossi 60
Peterse, Arthur	Dallaire Sportster	1467	
Mulholland, Fred	????	1461	
White, Arthur F.	Bomber	1439	
Williams, Tom	???	999	
Robinette, David	Bomber	847	

Radio Control Class "B" Ignition - 24 Entries

Geary, Walt	Zipper	1088	Ohlson 29
Percy, Joe	Bomber	1074	O&R 23
Jordan, Si	Playboy Cabin	1029	Foster 29
Juang, Dick	Kerswap	1004	Torp 29
Jenno, Larry	Kerswap 1.5X	896	Torp 29
White, Arthur F.	Bomber	849	
Walter, Robert J.	Bomber	748	
Pond, John	Playboy Jr.	623	
Tileston, J. Ute	Lancer	398	
Kullman, Ken	Dodger	194	

1988 Lawrenceville SAM Champs



Ute Tileston was the big winner in Radio Control this year. His new "Lancers" and Weathers "Westerners" were beautifully trimmed-out and performed flawlessly.



Larry Jenno, maker of the K&B 29 replicas, with his very good flying "Kerswap". Larry now hails from Las Vegas, Nevada.



Comet Sailplane flown in R/C by Larry Davidson from East Northport, NY.



Very nice R/C Bomber, snapped in the R/C pits, was flown by Ken Kullman, SAM 51, California.



Ehling 8' gas model powered by an Atwood Champion. The modeler is George Murphy, Schenectady, NY.



Eric Clutton, Tullahoma, TN, with his Class "C" "Red Zepher" powered by big P.A.W. diesel.

**1988 SAM Champs
Lawrenceville, IL
Free Flight Results**

C.D. Rey Mazzoco

Free Flight Grand Champion: John Bortnak

Contestant Model Score Engine

Free Flight .020 Replica - 74 Entries

Anderson, Kevin	Interceptor	600	
Wicks, Gene	Interceptor	572	
Robbins, Gilbert	Interceptor	514	
Shifko, John J.	Ranger	408	
Hale, Bill	FOO2U2	360	
Kurth, Warren	Playboy Sr.	360	
Gourdon, Robert H.	Strato Streak	336	
Sharpton, Ron	FOO2U2	330	
Taibi, Sal	Playboy	327	
Batiuk sr., George	FOO2U2	324	

Free Flight 30 Second Antique - 33 Entries

Post, Mitch	Comet Clipper	548	Orwick 64
Bissett, Robert	Rambler	358	O&R60
Wahl, Herb	Comet Clipper MK1	347	Bunch 45
Myerscough, Clarence	Tambe	334	Torp 29
Murphy, George	Ehling	324	Atwood
Edlestein, Bob	Clipper	322	
Armstead Jr., George B	Rambler/Flamingo	310	
Jordan, Wm. Emer	Clipper MK1	307	
Walston, Jim	Scram	288	
Ochsner, Hans	Kloud King	285	

Free Flight Pre '37 Wakefield - 26 Entries

Spielmaker, Karl	Duplex	742	
Macay, Joseph R.	C. Rushbrook's Wake	697	
Wallenhorst, Ed	Lanzo duplex	517	
Tompson, Richard	Wriston Diamond	491	
Hermanek, Charles	Bob Jeffrey	359	
McCoy, Tom	Duplex	354	
Konefes, Ed	Albert Duplex	348	
Moulton, Robert	Lanz Duplex	336	
Cochran, Gilbert	36 Copeland	315	
Moskow, Mike	Light '35	305	

Free Flight Twin Pusher - 25 Entrants

Wallenhorst, Ed	Simmers	1st	
Moulton, Robert	Zaic Stremliner	2nd	
Kurth, Otto	Simmers '36	3rd	
Ochsner, Hans	Ruggeri		
Bell, William W.	Burnham		
Perryman, George	Burnham		
Noonan, Jim	Burnham		
Tisinai, Jack	Burnham		
Banaszak, Tim	Burnham		
Brace, richard	Carl Schmaedig		



Contestant Model Score Engine

Free Flight Compressed Air - 10 Entrants

Noonan, Jim	Noonan	236	
Spielmaker, Karl			
WWII Target Drowne	107		
Pond, Bert	Bottle Baby	73	
Konefes, Ed	Homebuilt	53	
Italiano, Anthony J.	Original	7	
McCoy, Tom	King air		
Tisihai, Jack	????		
Wagner, Joe	Awkward Auk		
Banaszak, Tim	Q2 Dione		
Lockwood, Donald J.	Nats Winner '87		

Free Flight FF Class "A" Fuslage - 40 Entrants

Myerscough, Clarence	Spearhead Jr.	360	Elfin
O'Reilly, Jim	Answer/Cabruler	331	Bantom 19/OS 15
Edlestein, Bob	Solong	319	Arden 19
Robinson, James	Cabruler	316	Bantom 19
Bartelt, Woody	Hayseed	302	Bantom 19
Jordan, Wm. Elmer	Coronet	264	
Walston, Ji	Cabruler	240	
Bortnak, John	Solong A	218	
Betz, cliff	Cab Ruler	172	
Cleveland, Ben	Solong	165	

Free Flight FF Class "C" Pylon - 41 Entrants

Walston, Jim	Playboy Sr.	559	Atwood 60
Bortnak, John	Wasp	456	Max 35
Myerscough, Clarence	Playboy	360	OS 40
Ochsner, Hans	Gas Champ	342	O&R 60 SP
Murphy, George	New Ruler	337	O&R
Larsh, Bob	Wasp	323	
Lucas, Tom	Playboy 80	282	
Betz, Cliff	Alert	120	
Robinson, James	Alert	83	
Coffin, Jim	Zipper	42	

Free Flight FF SLAG - 12 Entrants

Edlestein, Bob	Ranger	251	Rogers 35
Shifko, John	Ranger	8	Rogers
Oschner, Hans	OOS	223	Rogers 29*
Murphy, Harry	Ranger	180	Rogers 29*
Spielmaker, Karl	Mercury Bullet	143	Rogers*
Walston, Jim	Thermal Thumber	26	Thor*

* Third place flown for on floowing day. Only two scores on Wednesday

Free Flight Gas Scale - 10 Entrants

Adams, Jim	Fokker D-8	526	Frog 2.49
Hale, Bill	Interstate Cadet	297	.049
Moskow, Mike	Fokker D-VII	99	????
Bortnak, John	Skyfarer	79	
Weisenbach, Warren	Ramsey Bathtub	21	

Free Flight Small Rubber Stick - 53 Entrants

Mate, Ed	Golywok	359	
Tisinai, Jack	Kralak????	352	
Macay, Joseph R.	A. Cassono's Champion	352	
Red, don	Gollywok	343	
Konefes, Ed	Homesick Angel	339	
Strauss, Ben	Gollywok	332	
O'Reilly, Jim	BBT Stratometer	330	
Bortnak, John	Gollywok	326	
Andrews, Jean F.	Rocket/Gollywok	299	
Hermanek, Charles	HomesickAngel'sTwin	272	

<u>Contestant</u>	<u>Model</u>	<u>Score</u>	<u>Engine</u>
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Free Flight Large Rubber Cabin - 53 Entrants

Perryman, George	Lanzo '40	1080
Bissett, Robert	Nelder Wake/Johnson MO	490
Watson, Bob	Lanzo	466
Batiuk Sr., George	Lanzo Cabin	448
DeWitt, les	Bob Chatelain Wake	345
McCoy, Tom	Korda Dethermalizer	338
Wood, Lloyd A.	Hi-Ho	269
Konefes, Ed	Dethermalizer	263
Campbell, Lee F.	Comet Gull	262
Uithoven, richard	36 Stout Winner	256

Free Flight Class "A" Pylon - 50 Entrants

Walston, Jim	Strato Streak 52	661	Elfin 15
Kane, Wayne R.	Playboy Jr.	561	Arden 19
Bortnak, John	Strato Streak 52	447	Max 15
Edlestein, Rob	Interceptor	360	Arden 19
Beshar, Joe	???	342	Bantam 19
Willis, Lary	Kerswap	332	
Hale, Bill	Kerswap	321	
Jordan, Wm. Elmer	Interceptor	319	
Acton, David	Strato Streak 52	287	
Bartelt, Woody	Strato Streak 52	285	

Free Flight Class "B" Fuselage - 42 Entrants

Bartelt, Woody	Hayseek	570	O&R 23
Murphy, Harry	Dodger	420	O&R 23
Bortnak, John	Solong B	405	O&R 29
Myerscough, Clarence	Dodger	355	OS 25
O'Reilly, Jim	Pacer	343	Torp 29
Adams, Jim	Cruisair	330	
Edlestein, Bob	Solong	324	
Ochsner, Hans	Dodger	316	
Taibi, Sal	Dodger	308	
Walston, Jim	Dodger	301	

Free Flight Large Rubber Stick - 47 Entrants

Perryman, George	Lanzo '40	1070
Bissett, Robert	Heller's Mulvihill	928
Konefes, Ed	Lanzo	917
Cleveland, Ben	Climber	847
Wallenhorst, Ed	40 Record Stick	609
Macay, Joseph R.	Stickler	540
O'Reilly, Jim	Lamb Climber	513
Hall, Dick	Lanzo Stick	463
Odum, Lewis E.	Lamb Climber	442
Tompson, Richard	Lanzo Stick	355

Free Flight Ohlsson Sideport 19/23 Cabin - 27 Entrants

Chamberlain, Meredith	Twin Cyclone	353
Spielmaker, Karl	Solong	344
Armstead Jr., George B.	Solong	326
Bortnak, John	Solong A	298
Taibi, Sal	Dodger	275
Ochsner, Hans	Comet	262
Edlestein, Bob	Solong	259
Robinson, James	Twin Cyclone	236
Basta, Matt	Brigadier	199
Vincent, Keith	Spook	129

Perpetual Trophy Winners

CONT. ON PG. 15

Free Flight Small Rubber Cabin - 50 Entrants

Bortnak, John	Dynamoe	540
Tisinai, Jack	Wriston Diamond	353
Timmons Jr., Russ	Miss Canada Sr.	339
Konefes, Ed	Crusader	339
Perryman, George	Jabberwock	332
Batiuk Sr., George	Dietrich Convertible	328
Sharpton, Ron	Miss Canada Sr.	327
Strauss, Ben	Thermal Hunter	265
Macay, Joseph R.	Altimiter	240
Hermanek, Charles	Jabberwock	238

Free Flight Class "B" Pylon - 45 Entrants

Cleveland, Ben	Zipper	528	Forster
Bartelt, Woody	Alert	472	Torp 29
Mate, Ed	Ranger	352	O&R 23
Hall, Dick	Wasp	351	O&R 29
Myerscough, Clarence	Zipper	350	OS 25
Edlestein, Bob	Alert	332	
Betz, Cliff	Stormer	321	
Scott Jr., Guy R.	Alert	321	
Robinson, James	Alert	315	
Hartmangruber, E.J.	Playboy Jr.	299	

Free Flight Class "C" Fuselage - 40 Entrants

Taibi, Sal	Dodger	589	Ohlsson 33
Myerscough, Clarence	Playboy	471	OS 40
Lucas, Tom	Playboy Cabin 80	465	Atwood 60
Betz, Cliff	Dodger	343	Forster 305
Armstead Jr., George B.	Bombshell	338	O&R 60
Walston, Jjim	Playboy Cabin	333	
Adams, Jim	Playboy Cabin	329	
Murphy, Harry	Dodger	318	
Jordan, Wm. Elmer	Clipper MK1	288	
Chamberlain, Meredith	Twin Cyclone	261	

Free Flight Rubber Scale - 34 Entrants

O'Reilly, Jim	Lanzo Puss Moth	299
Moulton, Robert	Interstate Cadet	290
Wallenhorst, Ed	27 Alco Sport	281
Timmons Jr., Russ	Puss Moth	279
Bortnak, John	Curtis Robin	260
McCoy, Tom	Lanzo Puss Moth	228
Kugler, Donald P.	Puss Moth	222
Bell, William W.	Interstate L-6/Taylorc	155
Moskow, Mike	Stahl Seagull	146
Bissett, Robert	Puss Moth	107

Free Flight Commercial Rubber - 35 Entrants

Wallenhorst, Ed	Light Miss America	356
Konefes, Ed	Convertible	355
Odum, Lewis E.	Miss Canada Sr.	351
Macay, Joseph R.	Convertible	348
Tisinai, Jack	Korda victory	315
Sharpton, Ron	Miss Canada Sr.	296
Moskow, Mike	Dietrich Convertible	270
Hermanek, Charles	Thermal Hunter or Conv	242
Perryman, George	Sparky	239
Strauss, Ben	Thermal Hunter	237

Free Flight Hand Launched Glider - 47 Entrants

Anderson, Kevin	Hervath	360
Sharpton, Ron	Cody	279
Bortnak, John	Zoomer/Cole 24"	239
Anderson, A. Grayson	Christan burger '41	226
Rimert, Terry	Huguelet/Hervate	222
Matsumo, Chris	???	201
Larsh, Bob	Hugelot	182
Batiuk Sr., George	Hervat/Hugelet/Birkett	180
Campbell, Lee F.	Vartain	168

1988 Lawrenceville SAM Champs



Ben Cleveland, Tullahoma, TN, holding his "Buzzard Bomb Shell". Ben won 1st in "B" Pylon.



George Armstead preparing to launch his Roger Hammer designed "Flamingo". George is from SAM 7, Connecticut.



A "Rambler" powered by an Atwood Champ. The flyer is Tom Lucas, editor from SAM 7 in Rockville, CT.



A beautiful "Lamb Climber" built and flown by Guy Scott, Albany, IN.



Unidentified friend holds for George Batiuk, Sr., Huntsville, AL. George was flying a Verdier in pre '37 Wakefield. The Verdier was the Canadian champion.



Elmer Jordan, Troy, OH, posing with his Scientific Coronet. The ship is powered by an Arden 19.

Photos by Harold Johnson



Chilvas 1940 record breaker, flown by Richard Brake, Fort Wayne, IN.



Tom McCoy ready to max his Lanzo Puss Moth. Tom Hails from Sterling Heights, MI.



Jack Tisinai, Evanston, IL, releases his Fillon Wakefield.



The Altimeter from Best-By-Test flown by Jim O'Reilly, Wichita, KS.



Ernie Linn, SAM 56 Newsletter Editor from Wichita, Kansas, with his 1938 Kansas Wakefield.



Sal Taibi with his 1st place winning "Brooklyn dodger". Ship was flown in "A", "B", & "C" using different sizes of Ohlsson engines.

Executive Committee Meeting July 21, 1988 - Vincennes, IN

Present:	Jim Adams	Absent:	Bob Larsh
	Mike Granieri		Abe Gallas
	Woody Woodman		Bob Angel
	Bill Schmidt		

SAM-AMA Relationship: It was noted that there is concern by some SAM principals relative to the AMA rating the SAM Champs a CCCC event instead of an AAAA contest. The only way to be rated AAAA is to hold AMA events. This was viewed as not particularly important, and it was decided that SAM should retain its autonomy and not become dominated by AMA.

Advertising Policy in SAM Speaks: \$25 per 1/4 page of advertising is now charged per issue. This is a service to the members and provides the cottage industries who cannot afford to advertise in the magazines a place to advertise. The largest ad available is 1/2 page. Jim has had requests for full-page ads but has declined them. It was agreed to continue the policy as it has been in the past.

Investment of SAM Funds: The SAM funds are currently in a low interest bearing checking account. Jim Adams will check to see if we can invest our idle funds in an instrument providing a higher rate of interest without losing our tax-exempt status.

Billing Members For Dues: It was agreed that all members should receive a bill each December for SAM dues.

Rules Committee: The Executive Committee and the Rules Coordinators comprise the Rules Committee. It was decided not to create an additional Rules Committee with its inherent complexities. The Executive Committee will review all complaints about the Rules Book, and under the Constitution, is empowered to make any clarifications needed.

Officers' Expenses: All Vice Presidents are to submit phone bills to the Secretary-Treasurer. Up to \$35 per month is authorized. If above that, extra cost is to be reviewed. Travel and other expenses subject to review.

Stationery & Business Cards: Each Vice President and the Rules Coordinators will receive stationery and envelopes. It was the consensus of opinion that business cards were not needed by the V.P.'s.

Providing Membership Lists: It was agreed that the Vice Presidents would receive the membership list and that the membership list was not at this time for sale to commercial interests.

IRS Reporting: We retain a lawyer in New Jersey who handles this for \$75 per year. It was agreed to continue this service.

1989 SAM Champs: A letter was received from a Mr. Mike Myers stating that the Reno-Stead AFB site proposed for the 1989 SAM Champs was less than adequate. John Pond was brought in and asked what he thought of the letter and situation. He responded that he would stay on top of the situation to make sure that an acceptable site would be available. Jim Adams stated that he would try to take a look at the site at some time in the near future, and he and John would review the situation at that time. An alternate site might be necessary should the Reno site not be acceptable.

"Canadian Gas Model Club"



Two C.G.M.C. buddies from the thirties meet again after a "few years" and reminisce earlier modeling meets, feats and defeats. Vern Anthony, left; Buccaneer, centre; Albert Pow, right.



Jeffrey's Moffett, 1936 from Frank Zaic's Year Book. The builder is Charles Hermanek from Decatur, IL.



Clarence Myerscough, Calimesa, CA, holds his 30 Second Antique entry, a Tambe powered by a K&B 29.

1988

Perpetual Trophy Winners

Compressed Air	Jim Noonan
Ernie Shailer High Time "B" Pylon	Ben Cleveland
Richard White High Time "C" Cabin	Sal Taibi
Danny Shields Twin Pusher	Ed Wallenhorst
Ed Kelly High Time "C" Pylon	Jim Walston
Feather Merchant Trophy For Best Performing Ignition Engine In R/C	Joe Percy
Marquart Trophy High Time 30 Sec. Antique	Mitch Post
Roberts Trophy For High Time In R/C.....	Ken Kullman



Ken Sykora's

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The writers, traveling camera crews and studio technicians of

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have undertaken a most exciting project and would like to share their enthusiasm with the membership of SAM.

The *Flying Video Productions* organization has committed itself to the production of a series of aviation-oriented videos, the first of which is entitled,

"Welcome to your past...and present"

This themed, sixty minute, broadcast quality presentation relives the early sights and sounds of free flight modeling, as it traces the life of one young man whose experiences parallel those of your own...in fact, many of you and your flight activities have become a vital part of the story line that blends the precious **past** with old-time free flight programs of the **present**.

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In addition to its being highly entertaining, **Welcome to Your Past and Present** is a wealth of news and information.

Familiar faces and designs will surely kindle the fires of competition as the camera's eyes and ears visit the workshops and flying sites of those who were, and still are, the active notables of **old-time free flight**.

The former dean of air show announcers, R. J. Theiss, narrates this series of productions, and as such brings his professional career as the voice of aerial action to the sound track of **Welcome to Your Past and Present**.

This collectors class video has been scheduled for release by the first of November, 1988.

Be sure to watch for the *Flying Video Productions* flier in the next issue of SAM SPEAKS.

For further information as to the availability of this and forthcoming model aviation releases, please contact,
R. J. Theiss, Flying Video Productions, 920 Main St. N., Southbury, CT 06488
or call: 203-264-3667

Flying Video Productions, Division of RBY Sound and Video Studios of Southbury, Connecticut



Chet Lanzo, famous old time model designer, poses with his Super Tigre 56 powered Lanzo "Bomber". The Bomber is the most popular design among the R/C pilots.

SAM SPEAKS

Official Publication of the Society of Antique Modelers
2538 N. Spurgeon St. - Santa Ana, California 92706

Jim Adams, President
2538 N. Spurgeon St.
Santa Ana, CA 92706

Mike Granieri, Eastern VP
3 Dryden Road, Box 78
Pottersville, NJ 07979

Robert K. Larsh, Midwest VP
45 South Whitcomb Ave.
Indianapolis, IN 46241

W.L. "Bill" Schmidt, Rocky Mtn. VP
4647 Krueger
Wichita, KS 67220

Robert Angel, Western VP
1001 Patterson Rd.
Santa Maria, CA 93454

Robert P. Dodds, Sec.-Treas.
209 Summerside Lane
Encinitas, CA 92024

Abe Gallas, FF Coordinator
28 Rustling Wind
Irvine, CA 92715

Everett Woodman, RC Coordinator
233 Longview Dr.
Bayville, NJ 08721

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R. W. FRIESTAD
1640 NORTH KELLOG ST.
GALESBURG, IL 61401



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SAM SPEAKS

Official Publication of the Society of Antique Modelers

Sept. - Nov. 1988

Dedicated To Old Time Modelers Everywhere

Number 85

SAMS Editor Speaks by Jim Adams

This issue is a little late this month, we're sorry about that. Some months there are production problems that are beyond our control and we have to just keep on pushing as best we can.

Since taking on the job of president, as well as editor, yours truly has found himself very busy. Part of my problems stemmed from the many complaints that I have received regarding the inadequate flying site at the West Coast SAM Champs. The R/C flyers were not all that unhappy, but the free flighters were very unhappy with the field conditions.

In reviewing what the AMA district vice presidents had to say about Reno, in their MODEL AVIATION columns, you will note that they had nothing but the highest praise for the beautiful black topped R/C field that they got to use. On the other hand the SAM R/C pilots were forced to fly off of the dirty desert basin and had to travel several miles over rough, dusty roads to get to the fields.

The free flighters had even worse conditions and to this were added the complaints that the desert floor was too soft to support the Honda trail bikes safely. Flyers trying to ride their bikes with one hand & carry their models took many spills.

I took action on this problem this past month and we formed a task force of John Pond, Don Bekins, Bob Angel and myself to investigate the problem first hand. The team travelled to the Reno area and made a check of all the available fields in the area. I am happy to report that we have located another site that we feel will meet the needs of the free flight and R/C flyers.

Steps are being taken to secure the use of the new area. The location and directions to the new site will appear in the November-December issue of SAM Speaks.

I am also happy to report that the task of selecting a new editor for SAM Speaks is about complete. I have surveyed a number of editors of SAM chapter newsletters. We have many excellent editors out there doing a very good job of keeping the old timer spirit alive and getting the word out to all of their members. One of the prerequisites, of course, was finding a man that really wanted the job and who would work with the dedication that the job requires. I will introduce you to this person in the November-December issue of SAM Speaks.



Joe Havlik, SAM 41, San Diego, poses with the KG3 that he restored for the San Diego Air & Space Museum. The air frame was donated by Jim Adams and the new Brown Jr. was donated by Frank Finney of San Diego.

New Approved SAM Old Timer

The "Ted Kleuser 1937 Low Wing Design" was approved as an old timer by outgoing president Sal Taibi in January 1988. We apologize for our tardiness in reporting this information. Small 3 views of this design are available from Russell Stokes, 175 Inspiration Drive, Sunrise Beach, Texas 78643.

SAM Legal Design Books

Jim Adams, SAM's new president, has announced that copies of SAM's new legal design books will be mailed to all members before Christmas.

Work is progressing rapidly and as soon as the books are printed they will be mailed out to all the SAM members.

The books will contain useful information such as the span, area, date published or kitted and the source of the design.

Sam Speaks is published 6 times/year
by the SOCIETY of ANTIQUE MODELERS
2538 N. Spurgeon St. Santa Ana, CA 92706

1989 Wakefield 50th Anniversary

The challenge has been made by the Southern California SAM chapters, the S.C.I.F.S. & the SCAMPS, to hold another 50th Wakefield Anniversary meet over Memorial Day 1989. The English SAM chapter 35, has taken up the gauntlet and has promised to make their appearance in large numbers at Taft, California during the Memorial Day weekend, May 26, 27, 28, & 29.

The invitation has been extended to other SAM members in Australia, France, New Zealand, Germany, Canada and Italy to attend. The Wakefield competition is to be run concurrently with the U.S. Free Flight Champs that normally runs the last 4 days in May.

The Wakefield competition will feature two events; one for the 4 ounce, pre-'37 designs and the other for 8 ounce, pre-'51 models. Other events to be flown will be a full schedule of SAM gas & rubber classes plus a full schedule of all the modern events.

This 4 day meet will afford all of our out-of-town visitors a chance to see the biggest free flight contest in the country in full swing in addition to a visit to America's F/F capitol - Taft, California. For further details & information on accommodations, write to Ken Sykora, 6716 Noble, Van Nuys, CA., 91405 or Jim Adams, 2538 N. Spurgeon Street, Santa Ana, CA., 92706.



Lanzo Duplex Stick flown by Tom McCoy at Lawrenceville SAM Champs.

SAM Executive Committee Rulings

The Executive Committee, acting as the primary rules committee for SAM, has voted on two rules questions, that were submitted during September 1988.

1. W.A. Roseberry, Glendale, Arizona submitted a question regarding the proper classification of the Arden Diesel conversion. The Arden Diesel conversion was a factory modification sold by hobby shops prior to 1950.

Decision: Since the rule book has no paragraph dealing with this type engine, the committee agreed that some clarification was needed. The Committee's decision was that the engine would be classed as a pre-1950 diesel and could be flown as an original ignition engine. (see R/C Section II Engine Definition, paragraph 1.C (1) and free flight section III - power & classes paragraph 1 & 9.) This does not represent a change in current SAM policy.

2. The question as to the maximum displacement of engines allowed in Texaco and Antique (R/C) models was raised by a member in SAM 39. Since the rule book does not specifically define engine displacements allowed in Section I - Aircraft Definitions, paragraph 4a, or in Section II - Engine Definition, paragraph 2 for Texaco & Antique models, the committee agreed that a clarification was needed.

Decision: The committee agreed to add the following paragraph to the R/C Section II - Engine Definitions. This is not a change, but just a clarification of existing SAM policy. The new paragraph is as follows:

"4. Only engines of the types and specific displacements listed in this section may be used in SAM Basic R/C Events."

These revisions become effective immediately and will be incorporated in the next revision of the SAM rule book.

Jim Adams
Jim Adams, President

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Ken Kullman, SAM 51 from Mount Aukum, California, holds the famous Chet Lanzo Perpetual Trophy (Roberts Trophy) that he won at the 1988 Lawrenceville SAM Champs. The lettering on the trophy reads: "Edward Roberts Trophy" and just below "Chet Lanzo R/C Perpetual Trophy".

Roberts Trophy Clarification

by John Pond & Jim Adams

After reading the description of the Good Brothers and their subsequent winning of the Roberts Trophy, a statement was made that this was the original Roberts R/C Trophy which is correct yet incorrect as an earlier Roberts Trophy was awarded to Chester Lanzo in 1937 for the R/C Event. (See page 100 in the AMA news section of the September 1988 MODEL AVIATION. - J.E.A.)

This confusion was brought about by the Elmira, NY meet sponsored by the Soaring Society of America, Richard DuPont, president. The purpose of this rather prestigious meet was to acquaint the young people in the gas model events with gliding and soaring activities.

As reported by Phil Zecchitella in his "Gas Job Gossip" column, Flying Aces, September 1937, this meet was to be held on June 5-9 during the Soaring Society's Annual Elmira Gliding Contest.

These dates were selected several months in advance with news of the contest widely circulated and published. Some time later, NAA decided to hold its Nationals in the final week of June and first few days of July at Detroit.

With everything running like clockwork with two major contests available to the modeling fraternity, something had to go wrong.

When the Detroit hotels were approached for reservations for the modelers, it was found the selected dates conflicted with a large convention already scheduled. Instead of moving the events to a more suitable time, NAA decreed the Nationals would be held July 7-11, completely ruining the contest dates for Elmira. When asked why the cancellation of the Elmira meet, it was revealed the flying schedule occupied the selected airport over that particular period.

This was a severe jolt to the Soaring Society as many months of planning and preparation had gone into this proposed Elmira meet. Rather than take a hard-nosed attitude with the Junior NAA, the Society donated all their trophies and awards to the NAA Nats Committee for awarding.

Hence, when Chester Lanzo won the Ed Roberts Trophy for R/C Flying, it actually was the Elmira Contest Trophy. As far as can be determined, there was no provision for this trophy to be a perpetual type. So, Again, Roberts donated another R/C Trophy to the 1938 Nationals, this time to be a perpetual award.

In the intervening years, Chester Lanzo donated his Roberts Trophy to the Society of Antique Modelers to represent the highest time attained in the Texaco R/C Event at the SAM Champs.

This trophy was fitted with a suitable base built by Walt Parker and suitable nameplate by John Pond with all past winners engraved. After Don Bekins won the trophy at the La Junta SAM Champs in 1983, Don had the trophy completely silver plated, making the trophy well worth the competition!

In some respects, SAM can lay claim to having the original Roberts Trophy regardless whether it was intended as a standard award or perpetual trophy. There is no question what it is now!!

The Roberts Trophy was awarded to Ken Kullman this year at the 1988 SAM Champs held at Lawrenceville, Illinois. Ken, interestingly enough, was flying a "Lanzo" bomber and won with a time of 38 minutes, in comparison with a winning flight in 1937 by Chet Lanzo of less than two minutes.

A look at the many name plates on the big silver trophy discloses a list of well known SAM R/C flyers who have won the most prestigious R/C Trophy. The list reads like this:

1974 Howard Carmen	1982 Chet Lanzo
1975 John Pond	1983 Don Bekins
1976 Cliff Schaible	1984 Bruce Norman
1977 Carl Tulp	1985 Jim Reynolds
1978 John Pond	1986 Bruce Norman
1979 Bruce Norman	1987 Bob Angus
1980 Ivan Tarbert	1988 Ken Kullman
1981 Jack Alten	

This trophy is a part of modeling history, if your name appears among the winners, you have reason to be very proud.

An Invitation To Visit Australia

On behalf of the six (6) Aeromodelling Clubs in the Hunter Valley, which is approximately 100 miles north of Sydney in the State of New South Wales, I am extending a cordial invitation to all Aeromodellers who were building and flying Model Aircraft before 1960 or thereabouts to attend, on the 20th & 21st of May 1989, an AEROMODELLING VETERANS GATHERING!

The purpose of this "Gathering" is to gather together in the one place and at the same time as many as possible of the people who were involved with the early days of Aeromodelling so that we can all meet the people we only read about in those Halcyon Days.

The "Gathering" is to be completely informal, with fun-flying of the old designs of that era on the Saturday and Sunday (there will be some serious and a lot of not-so-serious awards) and a Dinner on the Saturday night. The weekend will conclude with a barbeque on the Sunday evening.

Free-flight, Control-line and Radio-controlled models will all be flying on the same field at the same time, so chaos will probably be order-of-the-day!!

Overseas visitors will be billeted with Hunter Valley Club members and informality and total enjoyment are to be the only real guidelines! Those not wanting to attend the flying sessions (wives, possibly?) will be catered for with conducted tours of the excellent vineyards and wineries in the Valley as well as some of the other great scenic places that abound in the area.

Anyone interested can contact me for further information at this address:

Bruce Abell
17 Ferguson Street
Cessnock
N.S.W. 2325
Australia

I look forward to meeting some old friends and making alot of new ones. See you in May 1989!!!!

SAMS New Membership Renewals

SAM is going to inaugurate a new system of membership renewal this year. During the month of November, a Bill for Dues will be mailed out to each member. Dues are due by December 31st.

This new system is being initiated to make it easier for everyone to remember to send in his annual renewal fee. The membership cost remains at \$10.00 per year, or \$100.00 for a life membership.

The new system will also make it easier for SAM to determine who are the members for 1989 and cut-down on the letters to the late payers.

Watch for your letter and send in your money promptly and help us to simplify this yearly task.

1988 National 1/2A Postal Contest by Don Bekins

The postal contest was conceived by SAM members from Texas and San Diego some years ago and has grown to be one of the most popular outings for old timer enthusiasts during the flying season. This year we had 13 chapters participate with a minimum of 65 competitors, and perhaps many more. I know that within SAM 21 and 27 at least two more people flew than the top five on the team. If you extrapolate that for every club, we probably had as many as 80 1/2A fliers vying for the beautiful 1/2A Texaco Team trophy.

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

The runner-up team, SAM 30, the "Hayshakers" of Marysville, California, thought they had it in the bag when team manager, Nick Nicholau, reported: "Our test brick we threw up (to check for thermals) at Kazanga (field) still hasn't come down! Good thing our ships are rigged-up with R/C — the only way to get them back to earth".

SAM 30 posted 3 double maxes and one flight just 5 seconds short of the 4th double max. However, their 5th flier slipped by some 500 seconds of two maxes, dropping them into second place. SAM 30 was the winner in 1987 — I wonder, did someone shoot their low man out of the sky so the 1/2A Texaco trophy could pass on to another club? Since the Postal Event is on the honor system, we'll have to assume all the SAM 30 members are the "honorable typossss"? and wouldn't do such a thing!

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

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

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

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

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

RESULTS

1988 National 1/2 A Postal Team Challenge
August 21 or 22, 1988
Don Bekins, CD

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

Bill Schmidt	New Ruler	275"	15.4 oz	1800 sec
Greg Peters	Sailplane	275"	15.4 oz	1800 sec
Dan Walton	Tex Rickert Wing	229"	16 oz	1739 sec
Jack Phelps	Viking	288"	17 oz	1672 sec
LaMoine Schrock	Strato Streak	307"	17 oz	1569 sec
	Total			8580 sec

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

Stan Lane	Anderson Pylon	242"	14 oz	1800 sec
Jim Cory	Anderson Pylon	242"	15 oz	1800 sec
Jim Kyncy	Anderson Pylon	242"	14 oz	1800 sec
Speed Hughes	Bomber	318"	20 oz	1755 sec
Bill Bureson	Anderson Pylon	242"	14 oz	1158 sec
	Total			8313 sec

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

Tom Vincent	Bohle Giant	263"	15 oz	1800 sec
Art Cummins	Dallaire	337"	19 oz	1627 sec
Tony Palethorpe	Bomber	288"	16 oz	1623 sec
Bob Grice	Brigadier	296"	16.5 oz	1595 sec
Eut Tileston	Westerner	239"	13.5 oz	1532 sec
	Total			8177 sec

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

J. Horner	Interceptor	288"	16 oz	1700 sec
T. Bryson	Pixy	303"	17 oz	1595 sec
B. Isaaks	Kerswap	288"	16 oz	1380 sec
E. Thomas	Lanzo RC-1	288"	16 oz	1290 sec
B. Prazier	Buzzard Bombshell	216"	13 oz	1233 sec
	Total			7198 sec

5. SAM 1, Denver, "Model Museum Flying Club"
Team Manager: Jack M. Warkins

Jack Warkins	Bay Ridge Mike	318"	--	1692 sec
Ed Small	Strato Streak	380"	--	1501 sec
Jim Lang	Bomber	425"	--	1318 sec
Karl Brueggeman	Bay Ridge Mike	318"	--	1230 sec
Art Grosheider	Playboy	315"	--	1188 sec
	Total			6929 sec

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

Don Bekins	Bomber	290"	16 oz	1800 sec
Ed Solenberger	Anderson Pylon	285"	16 oz	1116 sec
Ron Keil	Wasp	280"	16 oz	1280 sec
Glen Buchanan	Bay Ridge Mike	310"	18 oz	1329 sec
Ned Nevels	Viking	270"	15 oz	1177 sec
	Total			6712 sec

7. SAM 57, "The Variety Group", Vincennes, IN
Team Manager: Frank Roales

John Schifko	Kerswap	306"	17 oz	1550 sec
Gene Wicks	Brigadier	315"	18 oz	1325 sec
Paul Carlson	Playboy, Sr.	288"	16 oz	1273 sec
Frank Roales	Playboy, Sr.	288"	16 oz	1213 sec
Don Sachtjen	Challenger	339"	18.5 oz	1187 sec
	Total			6548 sec

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

Art White	Bomber	304"	17 oz	1711 sec
Robert Walter	Bomber	304"	17 oz	1685 sec
Buddy Tanner	Playboy	350"	19 oz	1168 sec
Thad Kusak	M.G.	266"	15 oz	1068 sec
Howard Robinson	Kerswap	288"	16 oz	842 sec
	Total			6474 sec

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

Howard Osegueda	Hornet	308"	17 oz	1346 sec
Bob Riggio	Brigadier	296"	17 oz	1331 sec
Dale Bowers	Commando	380"	24 oz	1105 sec
Tom Wernholm	Bay Ridge Mike	318"	19 oz	1095 sec
George Gissendaner	Commando	380"	24 oz	1075 sec
	Total			5950 sec

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

Ted Kafer	Kerswap (1st flt)	288"	16 oz	1789 sec
Dave Bruner	Foote Westerner	290"	16 oz	1410 sec
Dan Earl	Anderson Pylon	125"	13 oz	973 sec
Jack Alten	Playboy, Jr.	331"	18.5 oz	855 sec
Art Watkins	Red Zyper	282"	17.5 oz	769 sec
	Total			5796 sec

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

Charles Thuet	Playboy	300"	18 oz	1390 sec
Skip Williams	Clipper Mk I	300"	18 oz	1286 sec
Jim Schlapfer	Mercury Jr.	295"	18 oz	1192 sec
Herb Walters	Challenger	290"	17.5 oz	961 sec
John Scott	Commodore, Jr.	270"	17.5 oz	757 sec
	Total			5586 sec

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

Tom Lindholm	Interceptor	330"	19 oz	1594 sec
Jules Damare	Brigadier	297"	22 oz	1303 sec
Al Gisevius	Brigadier	297"	19 oz	1282 sec
John Peterson	Dallaire	357"	21.5oz	742 sec
Stan Appelt	Playboy, Jr.	360"	24 oz	556 sec
	Total			5477 sec

13. SAM 41, "The Aeroners", San Diego, CA
Team Manager: George Wagner, Sr.

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



Clipper MK1 with an Air-O Mighty Midget and 3 channel R/C. The builder is Hale Wallace from Charlotte, North Carolina.



Close-up of Hale Wallace's Comet Clipper with brand new Air-O Mighty Midget up front. Such very nice workmanship - it's a shame to get it dirty!

1988 Canadian SAM Free Flight Championships September 11, 1988 by John Bortnak

The weather was nigh on perfect for our 5th Annual Champs.

Jim Persson, Pleasanton, CA, queried the CD as to the status of proceeding with the Meet when the winds were blowing at the extreme velocity of 0-3 m.p.h., but was politely informed that we would proceed, even though the weather conditions were very inclement. Geographically we had a fairly good regional representation with entries from Edmonton, St. Albert, and Calgary, Alberta, and North Dakota, Nevada and California; stateside.

Conspicuous by their absence were all the Hotshots from British Columbia and Manitoba - wha' hopen guys?

Charles Atkinson, Las Vegas, NV amazed contestants and spectators alike with the rocket-like climb of his Elfin 2.49 cc diesel-powered "INTERCEPTOR", for three easy maxes in Class 'A' Pylon. Charles also placed second in .020 Replica with his high-climbing "INTERCEPTOR" - a most formidable contestant.

Fourteen year-old Jason Youck, Calgary, showed the boys how it should be done by besting everyone in Small Rubber Cabin - nice to see such an enthusiastic youngster flying Oldtimers. All-around flyer Jim Persson, Pleasanton, Ca took first in Class 'B' Pylon with his "ZIPPER", first in Large Rubber Stick flying a Lamb "CLIMBER", second in Rubber-powered Scale with a Stinson, and 2nd in H.L. Glider - well done, Jim! The only complaint voiced was from his better-half, Carolyn, who had to cart-off the hardware.



Father Dignan, Hettinger, North Dakota, launches his Earl Stahl designed rubber powered "Skyfarer" on a nice flight.

Father Dignan, Hettinger, ND for the third year in a row won the H.L. Glider event, no mean feat in itself, along with a number of other awards.

Our oldest SAM member, Keith Wyllie, Edmonton, Alberta repeated his win in Gas Scale, 3rd in Towline Glider, Large Cabin and Small Cabin. Keith is 71 years young and is an RCAF veteran of W.W. II, just like Archie Bunker.

They say a picture is worth a thousand words, so here's a stack of them, depicting the contestants in action.



Charles Atkinson, La Vegas, Nevada, tunes his .020 TD Cox powered "replica Goldberg Interceptor". Las Vegas to Calgary, that's a fur piece to travel even for an old timer contest.



Keith Wyllie, Edmonton, Alberta, makes a test flight with his "1936 Wakefield Winner". A very interesting design; who has the plans?

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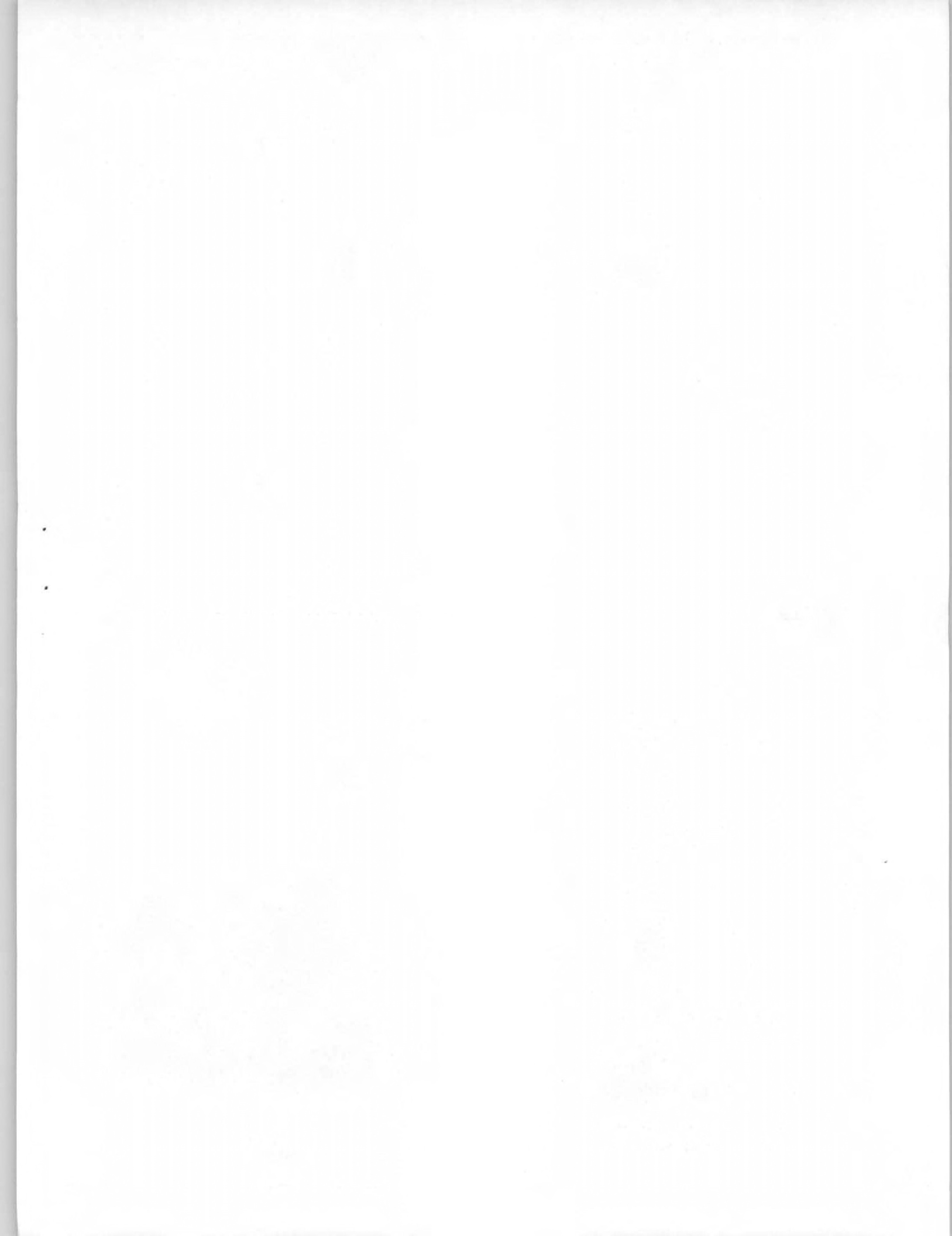
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Simon Blake, Edmonton, Canada, adjusts the needle valve on his very pretty Fox 25 powered "FOO-2-U-Too".



Dave Robin, St. Albert, Alberta, with his Cox .09 powered "Strato-Streak". Posed with him is Elaine Robin with an .020 replica "Playboy".



John Bortnak, Calgary, Alberta, our SAM Speaks correspondent, cautiously tweaking up his O.S. Max 15 conversion powered 52" Strato-Streak.



Jim Persson, newsletter editor from SAM 32, Pleasanton, California, puts up another max. with his O.S. Max 25 powered Zipper. Jim says that he will vote for holding the SAM Champs in Calgary any time. Where's the corn?



Photo snapped at AMA Vintage Nationals event, L-R, Ken Hinton, SAM 35 England, Joe Beshar, C.D., Murvil Lipsey, SAM 29 Texas, First Place Winner. Photo by SAM Speaks correspondent, John Targos.

AMA Vintage - A First At The Nats by Joe Beshar

The new AMA Vintage event was a first this year at the Chesapeake, Virginia NATS. Added to the last Rule Book issue, it is listed as Event #701 as approved by the Contest Committee. This Vintage event allows RC assist in free flight, it does not preclude free flight but follows it one on one by R/C. The event is based on Old Timer Free Flight limited engine run competition classes A, B and C ignition engines only with RC allowed only during engine run and dethermalizing. The choice to fly free flight with mechanical engine timers dethermalizer or RC assist is the choice of the contestant and the maximum of the day is determined by free flight limits. The type of ignition engine is restricted to original, replica, or converted, with engine runs of 20, 17 and 14 seconds respectively. Engines and models are limited to those designed, kitted or published prior to December 31, 1942.

Even though this year Free Flight had to be cancelled due to the withdrawal of permission by the property owners to use the only Free Flight field in the area, the AMA Vintage event was held in a very modest area successfully.

The interest shown at the first introduction was encouraging not only by the contestants but the many visitors who came out to the flying site as spectators with their positive comments.

Winners this year were:

1st Murvil Lipsey	Dallaire	Orwick 65
2nd Woody	Woodman	Zipper
3rd Ken Hinton	Playboy	Supercyke

Press Notice

A call for papers for the 1989 NFFS SYMPOSIUM REPORT. Please make your intentions known along with an overall outline to:

Editor : George Zenakis
1288 Oak Knoll Drive
San Jose, CA 95129

- or -

Managing Editor: John Oldencamp
3331 Adams Avenue
San Diego, CA 92116

Also, the National Free Flight Society is accepting nominations for the following:

1989 10 MODELS OF THE YEAR

Send to: Charles Dorsett
2645 San Benito Drive
Walnut Creek, CA 94598

1989 FREE FLIGHT HALL OF FAME

Send to: Anthony J. Italiano
1655 Revere Drive
Brookfield, WI 53005

Have your information in by December 30, 1988, at the very latest!



Hans Ochsner releases his Madewell 49 powered "Kloud King".

Another AMA Housewrecker by Dirty Harry
(reprinted from the September-October C.I.A. Informer)

Although the freeflighters of our area who enjoy friendly combat in the arena of AMA event competition have been lodging repeated complaints regarding the near continuous string of subpar contest sites being offered for their annual AMA FF NATS, these complaints have yet to dent the NATS Committee's "unified NATS-or-nothing" concept. All previous requests for a separated FF NATS to enable prioritized site selection for free flight have fallen on deaf ears. Well, as we all should know by now, the AMA's mishandling of arrangements for a free flight site for the 1988 Virginia NATS caused a last minute cancellation of the free flight portion altogether. Thus, no free flight at all at this years AMA Virginia NATS.

However, all was not completely lost as the NFFS has since picked up this fallen banner and have relocated and rescheduled the FF NATS portion to be staged at Lawrenceville, IL on October 14, 15, and 16 - the details of which are to be found elsewhere in this issue. This is obviously not the best of situations with the short notice of the reschedule., lateness in the flying season, and possibly catching many without sufficient preparation or vacation time remaining to enable participation. Be that as it may, that is the situation as it has evolved for the freeflighters of our area in 1988. Frustrating as the NATS situation has been, we all must agree that FF has been quite healthy on an area level with many clubs and contests expressing growth and increased attendance. This is fact in spite of the normal amount of mumbling from the minority of "armchair flyers" who moan that free flight is dead.

Now, what about 1989? As most of you know, for many years area free flight clubs have worked together through each late fall and early winter to work out satisfactory contest date schedules for the ensuing outdoor contest season - thus gradually establishing a pretty well defined succession of traditional contest weekends. This annual scheduling effort has involved crossing at least three AMA District borders as well as numerous statelines. Those statelines have included IL, IN, MI, OH, KY, MO, WI, TN, and more recently even as far east as NY. This "do-it-yourself" approach has managed to produce a near complete schedule of area free flight contests for the upcoming outdoor season which have been published with continual updates in this newsletter beginning about February of each year. In turn, the results of this endeavor have made the coordination of free flight contests for our respective AMA District Contest Coordinators a "piece-of-cake" in comparison to some of the annual fiascos that were experienced prior to this effort. (I know from personal experience as I was an AMA District Contest Coordinator myself in those days.) At any rate, this chore has been relatively a breeze in recent years...

Now enters a "housewrecker" at Wright Field, Dayton, OH in the form of the AMA wearing a black hat and carrying a big stick. Peace and tranquility are no longer the ambient tone - and the traditional annual area contest schedule for WPAFB is currently subject to complete chaos!

Each succeeding outdoor season at W-P has begun with a season-opening "practice weekend" in mid-May (I believe R/C'ers call these "Fun Flies.") This is followed by the Annual Spring COFFC FF MEET on Memorial Day Weekend - and so on...In total, a normal outdoor season at W-P will include (6) two-day contests, a FAI Elimination every other year, and the mid-May "Fun Fly." Whereas the AF Base R/C Club practices in a designated field area, they stage no contests there - nor do the Controlline community. The (6) formal free flight contests are sponsored by (4) different free flight clubs who have no other available contest sites and the dates are established around the Air Force's schedule of their upcoming activities, the annual AMA NATS, the SAM CHAMPS, plus ample consideration to prevent contest conflicts at Bong, WI; Lawrenceville, IL; Lexington, KY; and others. The requested FF schedule is submitted through proper Air Force channels around January of each year to confirm the dates. With this in mind, we area freeflighters were all quite surprised to read in the AMA News Section of the October issue of Model Aviation that the AMA has established one of their much heralded "FUN FLYS" at Wright Field for Memorial Day weekend of 1989. Many telephone calls and personal contacts later sum the situation to be as follows at this writing:

- 1). No area club - R/C, C/L, or FF - knew anything of the AMA contact to secure WPAFB for the date and purpose stated. (Including the AF Base club.)
- 2). No single person in the Dayton area who is affiliated with any form of modeling was found to know anything regarding the AMA invasion. (If there was, they "ain't" talking!)
- 3). Marge Weisenbach, AMA District III Contest Coordinator who is chartered to process all R/C, C/L, and FF contest date sanctions, was not notified by the AMA of their intended interference at W-P, and no contest sanction application has been submitted. (If it had, it would have been rejected pending contact with the COFFC in regard to their traditional date claim on W-P.)
- 4). Bob Brown, AMA District VP was completely ignorant of any AMA action regarding the WPAFB contract.
- 5). Obviously, the area freeflight community sincerely resents the interference and disruption by AMA HDQTRS in by-passing our District III officers and the contest sanction process which they themselves set up to prevent such conflicts. This was done without the least effort being made in regard to professional courtesy and due process.

In short, as we see it, AMA HDQTRS managed to eliminate the FF portion of "our" AMA NATS and place "our" area contest calendar for the '89 season in complete turmoil - all with a couple dozen strokes of the pen in successive paragraphs on page 110, AMA NEWS section, October issue, of their Model Aviation magazine.

It's "your" AMA at work again, freeflighters. Read it and weep! (I think I'll be sick...)

SAM 77 Contest Report

Fred Mulholland reports that SAM 77 had a great contest on October 2 at Starkey Field, near Odessa, Florida. The weather was a beautiful fall day, with very little wind and great thermals.

He reports that they had 14 contestants, 22 airplanes, 68 flights and 2 crashes.

The winners took home beautiful trophies and everyone had a great time. If you would like to join the fun, his address is: 15410 Stonecreek Lane, Tampa, FL 33613. See pictures of their contest that accompany this story.



Bruce Horvath cranks up the ignition engine on Ed Simpson's brand new Goldberg Sailplane. Tom Cealta is behind holding his Comet Clipper. Note the very nice field and impound area.



The happy winners at SAM 77's contest, L-R, top row, Bob Cooper, Pete Rafferty, Tom Gealta, Fred Mulholland, Rus Preston & Ed Simpson. Bottom row, Arnie Hernandez, John Schneider, & Bruce Horvath.



Rus Preston at SAM 77's contest. Rus is flying a Scientific "Miss America".



Roger Laudati, SAM 77's equipment inspector, checks over Pete Rafferty's class 'B' Lanzo Bomber.



Fred Mulholland (left), and Bruce Horvath (right), showing off their new hat pin trophies.



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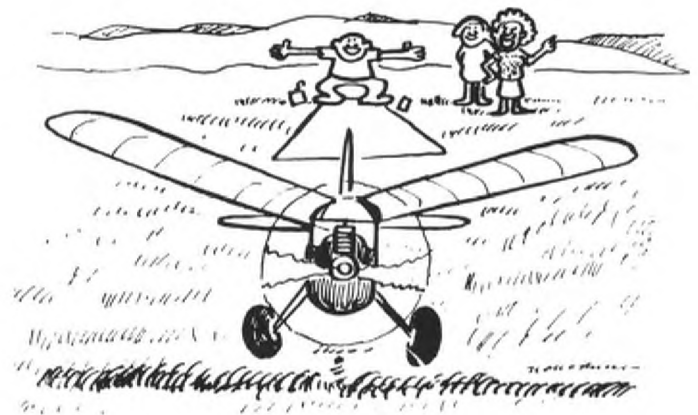
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Dottie Odum waiting for a thermal, holds her rubber scale Taylor Craft.



Woody Bartelt, ex-SAM President from Galesburg, MI, holding his very nice "Hayseed" design.

SAM SPEAKS

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Jim Adams, President
2538 N. Spurgeon St.
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Mike Granieri, Eastern VP
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